

CHAPTER – III

USE OF SPECIAL SIGNALS, PROCEDURE IN EMERGENCIES AND SPECIAL REQUIREMENTS

3.1 “Signal Given in Error” signal : (0 0 0 0 0)

- (a) Whenever incorrect beats have been given or whenever beats received are not understood, the Station Master detecting the irregularity shall give the “Signal Given in Error” signal. After this has been acknowledged, the signal, which ought to have been sent, shall be distinctly given.
- (b) If the error mentioned in clause (a) above is not rectified even after repeating the signal, block working shall be suspended.
- (c) In the case of all Token instruments, if the “Signal Given in Error” signal is received from the station at the other end in reply to the “Train out of Block Section Signal” the Station Master shall check up the instrument at his end and see that the Token has been properly inserted and then again give the ‘Train out of Block Section’ signal.

3.2 Refusal of the “Is line clear” signal and sending of the “Obstruction Danger” signal : (0 0 0 0 0 0)

- (a) If, for any reason, the station in advance ‘Y’ is unable to accept the “Is Line Clear” signal, such station shall refuse it by sending the ‘Obstruction Danger’ Signal to the station in rear ‘X’. The words “Line Clear refused” shall be written in the Train Signal Register, with time and reasons thereof on the same line against the entry for the train. They shall make entirely new entries in their Train Signal Registers when ‘X’ asks ‘Y’ is Line Clear signal again.
- (b) After granting Line Clear, if any obstruction or danger is apprehended “Obstruction Danger” signal shall be sent immediately to prevent a train entering a section. On receipt of the “Obstruction Danger” signal, ‘X’ shall if possible, prevent the train entering the ‘X’ – ‘Y’ block section. Should he succeed in stopping the train he shall acknowledge ‘Y’ signal by repeating it. Line Clear shall then be cancelled ‘X’ shall permit the train on fresh Line Clear only after the cause of the obstruction has been removed and ‘Obstruction Removed’ signal has been exchanged.

Note : (i) if 'X' is not able to stop the train , he should intimate the fact to 'Y' on the block telephone.

(ii) 'Y' after sending the "Obstruction Danger" signal to 'X' shall take suitable action for removal of the obstruction. When the obstruction cannot be removed he should arrange for protection vide G.R. 6.03.

3.3 "Stop and Examine Train" signal :- (0 0 0 0 0 0 - 0)

- (a) When the Station Master at 'X' notices anything unusual in a train during its passage such as goods falling off, hot Axle. etc., he shall attempt to stop the train.
- (b) If he does not succeed in stopping the train, he shall send the above signal to the block station in advance 'Y' and intimate the nature of the irregularity noticed in the form of a telephone message.
- (c) The Station Master at 'Y' receiving the signal shall acknowledge it by repeating the signal. He shall stop trains proceeding in the opposite direction on Double Line until it is safe to do so. He shall not take 'OFF' the reception signals, ascertain from the Guard and Loco Pilot regarding any unusual occurrence and then admit the train inside the station if it is safe. He shall also examine the train coming in unsafe condition on arrival. Even run through trains shall be stopped out of course for this purpose. He shall ascertain the defect and take remedial action as necessary. On ensuring that the train is complete and there is no possibility of the track or any other equipment having been affected on its run , he shall send the "Train out of Block Section" signal to the station in rear or establish "Line Closed" condition, as the case may be as intimation that all is right. This shall be followed by a telephone message that all is right.
- (d) If the Station Master at 'X' noticing anything unusual in a train suspects that it would have caused obstruction or damage to the Block Section in rear, he shall inform on telephone the Station Master of the block station in rear at 'W' the nature of irregularity with an advice to the engineering official concerned. Both the Station Masters ('X' & 'W') shall arrange to issue caution orders to trains entering that Block Section until it is confirmed that all is right on Single Line and the Station Master of the station (W) in rear will issue caution orders to trains on Double Line. When the Station Master 'X' receives telephone message that all is right, he shall phone it up to 'W' immediately.

3.4 “Train Passed Without Tail Lamp or Tail Board” signal :- (0 0 0 0 0 – 00)

- (a) When the Station Master at ‘X’ notices a train passing without tail board or tail lamp, he shall send “Train Passed Without Tail Board or Tail Lamp” signal to the Station Master of the block station in advance at ‘Y’.
- (b) Station Master ‘X’ shall not give “Train out of Block Section” signal to the station in rear at ‘W’ or establish “Line Closed” condition until he receives the “Train Out of Block Section” signal from the block station in advance ‘Y’ or the Station Master of the block station in advance establishes the “Line Closed” condition. If he suspects train parting, he shall follow instructions given in rule 3.5. of this chapter.
- (c) The Station Master at ‘Y’ receiving the “Train Passed Without Tail Lamp or Tail Board” signal shall acknowledge it and stop the train, even if booked to run through, informing Loco Pilot and Guard and examine the train. If only the Tail Board is missing or Tail Lamp is extinguished, the same shall be rectified. Then only he shall send “Train out of Block Section” signal or establish “Line Closed” condition. If he finds that the train is not complete, the occurrence shall be reported as an accident and Station Masters shall take necessary action thereon.
- (d) When Station Master ‘Y’ gives the “Train Out of Block Section” signal to Station Master ‘X’ then only the Station Master ‘X’ shall give the “Train Out of Block Section” signal to Station Master ‘W’

Note: Where the “Block Proving Axle Counter”/ “Track Circuit” is provided holding the Block Section in rear is not necessary.

3.5 “Train Divided” signal :- (0 0 0 0 0 – 0 0 0)

- (a) If during the passage of a train through the station ‘X’ it is observed that some portion of train is missing, he shall not send the “Train out of Block Section” signal to the block station in rear ‘W’ instead he shall send the “Train Divided” signal. He shall not show a Stop Hand signal to the Loco Pilot but shall act in accordance with G.R. 6.08, After sending the “Train Divided” signal to the station in rear ‘W’ he shall also send “Train passed without Tail Lamp or Tail Board” signal to the block station in advance ‘Y’. On Double Line, Station Master ‘X’ shall stop all trains and issue caution order explaining the occurrence to the Loco Pilot of the train proceeding on the other line in the direction of the station in rear ‘W’.

- (b) On receipt of the “Train Divided” signal, the Station Master of the block station in rear ‘W’ shall acknowledge by repeating it and shall take immediate steps to secure the safety of any trains or vehicles which may be on the line, especially on the falling gradient. He shall remove the shunt key/slip siding/catch siding key wherever provided and keep it in his personal custody. He shall not give Line Clear for a following train to the Block Station in rear. If a train is already on the block section, he shall stop it at the First Stop Signal and warn the Loco Pilot of the impending danger. If the layout of the yard permits safe reception of the train into the station, this may be done. If his station is on a gradient falling in the direction of the next station or if a train is approaching his station from the next station, he shall make all efforts to stop the vehicles coming divided. This shall be done by covering the rails heavily with sand, earth or broken stones, for as far as possible, before the vehicles come in sight and the points shall be set for a through loop line or dead end siding to receive the vehicle. In case it is not stopped by the obstruction on the rails, it is preferable to receive a run away vehicle on a loop line than receiving it on a dead – end siding, the trailing points of such loop line being set and locked to force the vehicle to trail through them.
- (c) If no train is approaching with which the divided vehicles can collide and the line is not on a falling gradient, the vehicles may be allowed to run through the station, but a warning shall be sent promptly to the Station Master of the station in advance who shall act according to the instructions.
- (d) In all cases the Station Master shall take into consideration the circumstances existing at that time and be guided by the state of his yard and vary his action accordingly.
- (e) If the vehicles contain passenger or railway servants, it shall not ordinarily be set into a dead-end siding unless for the purpose of avoiding a more serious accident.
- (f) If it is known that a parting has actually occurred on a Block Section and if, after a lapse of 30 minutes more than the running time of the slowest goods train, the vehicles have not arrived at either end of the Block Section, it may be safely assumed that they have come to a stand and further course of action shall be initiated.
- (g) When it is known that the line is clear again, the “Train out of Block Section” Signal shall be sent or the “Line closed” condition shall be established over the concerned Block Sections ‘Y’-‘X’ and ‘X’-‘W’ and this will be an intimation that all is right.

3.6 “Vehicles Running away into the Block Section” (Single Line) or “Vehicles Running away on the Wrong Line” (Double line) signal :- (0 0 0 0 0 0 – 0 0 0 0)

- (a) Should an engine or vehicles have escaped and be running away into the Block Section on Single Line or on the wrong line on Double Line, the Station Master at ‘X’ shall send “Vehicles Running Away” signal to the Station Master of the other end of the Block Section on Single Line ‘Y’ or to the Station Master of the block station in rear on Double Line ‘W’.
- (b) The Station Master receiving the signal shall acknowledge it by repeating the signal and take immediate protective steps as prescribed in rule 3.5 of this chapter.
- (c) No train or engine shall be allowed to enter the Block Section on Single Line, the right line on Double Line until information has been received that the engine or vehicles have come to a stand in the Block Section or arrived at the station from where they escaped.
- (d) A relief engine shall be sent only after the lapse of 30 minutes more than the running time of the slowest goods train.
- (e) If vehicles contain passenger, railway servants or live stock, the fact shall be specially communicated to the Station Master at the other end on the “Block Telephone”.
- (f) When the obstruction has been removed and Block Section is clear, “Obstruction Removed” Signal Shall be sent or Line Closed condition shall be established.
- (g) On Double Line when vehicles run away into the Block Section on wrong line, no train shall be allowed to enter the Up or Down Block Section until information has been received that the engine or vehicles have been brought to stand or arrived at the other end.

3.7 “Vehicles Running Away on Right Line” signal :- (0 0 0 0 0 0 – 0 0 0 0)

- (a) Should an engine or vehicles have escaped and be running away into the Right Line on Double Line, the Station Master at ‘X’ shall send “Vehicles Running Away on Right Line” signal to the Station Master of the block station ‘Y’ in advance on Double Line.
- (b) The Station Master receiving the signal shall acknowledge it by repeating the signal and take immediate protective steps.

- (c) No train or engine shall be allowed to enter the Block Section on the right line on Double Line until information has been received that the engine or vehicles have come to a stand in the Block Section or arrived at the station.
- (d) A relief engine shall be sent only after a lapse of 30 minutes more than the running time of the slowest goods train.
- (e) If vehicles contain passenger, railway servants or live stock, the fact shall be specially communicated to the Station Master at the other end on the Block Telephone.
- (f) When the obstruction has been removed and Block Section is clear, “Obstruction Removed” signal shall be sent or “Line Closed” condition shall be established.
