

**CHAPTER VI
ACCIDENTS AND UNUSUAL OCCURRENCE**

6.01 Accident or obstruction:-

- (1) **When a report of any accident or obstruction is received by the Station Master, he shall see that all necessary precautions are taken by the most expeditious means possible, for the protection of traffic.**
- (2) **If an accident happens to a train, the Station Master shall arrange for all necessary assistance to be sent to the train.**
- (3) **The Station Master shall, as soon as practicable, report each accident in accordance with special instructions.**

“Note:- Detailed instruction with regard to classification, reporting and dealing with accidents are given in the Accident Manual”.

S.R.6.01 (i) (a) “Rail fracture” or “Weld failure” should be treated as an obstruction and track protection should be arranged till the obstruction is cleared and a “fit certificate” is issued by an Engineering Official not below the rank of a Keyman. Such a fit Certificate shall be issued by Engineering Official after completing the necessary Emergency repairs.

The following procedure to be adopted to permit the traffic when “Rail fracture” or “Weld failure” is noticed by Mate/Keyman/Patrolman and temporarily attended.

(a) When a train already entered into the block section

- (i) If a Mate/Keyman/Patrolman detects rail fracture/weld failure of less than 30 mm gap, he shall show Stop hand signal and allow the Loco Pilot of first train to pass the fractured spot at 10 KMPH and subsequent trains at 20 KMPH after completing the necessary emergency repairs. A memo indicating the Kilometer/Location of such weld failure/Rail fracture and the permitted speed shall be handed over to the Loco Pilot by Engineering official who has attended the failure temporarily.
- (ii) Loco Pilot of the first train shall stop his train at the next block station and hand over memo to Station Master about the rail fracture/weld failure to arrange for issuing caution order for observing 20 Kmph over the fractured rail/weld failure.
- (iii) SM, who received memo from Loco Pilot about rail fracture/weld failure, shall inform the SM at the other end. Both the SMs shall arrange to issue of caution order of 20 KMPH and also advise all concerned Notice stations.

(b) When a train has not entered into the block section

- (i) After attending emergency repairs, Mate/Keyman/Patrolman shall inform the concerned SSE/JE/P.Way on mobile phone regarding condition of the track and speed imposed. After ascertaining the condition of track either on mobile phone or after physical inspection of site, as the situation warrants, SSE/JE P.Way will satisfy himself and send a message to Engineering Control (Written memo duly signed by SSE/JE/P.Way should be sent by e-mail or suitable electronic means) to permit the train in the obstructed section duly indicating the speed restriction.
- (ii) The Engineering Control will make a note of this and advise the Section Controller in writing who will permit the Station Master to start the train with specified speed restriction over the affected portion of track, Station Master on duty who receives the message, will convey the message regarding imposition of Caution Order to adjacent station and Notice Stations as per the procedure.

Note: However, a confirmation copy in writing should be handed over to Station Master on duty of the concerned station without much delay.

In case, e-mail or suitable electronic means are not available a written memo to be sent to Station Master of the nearest Station.

- S.R. 6.01 (ii) In cases where the gap at the fractured location is more than 30 mm or where multiple fractures have taken place resulting in a piece of rail, or the head getting dislodged, the Mate/Keyman cannot pass the train. He should take immediate action to protect the line and only a PWM/SE/P.WAY can pass the traffic after attending to the fracture appropriately or taking necessary safety precautions.
- (iii) (a) If a Loco Pilot realizes, while on run that there is a rail fracture he shall bring his train to a stop immediately and protect the train in accordance with Rule 6.03 and SRs there under, treating this as an obstruction. He shall then examine the track and proceed further only if he is personally satisfied that the track is safe for the passage of the train. In case it is found that the track is not safe for the passage of the train, he shall arrange to advise the SM and the Section Controller.
- (b) The SM and the Section Controller, on being advised of this occurrence, shall advise all concerned and not permit any train to enter the section unless the track is certified fit for the safe passage of the train.
- (c) The Loco Pilot of the affected train shall proceed onwards only after the track is certified fit for the safe passage of his train.
- (iv) (a) In the event of a Loco Pilot experiencing a lurch, slack, jerk or rough running, the instructions referred in SR.6.07 should be followed by all the staff concerned.

SR 6.01(iv)(b) In electrified section, an obstruction shall also be deemed to mean any masts (assemblies), broken droppers, snapped centenary /contact wire fouling the vehicle gauge or the movement of the pantograph of electric rolling stock. Such cases shall immediately be reported to the Traction Power Controller or to the Station Master of the nearest station. No further movement of trains shall be permitted to take place in that section until certified by the Traction Power Controller or Traction Distribution Supervisor.

6.02. Working in case of accident or failure of communications:-

In case of accident to the line or to any train, or of failure or interruption of communications, or in an emergency, trains shall be worked between stations in accordance with special instructions.

SR 6.02 (i) RULES AND REGULATIONS FOR SENDING A RELIEF ENGINE/TRAIN INTO AN OCCUPIED BLOCK SECTION

- (1) When the block section is obstructed due to reasons such as accident, engine failure or any other reason, any number of relief trains/engine may be sent into the obstructed block section from either end as may be necessary and the Loco Pilot of such trains shall be issued with 'Block Ticket to Proceed without Line Clear' in Form T/A 602.

In the event of the block section being totally obstructed by the Engineering Department, only material trains, motor trollies, dip lorries, wiring trains and other departmental trains are permitted to enter the section, on the authority of T/A 602.

- (2) Before preparing this authority, the Station Master shall examine the Train Signal Registers, Train Message Books, Working Time Tables, Train Notice Register and Caution Order advices and also contact Control and the Station Master at the other end.

S.R. 6.02 (i) (3) This authority shall be prepared in triplicate clearly and legibly. All columns shall be completely and correctly filled without alternation or mistakes. It shall be signed in full by the Station Master. In case of any error, the word “Cancelled” shall be written across it and a fresh authority shall be prepared and issued. The cancelled authority shall be retained in its place or pasted on the triplicate copy, if already detached.

Note :- The location of the obstruction or the engine/brake van/first vehicle/last vehicle shall be mentioned in Clause 2 of “Block Ticket to Proceed without Line Clear” in Form T/A 602.

- (4) The Guard and Loco Pilot shall examine this authority carefully and ensure that all columns are completely filled in without any mistake or alternation in any of the entries, that the date, station names and the number and description of the train are correct and it is signed in full by the Station Master. If any error is detected, it shall be returned to the Station Master and a fresh authority shall be obtained.
- (5) All trains shall be stopped at the station for the purpose of issue of this authority.
- (6) All the entries relating to the train dealt on this authority shall be made in red ink in Train Signal Register.
- (7) When a train arrives at the station with this authority, the Station Master shall enter the number and description of the train and the time of its arrival in Train Signal Register, obtain the signature of the Guard or the Loco Pilot in the case of light engine against the entry for the train and then exchange message as per clause (9) below.
- (8) If the train returns to the starting station, the Station Master shall comply with the provisions of clause (7) above and make the relevant entries in Train Signal Register on the line referring to the train.
- (9) For each train clearing section at either end of the block section, the Station Master shall exchange the following messages.

NoMy /Your Private Number..... Train
 (Noand description),.....cleared
 section here at Hrs..... mts.

No Your /My Private Number
 Understand train (No and description),
cleared section at yours at.....Hrs.
mts.

- (10) On both the single line and double line sections, the speed shall not exceed 15 kilometres an hour during day when view ahead is clear and 10 kilometres an hour during night or when view ahead is not clear.

S.R 6.02 (i) (11) Any other cautions available in the block section shall also be mentioned in this authority.

- (12) In thick, foggy or tempestuous weather or in dust storm Loco Pilot shall proceed at walking speed whistling repeatedly, preceded at an adequate distance by one man on foot with hand signals on double line sections and by two men on foot one displaying red light and the other carrying fog signals ready for immediate use on single line.
- (13) Both by day and night, train shall be piloted by a railway employee equipped with hand signals and detonators through tunnels.
- (14) During night, if the engine is not fitted with electric head light or if the electric head light is not in working order, the train or the light engine shall be preceded at an adequate distance by a Railway servant carrying detonators and exhibiting a red light ahead to stop any approaching train.
- (15) A sharp look out shall be kept at all times and the Loco Pilot shall be prepared to stop short of any obstruction.
- (16) When approaching the station ahead, the Loco Pilot shall bring his train to a stand in rear of First Stop Signal on single line sections and sound one long continuous whistle. When the train is running in the wrong direction, the Loco Pilot shall bring his train to a stand opposite to the First Stop Signal pertaining to the correct line or the Last Stop Signal pertaining to the wrong line on which he is running whichever he comes across, first and sound one long continuous whistle.

If no one turns up from the station within 10 minutes, he shall send his assistant immediately to the station or cabin to inform the Station Master or Cabinman of the arrival of train. A train may be received by taking "OFF" the reception signal.

- (17) The working of trains on this authority shall be discontinued and the normal working resumed when the cause for the issue of this authority no longer exists.
- (18) The Station Master who issues this authority shall make a special report of the circumstances under which it was issued to the Divisional Railway Manager (Traffic).

S.R 6.02 (ii) **RULES AND REGULATIONS FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF COMMUNICATIONS ON SINGLE LINE**

- (1) In the event of total interruption of communications occurring between two adjacent block stations i.e. when Line Clear cannot be obtained by one of the following means stated in order of preference viz.
 - (a) Block Instruments, Track circuits or Axle counters;
 - (b) Telephone attached to the Block Instruments;
 - (c) Station to Station fixed telephone;
 - (d) Fixed telephone such as auto phone and BSNL phone;
 - (e) Control Telephone;

- (f) VHF sets under special instructions, but not as sole means of communication on sections where passenger trains run.

The instructions laid down as under, shall be followed for working trains between block stations.

Note: - These instructions shall also be followed whenever during total interruption of communications and accident to a train or track or other obstructions precludes the use of one of the lines on a double line section.

S.R 6.02 (ii) (2) The Station Master who has a train to despatch through the affected block section shall open communication by establishing contact with the Station Master of the block station at the other end of the affected block section by sending an engine or self propelled vehicle or any other vehicle given below, in the order of preference laid down –

- (i) Light engine;
- (ii) Train engine, after it is detached from the train by the Loco Pilot on instructions from the Station Master on duty;
- (iii) Motor Trolley/Tower Wagon duly accompanied by a Guard or by a Station Master other than the Station Master on duty;
- (iv) Trolley/Cycle Trolley/Moped Trolley duly accompanied by a Guard or by a Station Master other than the Station Master on duty;
- (v) Diesel Car/Rail Motor Car/EMU Rake after ensuring that all passengers have detrained.

(3) Before the Light Engine/Train Engine/Motor Trolley/Tower Wagon/ Trolley/Cycle Trolley/Moped Trolley/Diesel Car/Rail Motor Car/EMU Rake is sent into the affected block section to open communications, the Loco Pilot/Motorman/ Guard/Station Master being sent to do so shall be advised by the Station Master on duty of the circumstances in which and the purpose for which he is being sent. The Station Master on duty shall also satisfy himself that the Loco Pilot/ Motorman/ Guard/ Station Master being sent to open communications, thoroughly understand the rules of working of trains during total failure of communications on the single line. If the Loco Pilot/Motorman/ Guard/ Station Master who is being sent to open communications, is not conversant with the Rules for working of trains during total failure of communications on single line, the Station Master on duty shall explain these rules to such staff. The Station Master on duty shall also obtain the signature of the Loco Pilot/Motorman/ Guard/Station Master on “Authority for opening communication during total interruption of communication on single line section”, in token of such staff having fully understood the circumstances in which and the purpose for which he is being sent and the Rules for Working of Trains during total failure of communications of single line.

- S.R 6.02 (ii) (4) Before dispatching the Light Engine/Train Engine/Motor Trolley/Tower Wagon/Trolley/Cycle Trolley/Moped Trolley/Diesel Car/Rail Motor Car/EMU Rake, the Station Master on duty shall hand over “Authority for opening of communication during total interruption of communication on single line section” (T/B.602) to the Loco Pilot Motorman/Guard/Station Master who is being sent to open communications, which includes: -
- (i) An “Authority to Proceed Without Line Clear”.
 - (ii) A Caution Order, specifying the speed upto which the engine or self propelled vehicle referred to in para 2 may run to the affected block section.
 - (iii) An Authority to pass the Last Stop Signal in the ‘ON’ position in case there is a Last Stop Signal at the station.
 - (iv) A Line Clear Enquiry Message addressed to the Station Master of the block station at the other end of the affected block section asking for Line Clear for the train waiting to be dispatched to his station.
 - (v) A conditional Line Clear Message to the Station Master of the block station at the other end of the affected block section permitting him –
 - i. To return the Light Engine/Train Engine, either light or attached to a train waiting to be dispatched from his station, or attached with another engine; or
 - ii. To return Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake running by itself; or
 - iii. To return Motor Trolley/Cycle Trolley/Moped Trolley either running by itself or loaded in a train waiting to be dispatched from his station.

4.1 The Line Clear Enquiry Message asking Line Clear for the trains to be dispatched through the affected block section, and the Conditional Line Clear Message for the return journey or the engine or self propelled vehicle or other vehicle referred to in para 2, as the case may be, shall be written out, on the prescribed form T/B.602 (in case of one train) or T/E.602 and T/B.602 (in case of more than one train) respectively for being sent through the Loco Pilot/ Motorman/Guard/Station Master going to open communications, and these messages shall also be entered in the Line Clear Books.

(i) The Line Clear Enquiry Message shall be worded as follows:-

Message No. _____ On return of _____ * will line be clear and kept Clear for Train No. _____ waiting to proceed.

* The particulars of the engine either returning in light or attached to a train or attached to another engine/Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolley or trolley or Cycle Trolley or Moped Trolley running by itself or loaded in a train, as may be applicable, shall be correctly filled in while preparing the form.

4.2 The Loco Pilot/Motorman/Guard/Station Master going to open communications shall, on receipt of 'Authority for opening communication during total interruption of communication on single line section' (T/B.602) sign in the original and carbon copy in token of his having understood its contents. In case the Loco Pilot is unable to read or write the contents shall be explained to him by the Station Master on Duty, in the presence of the Guard, if available.

4.3 In case a light engine or an engine and brake van is to be despatched to proceed to the next block station and then continue its journey onward after arrival at the next station and is not meant for opening communications, the Loco Pilot of engine or the engine and brake van, shall be given with the 'Authority for opening communication during total interruption of communication' (T/B.602) duly cancelling 'Line Clear Enquiry Message and Conditional Line Clear Message' portion of the form. Should it be necessary to despatch another light engine or another engine and brake van in the same direction, an interval of at least 30 minutes shall be allowed to lapse before despatch.

4.4 The Last Signal shall not be taken 'OFF', while permitting an engine or self propelled vehicle or other vehicle to proceed to the next station on 'Authority for opening communication during total interruption of communication on single line section' (T/B.602).

S.R 6.02 (ii) (5) After an engine or self propelled vehicle or other vehicle is despatched to the next station to open communications with Line Clear Enquiry Message, and a Conditional Line Clear Message to the next station for the return journey of the engine or self propelled vehicle or other vehicle, no other train or engine or self propelled vehicle or vehicle shall be allowed to leave the station and proceed in the same direction until the engine or self propelled vehicle or other vehicle sent to open communications returns. This does not, however, prevent an engineering Official going into the section on push trolley for his work on a section on which push trolley do not run on Line Clear.

(6) (a) The engine or self propelled vehicle or any other vehicle proceeding on 'Authority for opening communication during total interruption of communication on single line section' (T/B.602) shall switch on the Flasher light wherever provided and shall proceed at a speed not exceeding 15 kilometres per hour by day and when the view is clear and 10 kilometres per hour during night or when the view is obstructed, making free use of engine whistle or horn of the self propelled vehicle, where provided. In thick, foggy or tempestuous weather or in dust storm etc. when visibility is impaired, the engine or self propelled vehicle, or other vehicle proceeding on 'Authority to Proceed Without Line Clear' shall proceed at walking pace making repeated use of the engine whistle or horn of self propelled vehicle, where provided, preceded at an adequate distance by two men on foot, one displaying a red light and the other carrying fog signals ready for immediate use. Normally one of these men shall be provided by the Station Master from his Group D Staff and the other from the crew of the engine or the person whose Motor Trolley/Trolley/Cycle Trolley/Moped Trolley is being used.

In case of singly manned self propelled vehicle, both these men shall be provided by the Station Master. The Station Master on Duty shall explain to both of them their duties, in the presence of the Loco Pilot/Motorman/Guard/Station Master in - charge of the self propelled vehicle or other vehicle being sent to the next station and satisfy himself that they have understood the same.

- (b) Both by day and night, a tunnel must not be entered until the Loco Pilot/Motorman/Guard/ Station Master has ascertained that it is clear. Should there be any doubt, the engine or other vehicle etc. should be piloted by a Railway servant equipped with hand signal and detonators. Before entering the tunnel the head lights, side and tail lights and other lights (where provided) shall be switched on.
- (c) No obstruction of the line beyond the outermost facing points shall be permitted until the return of the engine/Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolley/Cycle Trolley/Moped Trolley.

S.R 6.02 (ii)(7) In the event of an engine/self propelled vehicle/other vehicle, proceeding on 'Authority for opening communication during total interruption of communication on single line section' (T/B.602) meeting in the mid section, an engine/ self propelled vehicle/other vehicle sent from the other end, the Loco Pilots/ Motormen/Guards/Station Masters, as the case may be, shall, taking into consideration the importance of the train for which Line Clear is sought, the distance from the nearest station, gradients to be encountered, the presence of catch sidings etc. decide to which of the two stations, the engines/self propelled vehicle/vehicles should proceed. Before proceeding, the engines or self propelled vehicles shall, if possible, be coupled up. If the engines/self propelled vehicles cannot be coupled up they should run at a safe speed and at adequate distance apart. In the case of Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley, meeting an engine and brake an engine and brake van/Diesel Car/Rail Motor Car/EMU Rake, the Motor Trolley/Push Van/Diesel Car/Rail Motor Car/EMU Rake.

- (8) On sighting the station to which it is/ they are proceeding, the leading engine/self propelled vehicle/other vehicle shall stop outside (i.e. In rear of) the First Stop Signal of the station. The engine or self propelled vehicle or other vehicle following the leading engine/self propelled vehicle/other vehicle, shall stop at a safe distance behind the leading engine/self propelled vehicle/other vehicle. The Station Master shall be advised of the stoppage outside the First Stop Signal either by using the engine whistle/horn of the self propelled vehicle, if provided, or by sending a competent Railway servant if necessary. The engine/vehicle shall not enter the station until permitted by the Station Master to do so either by taking 'OFF' the relevant signals or through other means.
- (9) When the engine or engines/self propelled vehicle or self propelled vehicles/other vehicle or vehicles have been admitted into the Station, the 'Authority for opening communication during total interruption of communication on single line section' with the Line Clear Enquiry Message and the Conditional Line Clear Message

(T/B.602 and/or T/E.602) giving the Line Clear for the return journey shall be delivered to the Station Master on Duty who shall keep this document in his safe custody. On the Authority of the Conditional Line Clear Message for the return journey the Station Master on Duty shall make out a Conditional Line Clear Ticket (T/G.602 or T/H.602) and hand it over to the Loco Pilot/Motorman/Guard/ Station Master to return to the Block station with his engine (either light or attached to a train or another engine or a self propelled vehicle if one is waiting to proceed in that direction) self propelled vehicle/other vehicles.

S.R 6.02 (ii) (10) In case of the engine or self propelled vehicle or other vehicle returning to the station from which he was sent without reaching the next station, the 'Authority for opening communication during total interruption of communication on single line section' (T/B.602) shall be taken back by the Station Master on Duty at the station from which this was issued and cancelled.

(11) Station Master on Duty before dispatching the engine either light or attached to a train/self propelled vehicle/other vehicle, in the return journey shall hand over to the Loco Pilot/Motorman/ Guard/Station Master, 'Conditional Line Clear Reply Message' (T/F.602) for the 'Line Clear Enquiry Message' (T/B.602 and/or T/E 602), giving Line Clear for the train waiting at the other station, thereby authorizing the Station Master at that station to start the waiting train on complete arrival of the engine, either light or attached to a train/self propelled vehicle/other vehicles at his end.

Note: * The particulars of the engine either returning light or attached to a train or attached to another Engine/Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolley or Trolley/Cycle Trolley or Moped Trolley running by itself or loaded in a train as may be applicable shall be correctly filled in while preparing the form (T/F.602).

(12) On the return journey, engine either light or attached to a Train/Diesel Car/Rail Motor Car/EMU Rake/Train loaded with Motor Trolley/Push Trolley/ Cycle Trolley/Moped Trolley may run at booked speed observing speed limits in the Working Time Table and other relevant rules. The Motor Trolley /Push Trolley/Cycle Trolley/Moped Trolley returning by itself may run at their normal speed observing the rules governing their running on Line Clear.

(13) On reaching the station, the engine either light or attached to a train/self propelled vehicle/other vehicles shall again stop outside (i.e. In rear of) the First Stop Signal of the station and thereafter be guided by the instructions from the Station Master, who may arrange to receive it by taking 'OFF' the relevant signals or otherwise.

(14) On arrival at the station the 'Conditional Line Clear Reply Message' (T/F.602) shall be handed over to the Station Master who in turn shall prepare Conditional Line Clear Ticket (T/G 602 or T/H 602 as the case may be) for the waiting train.

(15) If there be an even flow of trains in both directions, Enquiry and Conditional Line Clear Messages for each succeeding trains may be sent through the Guard of the preceding train.

S.R 6.02 (ii) (16) The arrival and departure time of all trains, engines, trollys etc. which are passed under the above rules must be recorded in the Train Signal Register.

- (17) If the Station Master at one end of the interrupted section has more than one train to despatch in the same direction before another train is normally expected from the opposite direction, he shall, in such cases, send the available engine of a train to obtain 'Line Clear' not only for that train but also for the following trains which may be waiting or expected at his station. In the Line Clear Enquiry Message (Form T/E 602), it shall be stated that these latter trains will be dispatched after the first train at intervals of 30 minutes. After the Loco Pilot returns with the Line Clear for the required number of trains to the station at which he had left the train, the Station Master shall despatch the first train on the authority of the individual Conditional Line Clear Ticket (T/G 602 or T/H 602) for the trains and shall also endorse on that Conditional Line Clear Ticket that a particular train (giving its number and description in full) shall follow at a specified interval. The Station Master shall give similar information to the Guard also in writing.

When dispatching the second and subsequent trains, the particulars of the last preceding train along with its time of departure will be endorsed on the Conditional Line Clear Tickets as also the particulars of the train which would follow. The Conditional Line Clear Ticket for the last train in the series should be endorsed with the particulars of the preceding trains together with their time of departure.

While adopting this procedure, the Guard and the Loco Pilot should be instructed to keep a sharp look out and be prepared to stop short of any obstruction.

- (18) When a train is stopped in the block section for any reason, the Guard shall immediately exhibit a hand danger signal towards the rear and ensure that the tail board or the tail light is correctly exhibited. If the stoppage is on account of accident, failure, obstructions or other exceptional cause and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle to apprise the Guard of the fact, where upon the Guard shall protect the train by placing one detonator at 250 metres from the train on the way out and 2 detonators, 10 metres apart, at 500 metres from the train, irrespective of the gauge. When a train is detained outside the signals and if the detention exceeds or is likely to exceed 10 minutes, the train shall be protected accordingly. In the absence of the Guard the duty of protecting the train shall devolve on the Loco Pilot.
- (19) When trains follow one another, no train shall be backed. In exceptional circumstances when it may be unavoidable to back a train, the train shall be backed only after providing protection by placing one detonator at 250 metres and 2 detonators, 10 metres apart, at 500 metres from the point upto which the train is to be backed.
- (20) Trains must continue to work on this system until anyone of the means of communications, mentioned in Sub - Rule 1 is restored by the competent authority.

S.R 6.02 (ii)

- (21) As soon as anyone of the means of communications has been restored, the Station Master must send an advice to the Station Master at the other end of the section on Form T/I.602. On receipt of the above message, the Station Master at the other end of the station must acknowledge in the bottom portion of the Form T/I.602.
- (22) Line Clear shall not be obtained or given by any one of the means of communication restored, until both the Station Masters are satisfied that all trains and engines etc. dispatched from their stations have arrived complete at the other station. Even if communication is restored immediately after the departure of the light engine/self propelled vehicle/any other vehicle referred to in Sub - Rule 2, sent under 'Authority for opening communication during total interruption of communication on single line section' (T/B.602) normal working shall not be resumed until the light engine/self propelled vehicle/any other vehicle reaches the next station and both the Station Masters are satisfied under exchange of Private Numbers that no light engine/self propelled vehicle/any other vehicle is on the section. Thereafter intimation about this shall be given to Section Controller also on controlled section, if however, communication with Section Controller has not been restored along with restoration of communications between two stations, the Section Controller shall be advised of the position immediately on restoration of communication with him.
- (23) On the section where total interruption of communication occurs, the Traffic Inspector of the section, must scrutinize the train passing records of the station and submit his report to the Divisional Railway Manager (Traffic) within 7 days of the resumption of communication.

S.R 6.02 (iii). RULES AND REGULATIONS FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF COMMUNICATIONS ON DOUBLE LINE SECTION.

1. In the event of total interruption of communications occurring between two stations on a double line section, i.e. when 'Line Clear' cannot be obtained by anyone of the following means stated in order of preference viz :
 - (a) Block Instruments, Track circuits or Axle counters;
 - (b) Telephone attached to the Block Instruments;
 - (c) Station to Station fixed telephone;
 - (d) Fixed telephone such as auto phone and BSNL phone;
 - (e) Control Telephone;
 - (f) VHF sets under special instructions, but not as sole means of communication on stations where passenger train run.

The following procedure shall be adopted for running of trains.

2. Before any train is allowed to enter a block section in advance, it shall be brought to a stop and the Loco Pilot and the Guard of the train shall be advised of the Circumstances by the Station Master on duty.

S.R 6.02 (iii) 3. The Station Master shall give an authority for working of trains during total interruption of communication on double line section (T/C 602) to the Loco Pilot of each train which shall include :-

- (a) An Authority to Proceed without Line Clear.
 - (b) A Caution Order restricting the speed to 25 kilometres per hour over the straight and to 10 kilometres per hour when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog, or any other cause;
 - (c) an authority to pass the Last Stop Signal in the 'ON' position.
4. In the event of a Loco Pilot approaching or passing any portion of the line where the view ahead is not clear, a Railway employee with hand signals must be sent in advance to guide the further movement of the train. A sharp look out ahead should be kept and the engine whistle freely used.
 5. No train shall be allowed to enter the block section until there is a clear interval of 30 minutes between the train about to leave and the train which has immediately preceded.
 6. Fixed Signals except the Last Stop Signal may be taken 'OFF' for the despatch and reception of trains. The First Stop Signal shall, however, be taken 'OFF' only after the train has been brought to a stand outside it.
 7. A tunnel shall be entered only after it has been ascertained that it is clear. In case of any doubt, the train should be piloted by a Railway employee equipped with hand signals and detonators.
 8. The Guard shall keep a sharp look out in the rear and be prepared to exhibit a hand danger signal to prevent the approach of a train from the rear and protect it if necessary.
 9. When a train is stopped in the block section for any reason, the Guard shall immediately exhibit a hand danger signal towards the rear and also ensure that the tail board or the tail light is correctly exhibited. If the stoppage is on account of accident, failure, obstruction or other exceptional cause and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle to apprise the Guard of the fact whereupon the Guard shall protect the train by placing one detonator at 250 metres from the train on the way to and two detonators, 10 metres apart, at 500 metres from the train, irrespective of the gauge. When train is detained outside signals and if the detention exceeds or is likely to exceed 10 minutes, the train shall be protected as above. In the absence of the Guards, the duties of protecting the train shall devolve on the Assistant Loco Pilot.

S.R 6.02 (iii)

10. No train shall be backed. In exceptional circumstances when it may be unavoidable to back a train, the train shall be backed only after providing protection by placing one detonator at 250 metres and two detonators, 10 metres apart, at 500 metres in rear of the point upto, which the train is to be backed.
11. Before entering a tunnel, the head lights, side and tail lights and other lights (where provided) shall also be lit.
12. When approaching the station ahead, the Loco Pilot must bring his train to stop outside the First Stop Signal and sound continuous whistle (or any other code as prescribed by special instructions). If no one from the station turns up within 10 minutes, the train shall be protected as per para 9 above and the Loco Pilot may send his Assistant Loco Pilot immediately thereafter, to the station or to the cabin to inform the Station Master or Cabin man of the fact that the train is waiting at the signal for admission into the station.
13. The Loco Pilots of all trains shall make over the Form T/C 602 to the Station Master of the station at the other end of the affected section. These shall be kept by the Station Master in his safe custody for inspection by the Traffic Inspector of the section, who shall prepare a report on the working of trains and shall forward the same along with his report to the Divisional Railway Manager (Traffic) within 7 days of communication.
14. A record of all trains passed over the affected block section on T/C 602 during the course of total interruption of communications, shall be maintained in the Train Signal Registers at both the stations concerned.
15. Trains must continue to work on this system until anyone of the means of communications, mentioned in Sub - Rule (1), is resorted by the competent authority.
16. As soon as any one of the means of communications has been restored the Station Master must send a message to the Station Master at the other end of the section on Form T/I 602.
17. Line Clear shall not be obtained or given by any one of the means of the communication restored until both the Station Masters have satisfied that all trains and engines etc. despatch from their stations have arrived complete at the other stations. When the trains referred to in para (16) above have arrived complete at the stations, after restoration of 'communication', their No. and arrival time will be communicated to the other Station Master concerned under exchange of Private Numbers. Thereafter an intimation about this shall be given to Section Controller also, on controlled sections, if communication with the Section Controller has been restored, and normal working resumed. If however, communication with Section Controller has not been restored along with restoration of communications between two stations, the Section Controller shall be advised of the position immediately on restoration of control communication.

6.02 (iv) (a) RULES AND REGULATIONS FOR SINGLE LINE WORKING ON A DOUBLE LINE SECTION WHEN ONE LINE IS OBSTRUCTED.

1. Whenever an accident to a train or track or other obstruction precludes the use of one of the lines on a double line section, the traffic may temporarily be worked over single line under one of the following systems:-
 - (a) By obtaining “Line Clear” on Electrical speaking instruments, or
 - (b) By the installation of single line block instruments and provision of “Shunting Limit Boards” demarcating the block section in the wrong direction, if the affected line is likely to remain for a substantial period.
2. When it desired to introduce temporary single line working on double line, on electric speaking instruments, the Station Master at one end of the affected section shall on receipt of reliable information in writing that one line is clear, take steps to introduce temporary single line working, on that line in consultation with the Section Controller and the Station Master of the station at the other end of the section.
3. If there reason to suspect that the line over which temporary single line working is to be introduced, is also fouled or damaged, temporary single line working must not be introduced until a responsible engineering Official of the rank not less than that of a JE/P. Way has inspected that section and certified that the road is safe for passage of trains.
4. Single line working shall be introduced between the nearest stations provided with cross - over between Up and Down line on either side of the obstruction. If there is an Intermediate Block Hut between the above two stations, the same shall be treated as closed and the commutator/operating handle of the Block instrument at such Block Huts shall be kept locked in “Train on Line” throughout the period single line working is in force. The commutators/operating handle shall be locked also in that position, with SM’s key, whenever possible. In cases where it is not possible to keep the commutators/operating handle in “Train On Line” position, the Block instruments shall be put out of use and a Caution Indicator hang on the handle of the Block instruments. The signals at such Block Huts shall be kept in the ‘ON’ position throughout this period and such signals shall be passed by the Loco Pilots on the written authority in the prescribed form issued by the Station Master of the adjoining Block station in operation.
5. All trains will be worked in accordance with the rules for the use of electric speaking instruments on single line and ‘Line Clear’ shall be obtained on the telephone attached to Block Instruments station to station fixed telephone, Fixed telephone such as auto phone and BSNL phones, Control Telephone, VHF sets.

- S.R 6.02 (iv) (a) 6. At all stations on the portion of the section on which single line working has been introduced, the commutators of the Block Instruments pertaining to both obstructed and unobstructed line shall be kept in 'Train on Line' Position throughout the period single line working is in force. The commutators shall be locked also in that position with SM's key, wherever possible. In cases where it is not possible to keep the commutators in 'Train on Line' position, the Block instruments shall be put out of the use and Cautions Indicators hang on the handle of the Block Instruments. At the stations, if the train is running on the wrong line all fixed signals shall be kept in the 'ON' position.
7. After ascertaining that one of the lines is clear for the passage of traffic, the Station Master proposing single line working shall issue a message containing the following information under exchange of Private Numbers, to the Station Master at the other end of the affected section.
 - (a) cause of introduction of single line working,
 - (b) the line in which the single line working is proposed,
 - (c) source of information that the said line is clear,
 - (d) place of obstructions,
 - (e) restriction of speed, if any, on the line,
 - (f) names of intermediate stations if any, which would be out of use,
 - (g) assurance that the trap points, if any, have been spiked or clamped and padlocked,
 - (h) assurance that if the train is running on the right line, the Last Stop Signal shall be kept in the 'ON' position. In case the train is running on the wrong line, all fixed signals shall be kept in the 'ON' position, and
 - (i) the number and the timings of the last train which arrived or left the block station issuing the message.
 8. On receipt of acknowledgement from the Station Master, confirmed by a Private Number, single line working may be introduced. 'Line Clear' will be obtained on telephone attached to Block Instruments or station to station fixed telephone or fixed telephone or fixed telephone such as auto phone and BSNL phone or Control Telephone or VHF sets and trains will run on authority of Form T/D 602(Line Clear Ticket) in accordance with the instructions contained in this book and Block Working Manual.
 9. The Loco Pilot of each train shall be handed over an Authority for Temporary Single Line Working on Double Line Section indicating:
 - (i) the line on which the train or light engine is to run;
 - (ii) the kilometrages between which the obstruction exists;
 - (iii) any restriction of speed which may have been imposed by way and works staff; and
 - (iv) an assurance to the effect that any trap points on the line in question have been spiked or clamped;
 - (v) authority to pass the Last Stop Signal in the 'ON' position. In case the Last Stop Signal is the Starter, in addition to the written authority, he shall also be shown hand signal at the foot of this signal.

S.R 6.02 (iv) (a) 10. An endorsement will also be made in the Caution Order given to the Loco Pilot of the first train to inform all Gatemen and Gangmen on the way about the introduction of temporary single line working and specifying the road on which the train will run. This information shall be conveyed through the Loco Pilot of a subsequent train also, if necessary.

11. The speed of the first train passing over the temporary single line, will be restricted to 25 kilometres per hour. Subsequent trains may run at their booked speed, subject to observance of other speed restrictions imposed by Way and Work Staff.

Note: - The Loco Pilot shall switch 'ON' the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, it is noticed by the station staff or Gatemen or Gangmen that the flasher light is not switched, 'ON', they shall stop the train immediately.

12. When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that it cannot proceed, it shall be protected as per Rule 6.03.

13. In case of a train proceeding on the right line :-

(a) The Last Stop Signal of the station in rear of the affected section shall be passed at 'ON' position on the basis of the written authority issued by the Station Master in the prescribed Form T/D.602. In case the Last Stop Signal is the Starter, protecting any points, hand signals shall also be shown at the foot of this signal.

(b) The approach Stop signals, if any, at the station in advance of the affected section, may be taken "OFF".

14. In case of a train proceeding on the wrong line:-

(a) The train shall be piloted to of the station on T/511 issued by the Station Master after all the facing points have been correctly set and padlocked and trailing points correctly set, over which the trains will pass.

(b) On approaching the next station the Loco Pilot shall bring his train to a stop opposite to the First Stop Signal pertaining to the right line or the Last Stop Signal pertaining to the wrong line (on which he is running), whichever, he comes across first.

(c) The Station Master of the station in advance shall depute Railway servant in uniform at the foot of the signal (whichever the train would encounter first) who shall stop the train on hand danger signal and thereafter pilot it into the station on a written authority [Refer SR 5.10 (i)] issued by the Station Master.

(d) If the Loco Pilot finds that no Railway servant in uniform has been deputed at the foot of the signal to pilot the train into the station, Rule 4.44 shall be observed.

- S.R 6.02 (iv) (a) 15. All the cross over points in the facing direction over which the train shall proceed, while temporary single line working is in force, shall be clamped and padlocked.
16. Resumption of normal working:-
- (a) On receipt of a written certificate from a responsible Engineering Official that the obstructed track is free and safe for passage of trains, the Station Master will issue a message to the other station or stations, as the case may be, under exchange of Private Numbers and decide, in consultation with Section Controller, the train after passage of which, normal working shall be introduced.
 - (b) When double line working is resumed the Block Instruments and all fixed signals, including those of intermediate Block Huts which were treated as closed, shall be brought into use immediately. An entry shall also be made in the Train Signal Register of all stations concerned showing the time double line working was suspended, time single line was introduced and the time normal working was resumed. The Loco Pilot of the first train entering the section after resumption of double line working shall inform all Gatemen and Gangmen on the way about the resumption of normal working.
17. All the records in connection with the temporary single line working shall be retained at the station and the Traffic Inspector of the section shall scrutinize and submit his report to the Divisional Railway Manager (Traffic) within 7 days of the resumption of normal working.

SR 6.02 (iv) (b) **RULES AND REGULATIONS FOR SINGLE LINE WORKING ON DOUBLE LINE DURING TOTAL INTERRUPTION OF COMMUNICATION.**

The following rules must, in addition to rules prescribed in 'Rules and Regulations for working of trains during total interruption of communication on single line', be observed by the staff.

1. Whenever an accident to a train or track or other obstruction, precludes the use of one line on double line section during total interruption of communications, single line working shall be introduced only after a responsible Official of the Engineering Department, not less than a JE/P.Way, has certified that the other line on which single line working is to be introduced is free and safe for passage of trains. The fit certificate shall be given only to the Station Master of the station at that end of the affected section for which the unobstructed line shall be the right line for dispatching trains. On receipt of this certificate the Station Master will follow the rules prescribed for opening of communication.

S.R 6.02 (iv) (b) 2. Loco Pilots of all trains, including light engine, shall be given a Caution Order on which, shall be stated clearly.

- a) The line on which the train is to run;
 - b) Kilometreage where the obstruction exists;
 - c) Any restriction of speed which may be imposed by Way & Works Staff;
 - d) An assurance to the effect that any trap points on the line in question have been spiked and clamped.
3. All the cross over points in the facing direction over which the train shall proceed, while temporary single line working is in force, shall be clamped and padlocked.
4. In the case of a train proceeding on the right line :
- a) The Last Stop Signal of the station in rear of the affected section may be passed in the 'ON' position on T/B 602 issued by the Station Master. In case the Last Stop Signal is the Starter, hand signals shall also be shown at the foot of this signal.
 - b) The approach Stop signals, if any at the station in advance of the affected section, may be taken 'OFF'.
5. In the case of train proceeding on the wrong line :
- (a) The train shall be piloted out of the station on Form T/511 issued by the Station Master after all the facing points have been correctly set and locked and trailing points correctly set over which the train will pass.
 - (b) On reaching the next station, the Loco Pilot shall bring his train to a stop opposite the First Stop Signal pertaining to the right line or the Last Stop Signal pertaining to the wrong line (on which his train is running), whichever he comes across first.
 - (c) The Station Master of the station in advance shall depute a Railway servant in uniform at the foot of the signal (whichever the train would encounter first) who shall stop the train on hand danger signal and thereafter pilot it into the station on a written authority [Refer SR 5.10 (i)] issued by the Station Master.
6. It will be the responsibility of the person in - charge of the first engine or self - propelled vehicle or other vehicle, sent under T/B.602 to inform all the Gatemen and Gangmen enroute about the introduction of temporary single line working and also the line on which it is proposed to run the train.

This information shall be conveyed through the Loco Pilot of a subsequent train also, if necessary through a Caution Order.

S.R 6.02 (iv) (b) 7. Resumption of normal working :

- (a) If after the introduction of single line working, communication is restored between the two affected stations, the trains will continue to run under SR 6.02 (iv) (a) until action is taken in accordance with the instructions contained in these rules for the cancellation of the procedure.
- (b) If, however, before communication is restored, the other line is certified fit for traffic, trains shall be worked, in accordance with the instructions for running of trains during total interruption of communications of a double line section.

Note: - The Loco Pilot should switch 'ON' the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching 'ON' the flasher light is noticed by the station staff, Gatemen and Gangmen, they shall stop the train immediately.

6.03 Protection of trains stopped between stations:-

(1) When a train is stopped between stations on account of Accident, failure obstruction or other exceptional cause and The Loco Pilot finds that his train cannot proceed, he shall apprise the Guard of the fact by sounding the prescribed Code of whistle, or through walkie talkie or other means and exchange hand danger signals with him. Then the Guard shall immediately exhibit a hand danger signal towards the rear and check up that the tailboard or tail light is correctly exhibited and switch 'ON' flasher light if provided in the rear of his brakevan. The Guard and Loco Pilot shall then immediately take the following action in the rear and the front :-

(i) On a single line section or a section of double or multiple lines when temporarily worked as a single line Section:-

- (a) The Guard shall either himself go back or send a competent person to protect the train. If the Guard has deputed a competent person to protect the train, then he shall go to the Loco Pilot for Consultation.**
- (b) The person going back to protect the train shall continuously show his hand danger signal to stop any approaching train, and in addition to his hand signal, shall take detonators and place them upon the line on which the stoppage has occurred, as follows :-**

One detonator at 600 meters from his train, to be placed on the way out and three detonators, 10 metres apart, not less than 1200 meters from his train or at such distance as has been fixed by special instructions.

Provided that on the metre and narrow gauge the first detonator shall be placed at 400 meters and the three detonators 10 metres apart, not less than 800 metres or at such distance as has been fixed by special instructions, from the place where the train has stopped.

- (c) If a person other than the Guard has gone back to protect the train, he shall after taking action as per sub - clause (b) continue to show his hand signal to stop any approaching train, until he is recalled.**
 - (d) When the Guard has himself gone back to protect the train, he shall after taking action as in sub - clauses (b) depute a competent person, if available to show a hand danger signal to stop any approaching train until he is recalled, and shall himself return to his train to ascertain the cause.**
 - (e) Unless the Guard has succeeded in getting another competent person to show a hand danger signal, as in sub - clause (d) he shall after consultation with the Loco Pilot once again return to the place at which he placed three detonators, showing his hand danger signal to any approaching train and continue to do so until he is recalled.**
 - (f) When the Guard or the person deputed by him is recalled, he shall leave down the three detonators and on his way back pick up the intermediate detonator.**
 - (g) On a section of double or multiple lines, if assistance has been asked for, or on a single line section or during temporary single line working on a section of double line or multiple lines, the Loco Pilot shall at once show a danger signal to the front, and proceed to protect the train in front, in the manner prescribed in clauses (b) and (f) either by going himself or by sending his Assistant Loco Pilot or Some other competent person; and**
 - (h) Should any train be seen approaching, the person going to protect the train shall immediately place one detonator on the line, as far away from the disabled train as possible and will continue to show his hand danger signal to stop any approaching train. If the person has already placed one detonator on 600 or 400 metres in BG or MG/NG respectively and he is not in a position to reach at a distance of 1200m or 800m in BG or MG/NG respectively he will again place one detonator as far away from the train has met the accident.**
- 6.03 (1) (ii) On a double line section where trains on the two lines run in the opposite direction:-**
- (a) As soon as the Loco Pilot comes to Know that his train has met with an accident he shall at once switch ‘ON’ the flasher light and switch ‘OFF’ head light and thereafter either go himself or send his Assistant Loco Pilot or Some other competent person to protect the adjacent line in front in the manner prescribed in clause (i) above.**

The Guard shall himself first immediately proceed ahead to assist and ensure protection of the adjacent line in front in the manner prescribed in clause(i) above and if a competent person is available send him to protect the train in the rear in the manner prescribed in clause (i) above

(b) In case it is not known whether the adjacent line is obstructed or not -

The Loco Pilot shall take action to protect the adjacent line as mentioned above.

The Guard shall proceed towards the engine watching the train carefully. If the Guard finds that the adjacent line is obstructed he shall proceed ahead to assist and ensure protection of the adjacent line as mentioned above. In case he finds that the adjacent line is not obstructed, he shall after consultation with Loco Pilot, go back to protect the train in the rear in the manner prescribed in clause(i) above, if he has not already sent another competent person for the purpose.

6.03 (1) (iii) On a multiple line section with uni - directional traffic on the nominated lines :-

(a) As soon as the Loco Pilot comes to know that his train has met with an accident, he shall at once take action to protect the adjacent line/lines in the manner prescribed in clause (ii) above.

(b) As soon as the Guard comes to know that his train has met with an accident, he shall at once protect such adjacent line/lines in the manner prescribed in clause (i) above.

6.03 (2) (i) In the case of a train without a Guard, the duties of Guard, as laid down in this rule shall devolve on the Loco Pilot or on a Railway servant deputed by him.

(ii) In the event of any disability of the Loco Pilot, the duties devolving on the Loco Pilot, as laid down in these rules shall devolve on the Guard or on a Railway servant deputed by him.

S.R.6.03 (i) When a train is stopped between stations for any reason and the Loco Pilot finds that his train cannot proceed further and it is necessary to protect the train, the Loco Pilot shall give four short whistles repeatedly and wave a red flag by day and red light by night moving up and down towards the Guard of the train until he acknowledges this signal by repeating it. The Loco Pilot shall acknowledge the Guard's signals, by giving one long whistle. Thereafter, the Loco Pilot shall proceed immediately to protect the train in front in accordance with Rule 6.03 (1) unless he has already sent Assistant Loco Pilot or some other competent Railway servant for this purpose.

- S.R.6.03 (ii) After the train has been protected in accordance with the General Rule 6.03 the Guard and the Loco Pilot/Motorman shall proceed towards each other, on the left hand side of the train (as from the brake - van/Guard's Cab towards the engine/Loco Pilot's cab) for consultation. If no Railway servant has been sent in order to take his stand at the spot where the three detonators have been placed, the Guard himself shall after consulting the Loco Pilot/Motorman, proceed to that spot and take his stand there until he is recalled.
- (iii) If there is a banking engine, the Loco Pilot of the banking engine shall arrange to protect in rear.
- (iv) After the train has been protected, the Guard and the Loco Pilot shall proceed towards each other, on the left hand side of the trains (as from the brake - van towards the engine) for consultation.
- (v) When the whole train is again ready to proceed, the Loco Pilot shall recall the Railway servant protecting the train by sounding one long continuous whistle. After the Railway servants have returned, the Guard shall give the signal for starting.
- (vi) In case of Light Engine or coupled Light Engines, the Loco Pilot or the Loco Pilots shall be responsible to protect the engine or engines in accordance with these rules.
- (vii) Flasher light units have been provided on Diesel/Electric locomotives. The unit, when switched "ON" flashes amber coloured light. At the same time the headlight, if on, is automatically switched "OFF" or switched off by the Loco Pilot. When taking over charge of the electric/diesel locomotive from the shed/yard, the Loco Pilot shall test the working of the unit and make an appropriate entry in the loco log book.
- (viii) Whenever the Loco Pilot of an electric/diesel loco hauled train or the Motorman/Guard of an Electric Multiple unit of suburban train, experiences sudden jerk/heavy lurch, dropping of vacuum/Air pressure etc. or stops due to accident, failure (including tripping of traction power on OHE in the electrified section) obstruction or other exceptional cause either at stations or in between stations on a section with two or more lines or having parallel tracks side by side, the Loco Pilot/Motorman/Guard (or the Assistant Loco Pilot /Diesel Assistant in the event of Loco Pilot being unable to do so) shall switch 'ON' the flasher light to attract the attention of the Loco Pilot/Motorman of a train approaching from the opposite direction on the adjacent/parallel track.
- (ix) The Loco Pilot/Motorman of the train coming in the opposite direction on the adjacent/parallel track, on seeing the flashing light shall immediately bring his train to stop as near the engine/cab of the train on the other line as possible and find out from the Loco Pilot/Motorman of the later, the cause for putting on the flashing light and act accordingly.

- (x) The flasher light shall be switched “OFF” only when the Loco Pilot finds that his train is in a position to proceed or after it had been assured that the adjacent line, if any, is free from obstruction and it is not necessary to stop any approaching train to obtain assistance.

6.04. Trains unusually delayed :-

- (1) If a train carrying passengers does not arrive within 10 minutes or if a goods train does not arrive within 20 minutes after allowing for its normal running time from the station in rear, the Station Master at the station in advance shall immediately advise the station in rear and the Control of this fact. Thereafter on double or multiple lines the Station Master at either end of the block section shall immediately stop all trains proceeding into the block section on adjacent line or lines in either direction and warn the Loco Pilots and Guards of such train by issue of suitable Caution Orders and shall also ascertain the whereabouts and the condition of the delayed train.**
- (2) The action mentioned above shall be taken earlier, should the circumstances so require.**

- S.R.6.04 (i) (a) When a train is unusually delayed, the Section Controller may alert the Stations where relief trains are available.
- (b) The Station Masters at either end of the block section shall send search party to know the whereabouts.
- (c) The Guards of trains carrying passengers shall, when their trains are delayed in the block Section for more than 10 minutes, inform the Controller/ SM, the cause and probable duration of the delay.
- (d) The instructions contained in Rule 6.04 shall equally apply where lines of different gauges or same gauge run parallel, adjacent to each other.
- (e) If, for any reason, a train is brought to a stand for a period longer than 15 minutes, the hand brakes of the locomotive shall be applied in addition to the application of vacuum/air brake etc. If such stoppage happens to be of train having vehicles with roller bearings on sections with a grade of 1 in 150 and steeper, and train having vehicles with other than roller bearings on sections with a grade 1 in 100 and steeper, the following additional precautions shall be taken :-

On trains carrying passengers, the Guard shall apply hand brakes in the brake - van and sprags or wedges or scotch blocks as the case may be, to the wheels of two vehicles nearer to the descending steep incline. 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. Special care shall be taken for the train with special type of wagons such as BCN, BOX, BOBS, BOI, BFR, CRT, etc. which are fitted with roller bearings, while taking the above precautions.

S.R.6.04 (ii) When the train is expected to start, proper vacuum/air pressure must be recreated/re - charged, as the case may be, and the vacuum/air brake must be applied before the sprags or wedges or scotch blocks removed and/or hand brakes released. Thereafter, the vacuum/air brakes may be released to start the train.

(iii) The Loco Pilot himself or, on his direction, the Assistant Loco Pilot, shall be responsible for application and release of the hand brakes of wagons behind the engine. The Guard shall be responsible for similar action in regard to the wagons inside the brake - van.

(iv) Considering the condition of brake power on train, the Loco Pilot may take additional precautions as mentioned in sub - rule 2.1 above, during the stoppage of his train on sections flatter than 1 in 150 or 1 in 100 to avoid run - away.

6.05 Sending advice of accident or break down :-

If the engine is, for any reason unable to proceed, the Guard or in his absence the Loco Pilot, shall convey, by the most expeditious means, advice to the nearest station, stating the location, nature and cause of the accident, and if assistance has been asked for, the train shall not be moved until such assistance arrives, provided that if the train is subsequently able to move, it may do so at walking pace, but not unless a competent Railway servant has been sent with hand signals and detonators to protect the train, such Railway servant keeping at least 400 metres in advance of the train, the other end of the train being protected in a similar manner.

S.R.6.05(i)(a) If, for any reason, a train is brought to a stand for a period longer than 15 minutes, the hand brakes of the locomotive shall be applied in addition to the application of the vacuum/air brake. If such a stoppage happens to be for trains having vehicles with roller bearings on a section with a grade of 1 in 150 or steeper and for trains having vehicles other than roller bearings on a section with a grade of 1 in 100 or steeper, the following additional precautions shall be taken :-

(1) On trains carrying passengers, the Guard shall apply the hand brakes in the brakevan and also apply sprags, wedges or scotch blocks as the case may be to the wheels of two vehicles nearer to the descending gradient.

(2) On Goods trains, hand brakes of at least one third of the wagons on the train or ten wagons behind the engine and five wagons inside the brakevan, whichever is more, shall be pinned down in addition to the application of the Guard's hand brake in the brake-van . Special care shall be taken for the trains with special type of wagons such as BOXs, BOBs, BRHs, BOIs, CRTs, etc., which are fitted with roller bearings while taking the above precautions.

- (b) When the train is expected to start, proper vacuum/air pressure must be recreated/recharged as the case may be and the vacuum brake/air pressure must be applied/destroyed, before the sprags, wedges or scotch blocks etc. are removed and/ or the hand brakes released. Thereafter, the vacuum/air brakes may be released to start the train.
- (c) The Loco Pilot himself or in his direction, the Assistant Loco Pilot shall be responsible for the application and release of the handed brakes, of the wagons behind the train engine. The Guard of the train shall be responsible for similar action with regard to the wagons inside the brakevan.
- (d) Considering the condition of the brake power on the train, the Loco Pilot may take additional precautions as mentioned in sub - rule (i) (a) above, during the stoppage of his train on section flatter than 1 in 150 or 1 in 100 to avoid run - away.

- S.R.6.05 (ii) Whenever a train is stopped between stations on account of any of the circumstances mentioned in Rule 6.03, the Guard of the train shall, after protecting the train immediately contact the controller on duty through portable telephone (if provided) and take orders from him. If communications with Control is not obtainable or if he is not provided with a portable telephone, he shall promptly send a report of the accident in the quickest possible manner to the nearest (accessible) block station or station connected with control. For this purpose, a train coming in the opposite direction on Double line may be stopped and the report sent through the Guard or Loco Pilot of that train; or else, a magneto telephone in a nearby Gate lodge connected to the adjacent block station may be used. If it is known that there is total interruption of communications, the report shall be sent to the Station Masters of the block stations at both ends of the block section.
- (iii) If the Loco Pilot is present at the site of the accident, he shall be consulted and the report shall be signed by both the Guard and the Loco Pilot. If the Loco Pilot is not present as in the case of a train parting and the Loco Pilot going away signed by him alone; the Guard using his judgment and discretion as to what assistance has to be asked for.
 - (iv) The report in Form ACC.3 shall contain the kilometreage, time and date of the accident and shall give full particulars of the nature of the accident and the kind of relief, if any, required.
 - (v) (a) In the absence of facilities on the spot as detailed in S.R.6.05 (i), the report shall be sent by the engine, when the Loco Pilot and his staff can be of no assistance at the spot, or when it is imperative as in the case of injury to passengers calling for prompt medical assistance, that the news of the accident shall be conveyed more speedily than it would be possible to convey it by a messenger on foot. When the engine is detached from the formation in mid - section and dispatched with the report, the procedure laid down in Rule 6.09 shall be strictly observed.

- (b) As the next alternative, the report shall be sent by the Guard through a Gangman, if available, or Assistant Loco Pilot, the name and designation of the messenger and the time of dispatch of the report being passed on from one gang to another till the station is reached. If the Assistant Loco Pilot cannot be spared and no Gangman is available or cannot be spared, the report shall be sent through any other Railway servant. If none is available or cannot be spared the report shall be sent through any reliable person, the Guard, in consultation with the Loco Pilot, using his judgment and discretion as to who is to be sent according to nature of the accident and urgency, to ensure speedy despatch of the report.
- (c) On the way out, the messenger or the Loco Pilot carrying the report shall inform the Gatemen at the level crossings which they pass, of the obstruction, and warn them to be prepared for unusual and in the case of Double line, Wrong line movement. The messenger shall not stop and wait for the Gate man or the Loco Pilot shall not stop his train for this purpose if the Gateman is absent; it shall be clearly understood that no time is lost on this account. The Gatemen Shall inform the adjacent station, if telephone communication is provided.

S.R.6.05 (vi) The Station master receiving the report of the Guard and Loco Pilot under Rule 6.05. Shall pending instructions from the Divisional Railway Manager, if facilities for furnishing the required assistance and relief are available at his Station, take the initiative and arrange directly for such assistance forthwith, in consultation with the local Mechanical, Electrical and Engineering officials, without waiting for his superior's orders. The Station Master shall immediately contact the Controller on duty, and also take orders from him.

(vii)(a) The Station Master taking action under S.R 6.05 (v) shall, without delay, send a message by telephone detailing the nature of the accident, the arrangements which had already been made for rendering assistance and the kind of relief still required, to the Station Master at the other end of the block section , the depot officials in - charge of the depot stations at both ends of the runs of the Loco Pilots concerned and the depot officials in - charge at the nearest depot stations immediately on either side of the obstructed section, the Divisional Railway Manager and the traffic inspector.

(b) The nearest depot stations receiving the message shall, if an engine is available, immediately send out the assistance called for and advise, by telephone the engine - changing station on the other side of the obstructed section, with copy to the other officials mentioned in clause (a) S.R.6.05 (vii). If necessary, relief engine may be sent from the depot stations on both sides of the obstructed section.

(viii) On receipt of the report, the Station Master shall, in addition to taking action under Rules 6.01 and 6.05, act in accordance with the Accident manual.

Note: - The distance 400 metres referred to in General Rule 6.05 above has been increased to 500 metres in M.G/N.G. and 600 metres in B.G. on this Railway.

6.06 Train in a block section without authority to proceed:-

- (1) When a Loco Pilot becomes aware in a block section that he does not have an authority to proceed or a proper authority to proceed, he shall immediately stop the train.**
- (2) The train shall be treated as an obstruction in the block section and protected as such, in accordance with Rule 6.03**
- (3) The Guard, or in his absence the Loco Pilot, shall convey the report of the occurrence to the nearest block station by the most expeditious means and the train shall thereafter move only in accordance with the instructions which may be issued by the Station Master to whom the occurrence has been reported:**

Provided that when a proper tangible authority to proceed is lost on the run, the Loco Pilot may proceed to the next station and report the occurrence to the Station Master.

- S.R.6.06 (i) (a) when a Station receives report of the occurrence through Assistant Loco Pilot/Diesel Assistant or from the Guard or Loco Pilot in terms of Rules 6.06 (3), he shall exchange numbered messages with the Station Master at the other end notifying the occurrence, suspend the block instrument working, prepare a memo, confirmed by a private Number, in the following form :-

<p>To The Loco Pilot of Train NoDescription at Km Between.....Station and.....Station. I hereby acknowledge receipt of your report for having entered the block section without Authority to proceed / proper authority to proceed.* I have exchanged message with the Station Master at the other end and I hereby authorize you to proceed to..... Station Private No.....(words)..... (figures). Station.....</p> <p>Date.....</p> <p>*Strike out whichever is not applicable.</p>	<p>Signature of the Station Master.</p>
---	---

- (b) The above memo shall be conveyed to the Loco Pilot of the train in section through the Messenger by the most expeditious means. The restarting memo shall be prepared in duplicate and the Station Master shall get the signature of the messenger on the duplicate copy with the time of handing over of the memo. The messenger shall show the memo to the Guard who shall initial it with time and pass it on to the Loco Pilot. The train shall then be restarted. The Station Masters at either end shall ensure that no other train is dispatched into the block section till the complete arrival of the train. On arrival of the train, the Station Master shall inform the Station Master at the other end of the block section by a message, supported by a Private Number of the complete arrival of the train at his station. The Loco Pilot shall hand over the improper authority to proceed, if any, to the Station Master who shall submit the same to the Divisional Railway Manager along with a special report.

While starting the train forward with the memo, the Loco Pilot shall remove the detonators placed on the line in advance of the train.

- S.R.6.06 (ii) Should a train leave a block station without proper authority to proceed, the Station Master of the block station in advance shall not receive it by taking 'OFF' signals. He shall arrange to receive the train from the First Stop Signal by delivering the prescribed authority {T/369 - (3b)} at the foot of the signal by a competent Railway servant.
- (iii) When a proper tangible authority to proceed is lost on the run, the Loco Pilot may proceed at the normal speed to the next block station and report the matter to the Station Master on duty.

6.07. Report of conditions likely to affect running of trains to Controller or centralized Traffic Control Operator :-

- (1) **Loco Pilot, Guards and Station Masters shall advise the Controller or the Centralised Traffic Control Operator of any known conditions or unusual circumstances likely to affect the safe and proper working of trains.**
- (2) **The controller or the Centralised Traffic Control Operator, on becoming aware of such defect or failure, shall inform the same to the Railway servant responsible for the maintenance of the equipment and other Railway servants concerned.**

S.R.6.07 (i) In the event of the Loco Pilot and/ or Guard experiencing any abnormal condition in the track over which his train has passed and he considers that the portion of the track over which his train passed is detrimental for safe running of subsequent trains will take action as under :

- a) Stop his train at the Home signal of next Block station and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line. In case of IBS and automatic block territories, the Loco Pilot must inform the Station Master and Loco Pilot of train already left station in rear through available means of communications to stop movement of trains;
- (b) Proceed further, only after satisfying himself that Station Master has clearly understood so as not to permit further movement over the line until a written memo indicating the details of the occurrence is received by Station Master from the Loco Pilot. He will then again stop at the station at a convenient place so as to deliver the written memo to the Station Master;
- (c) The Station Master on receipt of such a memo must issue a message addressed to the Station Master of the block station at the other end of as the block section, and Junior Engineer/ Section Engineer (P Way), Assistant Engineer, Divisional Engineer, Chief Controller and Divisional Operations Manager;
- (d) Arrange to dispatch by rail maintenance machine/ tower wagon/ light engine or in their absence a train accompanied by Engineering official with a caution order to the effect to

stop dead sufficiently short of the expected portion of the track. The engineering official accompanying will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train. Advise the conditions of the track and any restriction of speed to be imposed to the Station Master personally or through written memo which may be sent through the Loco Pilot.

- (e) In the absence of engineering officials the train with a caution order, instructing the Loco Pilot to stop dead before the affected kilometers and after satisfying himself about the condition of the track, pass over the track in question at 10 KMPH or if he finds the line unsafe to pass, return to station in rear. If the Loco Pilot is not able to detect anything doubtful, subsequent trains shall be dispatched with a speed restriction of 10 KMPH till the track is certified to be safe by engineering officials.
- (f) If the condition as reported earlier is confirmed by the Loco Pilot, no train movement shall be allowed till certified to be safe by engineering officials.

Note: - In case the Guard of the train experiences any abnormal occurrence in the track while working his train, he must inform the Loco Pilot of his train through walkie talkie or other available means of communication between the Loco Pilot and the Guard about the occurrence, after which the Loco Pilot shall take action as mentioned in SR 6.07(i) (a). In the event of Guard unable to contact the Loco Pilot, he should take action to stop the train and inform the Loco Pilot.

- (ii) Station Master and others who receive intimation from Government officials, or Village authorities, or any person likely to give reliable information, of the unsafe condition of the bunds of tanks or rivers, shall at once notify the same, by telephone to the Divisional Railway Manager, Assistant Engineer, Permanent Way Inspector and the Station Masters at both ends of the block section likely to be affected and also the Controller on duty, if control working is in operation. The Station Master at both ends of the block section likely to be affected shall stop all trains, run through trains being stopped out of course, and issue Caution Orders in accordance with Rule 4.09. Particulars of the river or tank/bund reported to be unsafe shall be given in the Caution Order, the following being added at the end :-
“Observe special caution” and reduce the speed as necessary and do not in any case exceed a speed of 15 KMPH during day and clear weather and 10 KMPH during night or when the view ahead is not clear.
- (iii) As soon as information of sabotage or likely sabotage, bomb blast explosion etc. to the track, bridges or other fixed installation is received, the Station Master who become aware of it, will stop movement of train in the affected block section as well as on adjacent lines on double/ multiple line sections and will take action as per SR 6.07(i) (d) in consultation with the section controller except that only rail maintenance machine/tower wagon/light engine shall be sent to ascertain for the line to be safe for the movement of the train.
- (iv) In the event of the Loco Pilot and/or Guard experiencing any obstruction or any other unsafe condition, on or near the track adjacent to the line over which his train has passed and which in his opinion is detrimental to safe train running, will take the following remedial action.
 - (a) Immediately switch on the flasher light of his Loco;
 - (b) Inform the Station Master (s) concerned/control through the available means of communication, and concurrently;
 - (c) Stop his train and proceed with danger hand signals to protect the line in question in terms of GR 3.62;
 - (d) Thereafter, he will continue journey to the next station cautiously keeping flasher light “ON”, and
 - (e) Be prepared to stop any incoming train approaching on the affected by communicating on walkie talkie or other available means of communication and exhibiting danger hand signal;
 - (f) On arrival at the next station he shall inform the Station Master through a written memo about the occurrence;
 - (g) On receipt of such information the Station Master must take action as per SR.6.07(i)(c) to (f)

6.08. Train Parting:-

- (1) If any portion of a train should while in motion become detached –**
 - (a) The Loco Pilot shall use his judgment to keep the front portion in motion, if possible until the rear portion has been brought to a stand so as to avoid the chance of a collision between the two portions; and sound the prescribed code of whistle to inform the Guard of the parting,**
 - (b) the Guard or Guards in the rear portion shall -**
 - (i) do all they can to prevent a collision with the front portion, and**
 - (ii) Promptly apply their hand - brakes, where provided, and**
 - (c) the Loco Pilot of banking engine, if any shall bring the rear portion to a stand and sound the prescribed code of whistle to attract the attention of the Loco Pilot in the front portion.**
- (2) As soon as the rear portion of a train has been brought to a stand, the Guard of the train shall protect that portion in accordance with Rule 6.03 both in the front and the rear, and take steps to secure the vehicles in stationary position by pinning down hand brakes and wherever necessary and prescribed by special instructions by use of sprags and chains also.**
- (3) The Guard shall indicate the parting of the train, by waving in repeated motions a green flag by day or a white light by night, up and down vertically as high and as low as possible.**
- (4) When both portions of a parted train are brought to a stand within sight of each other and it is possible and safe to couple them, the train shall be coupled with due caution under hand signals from the Guard provided necessary precaution have been taken to secure the rear portion in the manner described in sub - rule (2).**
- (5) If the Loco Pilot of the parted train has already reached the block Station in advance before he could bring the front portion to a stop he shall instantly warn the Station Master of the parting as also the Railway servant in - charge of a cabin, if passed on the way, and shall not give up the tangible authority to proceed if any, till the block section is cleared of all the vehicles of his train.**
- (6) The duties of the Guard specified in this rule shall devolve on the Loco Pilot in the absence of the Guard.**

- S.R. 6.08 (i) If the Loco Pilot finds it necessary to proceed to the station ahead, he shall, on approaching the station, give one long, one short, one long, one short whistle repeatedly to warn the station staff. The SM shall promptly admit the train into the station on a vacant line, and immediately inform the station in rear that the train has parted and that the rear portion may roll back towards the latter station. If however, the rear portion is following the front portion, the SM shall place three detonators on the line to attract the Guard's attention and endeavour to bring it to a stand by the application of wagon brakes or by heaping up earth on the rails or other suitable means or divert it, if possible, to a vacant loop or siding line.
- (ii) If the SM noticed a train running in two or more portions, he will endeavour to attract the attention of the Loco Pilot and the Guard by waving a green flag by day or white light by night up and down vertically as high and as low as possible provided the line ahead is clear and take action as stipulated in the Block Working Manual.
- (iii) When a train parts on its journey, the tonnage of the train shall be jointly checked by the Guard and the Loco Pilot and also by the SM where the train is taken in two portions. This information shall be embodied in the accident report.
- (iv) When the Loco Pilot is not sure of the parting but has reason to suspect, by the lightness of the pull or the sudden extra acceleration caused or, by other means, that his train might have parted, he shall at once look back and make sure and if it is known that a parting has actually occurred, the action detailed in Rule 6.08. shall be taken.
- (v) Whenever the parted portions stopping within sight of each other are coupled up, the coupling and hose pipe connection shall be checked up jointly by the Guard and Loco Pilot before restarting the train to preclude the possibility of another parting occurring on the further run. If, for any reason, it is found not possible to couple together the two parted portions, the two portions shall be dealt with according to Rule 6.09.
- (vi) Whenever the Loco Pilot reaches the next block station with the parted front portion without delivering the token to the Guard, he shall not hand over the same to the Station Master until the block section is certified clear by the Guard and the Station Master advises the same in writing, to the Loco Pilot. The Station Master shall issue Form T/A 602 (if the Loco Pilot arrived the station without Form T/609) to the same engine or any other relief engine of train proceeding into the obstructed section to clear the rear portion.

- (vii) Whenever train partings occur in mid-section in addition to taking action under Rule 6.08. to clear the block section, the station Master shall arrange to issue suitable Caution Order to the following train. The Loco Pilot of the following train in such cases should report on the conditions of the track such as misalignment or distortion of the track to the Station Master whereupon he shall take necessary action.

6.09. Portion of train left in a block section:-

- (1) When a train stopped in a block section has to be divided in consequence of an accident or the inability of the engine to take the whole train forward, the Guard of the train shall immediately take steps to protect the rear portion of his train in accordance with Rule 6.03.**
- (2) If the engine is capable of proceeding either with or without vehicles, the Guard shall, after taking action as provided for in sub - rule (1) and before uncoupling, put down the brakes and shall if necessary, otherwise carefully secure the rear portion of the train to ensure its remaining stationary.**
- (3) When the Guard has taken action as provided for in sub - rule (2) he shall give a written permission to the Loco Pilot, to uncouple and proceed to the next station and may, if he thinks fit, give him written instructions to return on the same line.**
- (4) On sections of the single line where token working is in force, the Loco Pilot shall, before leaving any portion of his train in a block section, hand over the token to the Guard from whom he shall obtain a written receipt. The Guard shall retain the token until the block section has been cleared of all vehicles of his train.**
- (5) At night or in thick, foggy or tempestuous weather impairing visibility, as soon as the engine, whether with or without vehicles is drawn forward, the Guard shall -**
 - (a) protect his train in the front also in accordance with Rule 6.03 and**
 - (b) also see that a red light is shown on the front vehicle of the rear portion of the train.**
- (6) When the front portion of the train is taken forward, no tail lamp or tail board shall be placed on the rear vehicle of that portion of the train but the Guard shall give its number in full in the written permission referred to in sub - rule (3)**
- (7) On entering a station with the knowledge that the block section in rear is obstructed, the first duty of the Loco Pilot is instantly to warn the Station Master of this fact. If a cabin is passed on the way to the station, the Railway servant in - charge of the cabin shall also be informed of the fact.**
- (8) When, Under written instructions referred to in sub - rule (3), the engine is to be brought back, the Guard shall, until the arrival of the engine, continue to remain in rear of the portion of the train left in the block section and shall not permit a following train, if any, to move any of the vehicles under his charge.**

- (9) (a) **The Loco Pilot shall not bring his engine , with or without vehicles, back on the same line unless he has received written instructions under sub - rule (3) from the Guard to do so.**
- (b) **In addition, on a multiple line section, the Loco Pilot shall also have a written authority from the Station Master who shall ensure that no train is diverted on to or crossing the same line on that portion of the track over which the said Loco Pilot would be returning.**
- (c) **The Station Master, before giving such written authority, shall obtain necessary assurances as prescribed by special instructions from the Station Masters having diversion facilities and also inform the Controller of the circumstances.**
- (10) **On double or multiple line sections, the Loco Pilot may under instructions from the Station Master, take the train back on the proper line, according to the system of working, until he can cross on to the line on which he has left the rest of his train and may then proceed by that line and after attaching the engine shall work the train to the station to which he is directed.**
- (11) **When moving under written instructions against the direction of traffic on a double line, or against the established direction of traffic on a single line, the Loco Pilot shall proceed cautiously and make frequent use of the prescribed code of whistle.**

- S.R.6.09 (i) (a) Whenever a Loco Pilot has to stop his train between station in order to divide the train, in consequence of an accident or the inability of the engine to haul the whole train forward, he shall apprise the Guard, by giving one long one short one long one short whistle and then bring his train to stand on a level portion of the road unless special circumstances render such a procedure unsafe. It is not possible to work the train on to a level portion and consequently the train has to be divided when it is standing on a grade steeper than 1 in 600, or when the engine has to be detached immediately (as in the case of a vehicle being on fire) the Guard shall, whether it is a vacuum/air braked train or not, apply the hand brake of his brake - van and also the hand brakes of all the vehicle on the train and in addition also insert wooden wedges very close to the wheels, to prevent the vehicles from rolling back.
- (b) After protecting the rear portion of the train in accordance with Rule 6.03, the Guard shall proceed towards the engine, on the left hand side of the train (as from the brake - van), for consultation with the Loco Pilot and the Loco Pilot/Asst. Loco Pilot shall proceed, (the engine shall not be left unmanned) on the same side of the train towards the brake - van, to meet the Guard.

- (c) Divide the train with the help of Assistant Loco Pilot as mentioned below :
1. In the case of vacuum stock, detach the vacuum hose pipes in between the wagons to be separated. Place the hose pipes of the front wagon on the dummy. The other hose pipe of the rear wagons should be kept loose to ensure train brakes in the rear portion.
 2. In the case of air brake stock, close the angle cock in between the wagons to be separated. Wait for a minute for the entrapped air between coupling hoses to escape. Then detach the air hoses and place them in the respective suspension brackets. Open Cut - off angle cock of the wagon belonging to the rear portion of the formation to ensure train brake application in the rear formation.

S.R.6.09(ii)(a) The Guard shall prepare the written permission referred to in Rule 6.09 (3) in Form T/ 609 in duplicate, hand over the original to the Loco Pilot and get his signature on the duplicate. The Guard shall, before handing over Form T/609 recovers the tangible authority to proceed from the Loco Pilot and sign for it in the Loco Pilot's Rough Journal book. The Guard shall also send a written report to the Station Master of the next block station, through the Loco Pilot, giving details of the occurrence and assistance as required.

- (b) At night, or in thick, foggy or tempestuous weather, the rear portion of the train left in section shall also be protected in accordance with Rule 6.03. The following additional precautions shall also be observed.
1. The Loco Pilot will immediately send his Assistant Loco Pilot with a hand signal lamp to protect the train in the rear.
 2. The Guard, as soon as the engine with or without vehicles is drawn forward, will place his hand signal lamp exhibiting a red light in front of the train left in the section and then proceed with the Loco Pilot's hand signal lamp displaying a red light to protect the train in accordance with Rule 6.03.
 3. The Loco Pilot of the train engine while returning to pick up this portion of the load must keep a sharp lookout and proceed cautiously at a speed not more than 25 KMPH and will immediately stop his engine at the site where the Guard is standing displaying the red light and after the Guard has picked up the three detonators, he will be piloted by the Guard by riding on the engine towards the load, leaving an intermediate detonator on the line.
 4. As soon as the portion of the train left in the section is either sighted by the Guard or the Loco Pilot, the engine will be brought to a halt. The Guard will get down from the engine and pilot the engine on to the train, walking at a safe distance ahead of the engine. The Assistant Loco Pilot deputed to protect the train in rear will be recalled. He will return leaving the three detonators on the line and picking up the intermediate detonator.

- S.R.6.09 (iii) (a) On approaching the station ahead with the knowledge that the block section behind is obstructed, the Loco Pilot shall stop at the Home signal, even though it is 'OFF' or at the outermost facing points (where a Home signal is not provided) and repeatedly give one long, one short, one long and one short whistle to warn the station staff that only a part of the train has arrived and that the section behind is obstructed. The Loco Pilot shall then send the Assistant Loco Pilot to advise the SM that a portion of the train has been left behind in the block section. On receipt of this information, the SM will take immediate steps to ensure that the block section is not cleared and will advise the SM at the other end of the block section and the Section Controller and arrange to admit the train into the station.
- (b) On arrival at the station, the Loco Pilot shall deliver the T/609 to the Station Master who shall with the help of this authority ensure that the first portion of the train has arrived complete. The Station Master shall issue the stub portion of the authority to the same engine or any other relief engine which is to be sent into the obstructed section. The Loco Pilot shall stop his engine when the left over portion is sighted and shall proceed further to attach the engine to the balance portion of the train only on getting hand signals from the Guard.
- (c) The date/time of departure of the same engine/any other relief engine shall be entered in the Train Signal Register in Red ink. The progressive No. of Form T/609 shall be recorded in the remarks column of the Train Signal Register.

Note : The same procedure shall be followed for clearing the section if more than one split is to be done in the mid - section due to any reason.

- (d) After rear portion has been brought out of the section and the section is clear, a Certificate shall be given to the Station Master by the Guard and his acknowledgement obtained. The Guard shall also hand over the tangible authority to proceed to the Station Master, along with the certificate and obtain his acknowledgment on the certificate.
- (iv) If the engine of a passenger train is unable to haul the full load, it shall not be divided but it shall remain coupled to the train until an assisting engine arrives. The train shall be protected as per Rule 6.03 and information for relief engine shall be conveyed to the Controller on the portable telephone. On non - Controlled sections or where Control is not in Operation, information for assistance shall be sent to the nearest block station utilizing the means in the order of priority vide S.R.6.05 (ii).

6.10. Fire :-

- (1) **A Railway servant noticing a fire, likely to result in loss of life or cause damage to property, shall take all possible steps to save life and property, to prevent it from spreading and to extinguish it.**
- (2) **In case the fire is on or adjacent to any electrical equipment the Railway servant shall, if he is competent, in handling electrical equipment and specially trained for the purpose have the affected part immediately isolated from its source of supply of electrical energy.**

- (3) The occurrence of a fire shall, in every case, be reported to the nearest Station Master by the most expeditious means and the Station Master shall take such action as may be prescribed by special instructions.**

- S.R 6.10 (i) Should a fire be noticed in a running train, the Loco Pilot shall, at once stop the train. If the fire occurs in a passenger carriage, the safety of the passenger shall first be attended to. If a postal van or postal carriage is on fire, every effort shall be made to save the mails. Kent Couplers at either end shall be disconnected, electric lights and fans shall be switched off, and the battery fuse and dynamo fuse shall be removed. The vehicles behind the one on fire shall be detached and the front portion of the train moved forward so as to prevent the rear vehicles catching fire. Then the burning vehicle shall be detached and the vehicles in front of it shall then be moved forward to a safe distance. If the fire occurs in a vestibuled coach, the "Link" holding the fastening lever on both the sides of the vestibule separated by means of the handle provided. The couplings of the vehicle shall be unfastened and then the vehicle separated. If circumstances do not permit, unfastening the vestibule fittings, immediate action shall be taken to unfasten the couplings beneath the corridor foot - plate and an attempt shall be made to separate the vehicles by making the engine pull them apart, thereby tearing off the vestibule. When isolating the vehicle, necessary precautions shall be taken to secure the divided portion stationary by the application of hand brakes, sprags and wedges.
- (ii) After isolating the vehicle on fire as above, every effort shall be made to extinguish the fire by using the correct type of fire extinguisher. In case of fire that can be put out by water. If water is procurable at a short distance and if it is considered safe to run the vehicle to that spot, it may be run. Much, However, depends on the contents of the vehicle, the extent of fire when discovered and the liability of other vehicles catching fire also and the Guard and Loco Pilot of the train shall exercise their discretion and judgement in such cases. In such emergencies, the train staff may, if Possible , obtain the assistance of the public passing by or living around, to obtain water and generally assist in putting out fire. If all efforts to extinguish the fire prove to be unavailing, the fire shall be allowed to burn itself out, after which the train shall be connected up and worked under the prescribed rules. If the detention is likely to exceed the prescribed time limit, the train shall be protected as per Rule 6.03.
- (iii) In case of fire in a wagon, it shall at once be opened and earth or sand, or sods with grass thrown in on the burning goods and such articles as are not burning saved, if possible after the wagon is isolated from the rest of the train as per Rule 6.10 (1).
- (iv) Fires on Bridges - Loco Pilots noticing bridges, sleepers or any part of the wood work of the track on fire shall stop the train at once and the train staff shall endeavour to extinguish the fire. The Guard and Loco Pilot shall report the occurrence to the nearest permanent way gang. The Loco Pilot shall stop his train at the next block station even if booked to run through , and the Guard and Loco Pilot shall also report the matter in writing to the Station Master and obtain his acknowledgment.

S.R.6.10 (v) In the event of any goods being damaged or destroyed by fire, or in any accident, the SM of the station receiving the Guard's report at which the fire has occurred shall issue a message, briefly enumerating the wagons damaged or destroyed the contents of such wagons and the damage sustained by them, to the SM of the destination station, with copy to the Commercial Inspector of the section, DRM and CCM. In addition to the despatch of message, the staff are required to protect the salvage very carefully and to forward the same to destination, without delay, for delivery to the consignee. The SM shall also immediately send a detailed report to the DRM, forwarding the label of the wagon and samples of the contents of the wagons, a copy of which shall also be sent to the Commercial Inspector of the section and CCM.

(vi) Prevention of fire in Horse Boxes and Cattle Wagons – The SM at the station from which horse boxes and cattle wagons are forwarded, shall personally warn the attendants in charge of the horses or animals against using any naked light or smoking or cooking in the horse boxes or cattle wagons and point out the risk and danger involved and if the men are able to read, their attention should be drawn to the notice exhibited in the horse boxes. Guards shall frequently inspect horse boxes and cattle wagons enroute to see that the orders are carried out. The small end door of a horse box shall be kept closed when a horse box is attached to a train. SMs, Guards, and others concerned shall also see that none of the attendant's family or persons other than the attendants actually in - charge of the horses are allowed to travel in the horse boxes or cattle wagons.

When reporting case of fire on trains, the position of the vehicle on the trains shall be stated, also whether it was loaded or empty.

(vii) Fire on Electricity and Power Distribution system – In the event of a fire on any part of the electrical equipment, the affected part is first to be completely isolated from the distribution system, if this has not been done automatically. If arching continues due to feed from adjacent sub - stations, this feed shall be interrupted by means of the supervisory control equipments by direct telephone communication to the adjacent sub - stations. The fire shall be extinguished by means of the extinguishers provided. Water shall not be used for extinguishing fires on electrical equipment. Fire extinguishers shall be recharged immediately after use. If the services of the Fire Brigade are required, the Brigade shall not be allowed to commence operations until all electrical equipment adjacent to the fire has been made dead.

6.11. Vehicles escaping from station :-

If any vehicle escapes from a station, the Station Master shall take immediate steps to warn the other stations or persons concerned, as far as practicable, to prevent an accident.

S.R 6.11(i) (a) If an engine or vehicles have escaped from a station, the Station Master shall advise the next station in the direction in which they are running, as laid down in the Block Working Manual.

(b) The Station Master receiving the "Vehicles running away" Signal message shall act promptly as follows :-

- S.R.6.11 (i) (b) (1) If his station is on a gradient falling in the direction of the next station towards which the engine or vehicles are running, or if a train is approaching his station from the next station in that direction, whether there is falling gradient or not he shall do everything possible to stop the run - away vehicle. This shall be done by covering the rails heavily with sand, earth or small broken stones, for as great a distance as possible, before the vehicle comes in sight, and the points shall be set for a through loop or dead - end siding to receive the vehicle, in case it is not stopped by the obstruction on the rails, the trailing points of such loop being set and locked to force the vehicle to trail through them. It is preferable to receive a run - away vehicle on a loop to receiving it on a dead - end siding.
- (2) If no train is approaching with which the vehicle can collide and the line is not on a falling grade, the vehicle may be allowed to run through the station, but a warning shall be sent promptly to the Station Master at the next station, who shall act according to these instructions.
- (3) In all cases, the Station Master shall take into consideration the circumstances existing at the time and be guided by the state of his yard (i.e. as to whether the sidings are occupied or not), and plan his action accordingly.
- (4) If the vehicles contain passengers or Railway servants, it shall not ordinarily be turned into a dead - end siding unless it is essential to do so for the purpose of avoiding a more serious accident.

* * *