

## CHAPTER VI

# ACCIDENT AND UNUSUAL OCCURRENCES

### 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.

**SR 6.01.01.-** Detailed instructions in regard to the duties of Station Masters for the reporting of accident, relief train arrangement etc., are given in the Accident Manual, which shall be followed in all cases.

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

**SR 6.02.01 -** 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 electric speaking Instruments.

(b) By the installation of single line block instruments and "Shunting Limit Boards" demarcating the block section in the wrong direction, if the affected line is likely to remain out of use for a substantial period.

2. When it is 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 is 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 an 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 obstruction. If there is an intermediate Block Hut between the above two stations, the same shall be treated as closed and the commutator of the Block instrument at such Block Huts shall be kept locked 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 as in Daido Instruments, the Block instruments shall be put out of use and Caution Indicator hung on the handle of the Block Instruments. The signals at such Block Huts shall be kept in the "On" position throughout and these shall be passed by the Loco Pilots on the written authority in the prescribed form (T/D 602) 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 Instrument, station to station fixed telephone, Railway Auto Phone/BSNL telephone, control phone or VHF set as detailed in SR14.01.02. in order of priority.

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 lines shall be kept in 'Train on Line' position through out 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, as in Daido instruments, the Block instruments shall be put out of the use and Caution Indicators hung 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 line 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 on 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 electric communication instrument in the order of preference as given in para 5 above and trains run on T/D602 in accordance with the instructions contained in this book and Block Working Manual.

9. Loco Pilot of each train shall be handed over an Authority for Temporary Single line Working on Double Line Section (T/D 602) indicating

- (i) the line on which the train or light engine is to run;
- (ii) the kilometreages 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 signals at the foot of this signal.

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 Trackmen 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.

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 may be passed in the 'On' position on a written authority issued by the Station Master in the prescribed form referred to in para 9 (v). In case the last stop signal is the Starter, in addition to the written authority, hand signals shall also be shown at the foot of this signal.

b) The approach stop signals, if any of the station in advance of the affected section, may be taken off.

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

(a) The train shall be piloted out of the station on a written authority issued by the Station Master after all the facing points have been correctly set and locked 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 the first stop Signal pertaining to the right line or at 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 and thereafter pilot it into the station on a written authority (T/369(3b)) 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.

(e) The Loco Pilot should switch “on” the flasher light of the train engine while running on the wrong line.

15. All the cross over points in the facing direction over which the train shall proceed, while temporary single line working 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 has to be introduced.

(b) When double line working is introduced the Block Instruments and all fixed signal, 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 normal working is resumed shall inform all Gatemen and Trackmen 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 Transportation Inspector of the section must scrutinise them and submit his report to the Divisional Railway Manager within 7 days of the resumption of normal working.

**SR 6.02.02- Rules and regulations for single line working on double line during total interruption of communications.**

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, 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 communication, single line working shall be introduced only after a responsible official of the Engineering Department, not less than an JE (Pway) in rank, has certified that the other line on which single line working is to be introduced is free and safe for passage of trains. Such an engineering official shall give the certificate 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 despatching trains. On receipt of this certificate the Station Master will follow the rule prescribed for opening of communications.

2. Loco Pilots of 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 affected section may be passed in the 'On' position on a written authority (T/B 602) issued by the Station Master in the prescribed form. In case the last stop signal is the Starter, in addition to the written authority, hand signals shall also be shown at the foot of this signal.

b) The approach stop signals, if any, of the station in advance of the affected section, may be taken 'Off'.

**5. In the case of a train proceeding on the wrong line:**

a) The train shall be piloted out of the station on a written authority 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 at the last stop signal pertaining to the wrong line (on which his train is running), whichever he comes across first.

c) The Station Master 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 {T/369(3b)} issued by the Station Master.

6. It will be the responsibility of the person incharge of the first engine or self-propelled vehicle or other vehicle, sent under 'Authority for opening communication during total interruption of communication on single line section' (T/B602) to inform all the Gatemen and Trackmen enroute about the introduction of temporary single line working as 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.

**7. Resumption of normal working :**

a) If after the introduction of single line working, communications are restored between two affected stations, the trains will continue to run under special rules until action is taken in accordance with the instructions contained in these rules for the cancellation of the procedure. Thereafter, trains will be run in accordance with the instructions for the movement of traffic during temporary single line working on double line.

b) If, however, before communications are restored, the other line is released for the passage of traffic, trains shall be worked in accordance with the instructions for running of trains on double line section during total interruption of communications.

**SR 6.02.03- 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 Telephones wherever available
- d) Fixed telephone such as Railway autophones & BSNL phones
- e) Control Telephone,
- f) VHF sets,

The following procedure shall be adopted for train passing:

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.

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 25 kilometres per hour over the straight and 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 clear interval of 30 minutes between the train about to leave and the train which has immediately preceded.

6. Fixed Signals with the exception of the last stop signal may be taken 'Off' for the reception and departure 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 should be entered only after it has been ascertained that it is clear. If there is any doubt on this point, 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 to protect it if necessary.

9. When a train is stopped in the block section the Guard shall immediately exhibit a hand danger signal towards the rear and check up 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 out 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 it shall also be protected accordingly. In the absence of the Guard the duty of protecting the train shall devolve on the Loco Pilot.

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 first stop signal and sound continuous whistle (or any other code 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 the cabin to inform the Station Master or Cabinman of the fact that the train is waiting at the signal for its admission

into the station. In the absence of the Assistant Loco Pilot, the Guard after protecting the train, shall give this information.

13. The Loco Pilots of all trains shall make over the 'Authority for working of trains during total interruption of communication on double line section' 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 Transportation Inspector of the section, who shall prepare a report on the working of trains and shall forward the same alongwith his report to the Divisional Railway Manager within 7 days of resumption of communication.

14. A record of all trains passed over the blocked section on 'Authority for working of trains during total interruption of communication on double line section' during the course of total interruption of communication shall be maintained on the Train Signal Registers at both the stations concerned.

15. Trains must continue to work on this system until anyone of the means of communication mentioned in Rule (1), is restored by the competent authority.

16. As soon as anyone of the means of communication has been restored the Station Master must send a message to the Station Master at the other end of the section on the following form:

From Station Master .....

To Station .....

Message No ..... Train (Number and description)  
 ..... arrived complete at..... hours ..... minutes. Last train  
 .....(Number and description) despatched to your station.....  
 at hours .....Minutes. Cancel the present method of working  
 the trains. Line Clear must be obtained by means of.....  
 Acknowledge.

PrivateNo.(in words) .....  
 (in figures) .....

On receipt of the above message the Station Master at the other end of the section must acknowledge in the following form

From Station Master .....

To Station Master .....

Message No ..... Your Message No .....  
 Understand that train (Number and description)

..... which was the last train to leave my station has arrived complete at your station. Train No..... which left your station has arrived complete at my station at..... hours..... minutes/not arrived. Present system of train working is being/ will be cancelled immediately after the complete arrival of train no ..... Line Clear for the next train will be obtained by means of..... Private No .....(in words)..... (in figures) .....

17. Line Clear shall not be obtained or given by means of communication restored until both the Stations are satisfied that all trains and engines etc. despatched from their stations have arrived complete at the other stations. When the trains referred to in para (16) above arrive complete at the stations, after restoration of communication their No. and their 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 also get restored, and normal working resume. If however, communication with Section Controller has not got restored along with restoration of communication between two stations, the Section Controller shall be advised of the position immediately on restoration of communication with him.

**SR 6.02.04- Rules and regulations for working of trains during total interruption of communication on single line section.**

1. In the event of total interruption of communications occurring between two 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 telephones wherever available.
- d) Fixed telephone such as Railway autophones & BSNL phones
- e) Control Telephone,
- f) VHF sets.

The instructions laid down in the succeeding paragraph, shall be followed for working trains between block stations.

**Note:** These instructions shall also be followed whenever during total interruption of communication, an accident to a train or track or other obstructions precludes the use of one of the lines on a double line section, or whenever total interruption of communication occurs during single line working on a double line section.

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, enumerated below, in the order of preference laid down -

i) Light engine;

ii) Train engine;

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 in to 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 communication, thoroughly understand the rules of working of trains during total failure of communication on the single line. If the Loco Pilot/Motorman/Guard/Station Master who is being sent to open communication, is not conversant with the Rule for working of trains during total failure of communication 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**' (T/B 602) in token of such staff having fully understood the circumstances in which, the purposes for which he is being sent and the Rules for

Working of Trains during total failure of communication on single line.

4.1 Before despatching 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 communication, 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 or other 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 (s) waiting to be despatched 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-

a) to return the Light Engine/Train Engine, either light or attached to a train waiting to be despatched from his station, or attached with another engine; or

b) to return Tower Wagon/Diesel Car/Rail Motor Car/ EMU Rake running by itself; or

c) to return Motor Trolley/Cycle Trolley/Moped Trolley either running by itself or loaded in train waiting to be despatched from his station.

4.2 The Line Clear Enquiry message asking Line Clear for the trains to be despatched through the affected block section, and the Conditional Line Clear Message for the return journey of the engine or self propelled vehicle or other vehicle referred to in para 2, as the case may be, **written out, on form (T/B 602) for being sent through** the Loco Pilot/Motorman/Guard/Station Master going to open communication.

4.3 The Loco Pilot / Motorman / Guard / Station Master going to open communication shall, on receipt of 'Authority for opening communication during total interruption of communication on single line section', (T/B 602) sign on its original and carbon copy in token of his having understood its contents.

4.4. In case a light engine or an engine with brake van is to be despatched to proceed to the next block station and then continue its journey onwards after reaching at the next station and is not meant for opening communication, the Loco Pilot of engine or the engine with brake van, shall be given with the ' Authority for opening communication during total interruption of communication on single line section' (T/B 602) and the items 'Line Clear Enquiry Message and Conditional Line Clear Message' shall be strucked out in 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 elapse before it is despatched.

4.5. The Last Stop 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).

5. After an engine or self propelled vehicle or other vehicle is despatched to the next station to open communication 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 communication returns. This does not, however, prevent an engineering officials going into the section on push trolley for his work on a section on which push trolleys do not run on Line Clear.

6 (a) The engine or self propelled vehicle or 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 (T/B 602) shall proceed at walking pace only 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 will be provided by the Station Master from his Class IV 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 single 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 understand 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 on this point, 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 also be lit.

c) No obstruction of the line beyond the outermost facing points shall be allowed until the return of the Engine/Tower Wagon/Diesel Car/ Rail Motor Car/ EMU Rake/Motor Trolley/Cycle Trolley/Moped Trolley.

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 they are proceeding to get Line Clear, 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 adequate distance apart. In the case of Motor Trolley/Push Trolley/Cycle Trolley/ Moped Trolley, meeting an engine and brake van/Diesel Car/Rail Motor Car/ EMU Rake, the Motor Trolley/ Push Trolley/Cycle Trolley/Moped Trolley shall, if possible, be loaded in the Brake Van/Diesel Car/Rail Motor Car/EMU Rake.

8. On sighting the station to which the engine/self propelled vehicle/other vehicle running by itself or with another similar unit coupled together or separately, to which it is/they are proceeding, the trailing 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 man if necessary. They shall not enter the station till permitted by the Station Master to do so either by taking 'Off' the relevant signals or otherwise.

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' (T/B 602) shall be delivered to the Station Master on duty who shall keep this document in his safe custody. The Station Master on duty shall make out a Conditional Line Clear Ticket (T/G 602 or T/H 602 as the case may be) and hand over it to the Loco Pilot/ Motorman/Guard/Station Master to return to the Block station from where he came 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.

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 of the station from which this was issued and is to be cancelled. The original entries shall also be cancelled.

11. Station Master on duty before despatching the engine either light or attached to a train/self propelled vehicle/other vehicle, on 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', giving Line Clear for the train waiting at the other station, thereby authorising the Station Master at that station to start the train waiting there on complete arrival of the engine, either light or attached to a train/self propelled vehicle/other vehicles at his end.

12. The Conditional Line Clear Reply Message is in the form number T/F 602.

13. 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.

14. 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.

15. On arrival at the station the 'Conditional Line Clear Reply Message' ((T/F 602) shall be handed over to the Station Master who shall on its authority issue a Conditional Line Clear Ticket (T/G 602 or T/H 602 as the case may be) for the waiting train.

16. If there be an even flow of trains in both directions, Line Clear Enquiry (T/E 602) and Conditional Line Clear Messages (T/F 602) for each succeeding trains may be sent through the Guard of preceding train.

17. The arrival and departure time of all trains, engines, trollies etc. which are passed under the above rules must be carefully recorded in the counterfoil of the "Authority for opening communication during total interruption of communication on single line section" (T/B 602) and in the train signal register.

18. 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, it shall be stated that these latter trains will be despatched 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 Line Clear 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. The Loco Pilots of the second and subsequent following trains shall be given a Caution Order restricting the speed to 25 kilometres per hour over the straight when the view ahead is clear 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.

When despatching a 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 ticket as also the particulars of the train which would follow. The Line Clear for the last train of the series should be endorsed with the particulars of the preceding train together with its 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.

19. When a train is stopped in the block section the Guard shall immediately exhibit a hand danger signal towards the rear and check up 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 signals and if the detention exceeds or is likely to exceed 10 minutes it shall also be protected accordingly. In the absence of the Guard the duty of protecting the train shall devolve on the Loco Pilot.

20. 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.

21. Trains must continue to work on this system until anyone of the means of communications, mentioned in Rule 1 is restored by the competent authority.

22. As soon as anyone of the means of communications has been restored, the Station Master must exchange message to the

Station Master at the other end of the section as worded in (T/I 602).

23. Line Clear shall not be obtained or given by means of communication restored, until both the Station Masters are satisfied that all trains and engines etc. despatched from their stations have arrived complete at the other station. Even if the communication is restored immediately after the departure of the light engine/self propelled vehicle/any other vehicle referred to in Rule 2, sent under 'Authority for opening communication during total interruption of communication on single line section' normal working should 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 an intimation about this shall be given to Section Controller also on control sections, if communication with Section Controller has also got restored and normal working resumed. If however, communication with Section Controller has not got 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.

24. On the section where total interruption of communication occurs, the Transportation Inspector of the section, must scrutinize the train passing records of the station and submit his report to the Divisional Railway Manager within 7 days of the resumption of communication.

**SR 6.02.05.- Rules and regulations for working trains on the obstructed line in case of obstruction or accident on the authority of Authority to proceed for relief engine/ train into an obstructed Block Section in Absolute Block System (T/A 602).**

(a) Until obstruction is removed, trains, if so required, shall be worked on the obstructed line upto the place of obstruction on (T/A 602) which should clearly detail, whether the train is to return or to wait at the place of obstruction for the arrival and return of another following train(s) or to proceed to the next station.

(i) After sending a train on the authority of T/A 602, a following train shall not be despatched in the same direction unless (i) the previous 'Authority to proceed for relief engine/train into an obstructed block section' (T/A 602) is collected and cancelled, or (ii) necessary

endorsement is given on the previous authority with the advice to wait at the site for a next train to follow, or (iii) the previous train has met with an accident or has been disabled or (iv) the previous authority has been collected from the Loco Pilot of the previous train by the official-in-charge at the site and kept in his personal custody and shall be kept until the arrival of the next train and such assurance is given over the telephone installed at the site quoting the serial number of the authority so collected.

(ii) Trains sent out to the place of obstruction shall be protected as laid down in sub-rule (9) of SR 6.02.03. The speed of the train or the engine running on the authority of (T/A 602) must not exceed 15 KMPH in day light hours when the visibility is good and 10 KMPH at night and whenever clear view for 800 metres is not available. The engine whistle must be sounded frequently.

(iii) In case the obstruction caused by an accident between two stations is likely to last for a day or more, an Assistant Station Master may be deputed at the site for Line Clear duties. In this case trains shall be worked between the station and the site of obstruction as per special instructions for the time being on getting the sanction of the Authorised Officer.

(iv) In the event of any obstruction affecting the through running of trains between two consecutive block stations, full particulars must be communicated to the Chief Operations Manager, Divisional Operations Manager, Divisional Transportation Inspector and the Station Masters of stations concerned on the section affected and to all others whom it may concern in accordance with the rules for reporting of accidents. In the case of obstruction arising out any defect in the Over Head Electrical Equipment, Assistant Electrical Engineer, Divisional Electrical Engineer (Traction Distribution), SE/TrD and Traction Power Controller shall also be advised promptly

(v) The Guard and Loco Pilot of every train about to start on the authority of T/A 602 shall, before proceeding, satisfy themselves by examining the T/A 602 Book what trains are already in the section and what instructions have been given to the Loco Pilots & Guards of such trains.

(b) The following procedure shall be observed before the trains are allowed to run on the obstructed line on the authority of (T/A 602).

(i) The Station Master first receiving the news of the obstruction shall send a message in the following form to the Station Master at the other end of the obstructed section.

From : Station Master, To : Station Master,  
Station 'A' Station 'B'.

No ..... Owing to..... (here mention the cause of obstruction) at Km..... the through running of trains between Station..... and.....is interrupted. On receiving your concurrence, I shall suspend the Absolute/Automatic Block System and work trains between station (A) and KM\*..... on the authority of T/A 602.

**\*Note** - When the actual site is not known write 'site of obstructions' for KM.

(ii) Unless the Station Master 'B' has received information that will justify or suggest his refusal to agree to the suspension of the system of working (Absolute or Automatic) over the section, he shall reply in the following form to the message received from the Station Master 'A'.

From : Station Master, To : Station Master,  
Station 'B' Station 'A'.

No..... Your No..... of date. I note that owing to.....(here repeat the cause mentioned in the message of Station 'A') the through running of trains between station..... and.....is interrupted and that you propose to suspend Absolute/Automatic Block system between Station and.....and if necessary, run trains between station (A) and KM\* on T/A 602. I concur and shall, if necessary, run trains between station (B) and KM\* ..... on T/A 602. Private Number.....

**\*Note** - When the actual site is not known, mention "site of obstruction" for KM.

(iii) The running of trains on T/A 602 to the site of obstruction shall not be introduced until the concurrence of both Station Masters is obtained and recorded in the Caution Order Register and Train Signal Register subject to sub-rule (c) below.

(c) The Station Master at either end of the obstructed section, after giving an order under a T/A 602 for a train to proceed, shall intimate to the SM at the other end of the obstructed section by a short message in the following form :-

No....(Up or Down) Train left here for the site of obstruction at KM ..... with orders to.....(here mention the orders given).  
Private Number.....

When the train returns he shall issue a message again to the same station :-

No..... Train Number..... allowed to the site of obstruction as per my message No..... returned at ..... hrs. after (mention the nature of work done) Private Number.....

(d) (i) When the cause of obstruction is removed and if it is decided to resume through traffic between the stations concerned, the Station Master at any one end of the affected section may do so after exchanging messages with the Station Master at the other end of the affected section as detailed in clause (vi) below, provided he has obtained an assurance in writing as follows :-

(a) From the Guard and/or Loco Pilot under their/his signature with an endorsement on the reverse of the Loco Pilot's foil of T/A 602 that the train/engine has arrived complete and nothing has been left in the section, if the cause of obstruction was due to failure to a train/engine.

(b) From the concerned JE/SE (P way) or JE(TrD) that the line is safe for the movement of trains with or without any restriction if the cause of obstruction was due to an accident/OHE failure/Engg. Block.

(ii) The written assurance referred to in sub-clause (b) of clause (d) (i) above, shall be sent through a messenger to the nearer or to the more convenient station or through the Loco Pilot of a train/engine is available there provided movement to such station is authorised as per the endorsement on the T/A 602. In absence of such endorsement, the Traffic official-in-charge at the site shall obtain concurrence supported by a Private Number from the SM of the Station to which he desires to send the engine/train over the field telephone. Thereafter, he shall authorise the Loco Pilot to proceed to such station by giving proper endorsement on the T/A 602 quoting the Private Number so received under his signature and designation.

(iii) If there be more than one train at the site of obstruction, the Traffic Official-in-charge at the site, shall arrange to couple the trains together, if possible and personally instruct the Loco Pilots to proceed cautiously to the station mentioned in clause (ii) above having

due consideration to minimise delay to more important trains. Otherwise trains from each direction will proceed to the station according to the endorsement given on the T/A 602 by the Station Master. However, trains for each direction may be coupled up to form one train before being allowed to proceed. In case it becomes necessary for a train to follow another, an interval of 15 minutes shall elapse between the train preceded and the train which is about to leave and the speed of the following train shall not exceed 8 KMPH.

(iv) On arrival at the station, T/A 602 of the trains concerned shall be handed over to the Station Master indicating the time of arrival and that the train has arrived complete. This shall be signed by the Guard and/or the Loco Pilot.

(v) The Station Master shall then cancel the T/A 602 (Loco Pilot's foil) and paste the same with the concerned record foil if the same was issued from his station. In case T/A 602, so collected, had been issued from the other station, the same shall be kept in his personal custody and be sent to the issuing Station Master for cancellation and record.

(vi) The Station Master proposing to resume normal system of working shall issue a message in the following form:-

From : Station Master..... To : Station Master.....

No..... (Designation of official-in-charge) reports removal of ..... Train No(s) / Engine No..... (mention here individual number of train/Engine) was/were despatched. Train No(s) (mention here individual Number of train/Engine) arrived here complete. Your T/A 602 No(s)..... collected here. (To be mentioned, if collected). With your assent ..... Block System working shall be resumed. Private Number.....

The Station Master at the other end of the obstructed section shall, on receipt of the message indicated above, reply in the following form provided he is satisfied from his records that no more train/Engine is left in the section.

From : Station Master ..... To : Station Master .....

No ..... Your No ..... understand that the obstruction at KM ..... is removed. Train No (s) /Engine No ..... (mention here individual number of train/engine) was/were despatched. Train No(s)/ Engine No.... arrived here complete. Your T/A 602 No(s) ..... collected

here, (to be mentioned if collected). Block section between ..... and..... is clear ..... Block system of working between..... and..... station is now resumed, Private Number .....

The concerned Station Master shall issue a message to all concerned stations the time of removal of the obstruction and the time of resumption of normal working.

(e) In case of the telephonic communication between the two stations is interrupted, the Station Master receiving the information about the accident/disablement of a train, may however send the train/engine as may be required upto the site of obstruction on T/A 602 as detailed under clause (i) of sub-rule (a) above. He shall, however, arrange to send a message conveying the information to the Station Master at the other end of the obstructed section by the quickest possible means. After the cause of obstruction is removed and the means of communication is restored, the Station Master concerned shall follow the procedure detailed in clause (i), (v) and (vi) of sub-rule (d) above.

(f) In the absence of a Senior Traffic official, the Station Master of the nearer station shall proceed to the site of the obstruction and from there issue directions for the movement of trains on both sides of the obstruction and for the general working at the spot.

(g) (i) On a double line section, if for any reason other than introduction of single line working, it becomes necessary to run an engine or a train, against the normal direction of traffic, the line concerned shall be blocked as per GR. 1.02(8), indicating the station to which the train/engine is to proceed. After obtaining the acknowledgement from the Station Master of the station at the other end, the Station Master intending to run the train shall, issue a T/A 602.

The following particulars shall be mentioned in the caution order portion of the T/A 602 :-

(a) existing speed restrictions,

(b) instructions to Loco Pilot / Guard,

(i) to look out for possible obstruction and take action accordingly.

(ii) to ascertain the condition of the train / obstruction over the adjacent line and to report the same at the next station in writing.

The Loco Pilot will also certify in writing, if the line over which

the train/engine has passed on T/A 602, is safe for introduction of single line working. The Station Master, on receipt of such a Certificate, shall take steps to introduce temporary single line working, under the procedure detailed in SR 6.02.01.

The Station Master at the other end of block section after acknowledging the message vide GR 1.02(8) as indicated above, shall not permit any obstruction outside the outermost points on the same line at that end of the station nearest to the expected train.

(ii) The speed shall be the same as prescribed under clause (ii) of sub-rule (a) of Rule 6.02.05. The Loco Pilot and the Guard shall take special care to stop short of any possible obstruction on the line during the run.

(iii) After the arrival of the train/engine at the next station the Station Master shall follow the procedure detailed in sub-clause (i) of clause (a), clause (v) and (vi) of sub-rule (d) of rule 6.02.05.

(iv) Movement of train/engine, permitted in sub-rule(g) (i) above, shall be restricted to one train/engine only and the train shall not, in any case, be a passenger carrying train.

**SR 6.02.06.-Rules and regulations for working trains during partial interruption/failure of electrical communication instrument.-**

1. The procedure detailed below shall be followed for working trains between block stations in different situations-

(a) Failure/suspension of block instrument or track circuit or axle Counters-

“Line Clear” shall be obtained on the telephone attached to the block instrument or station to station telephone (where provided) exchanging Identification Number and supported by Private Number.

(b) Failure/suspension of block instrument, track circuit, axle counters, telephone attached to the block instrument & station to station fixed telephone -

“Line Clear” shall be obtained on Railway auto phone or BSNL phone by exchanging Identification Number supported by a Private Number.

(c) Failure/suspension of block instrument, track circuit, axle counters, telephone attached to the block instrument, station to station fixed telephone, Railway auto phone & BSNL phone -

“Line Clear” shall be obtained on control phone by exchanging Identification Number supported by a Private Number.

(d) Failure/Suspension of block instrument , track circuit, axle counters, telephone attached to the block instruments, station to station fixed telephone, Railway auto phone, BSNL phone & control phone -

“Line Clear” shall be obtained on the VHF sets by exchanging Identification Number supported by a Private Number.

2. (i) When the Train Control telephone set is to be brought into operation for this purpose, the Station Master at one end of the Block section shall call up the Controller and ask the latter to put him in communication with the Station Master of the block station at the other end for obtaining “Line Clear”.

The Section Controller shall call up the required station and put both in communication when they shall exchange the necessary messages with Identification Numbers.

(ii) The Section Controller shall listen in while messages are being exchanged between these two stations and after satisfying himself that the “Line Clear” has been given correctly and the section is clear of a train according to his records, shall issue a control order to start the train.

**NOTE** - In the cases where block token instruments are in working order but a maintenance party is allowed to work on the posts of line carrying the Railway block wire, Identification Number sheets shall be used in addition to the normal procedure in working the block instrument except if there is reason to believe that there is contact between the block wire and any other wire when the block token working shall be suspended. The use of the Identification Number sheets shall continue until the official-in-charge has notified completion of this work and messages issued accordingly. This procedure shall also be adopted if the Divisional Signal and Telecommunication Engineer concerned considers that the block token instruments shall be worked with extra care & vigilance on a certain section for a definite period.

### **3. Identification Number sheets.-**

(i) Two such sheets for each adjoining block station shall form the normal complement of each block station from the date of opening. In addition, two such sheets shall also be supplied at each

block station located on either side of Block Huts so as to enable these block stations to do line clear transactions during temporary introduction of single line working and when the Intermediate Block Hut is kept closed. Each sheet is divided into two parts and in each part there are two columns of combinations of letters and figures. The columns in the left half of the sheet are numbered (1) and (2) and those in the right half (2) and (1) respectively. The columns bearing the same numbers are identical (see specimen sheet).

The two parts of each sheet before issue will be separated, the left half of the sheet being sent to the station at one end of a block section and the right half to the station at the other end of the same block section. Before issue the Divisional Operations Manager shall write the names of the two stations over the two columns in each half, the name of one station being written at the head of each of the columns bearing No. (1) and the name of the other station at the head of each of the columns bearing No. (2). Each half before being sent out shall be signed and dated by the Divisional Operations Manager and shall be placed in a sealed cover addressed to the Station Master of the Station for which intended, and on the cover shall be endorsed the section to which the Identification Number sheet applies and the number of the cover.

(ii) The Divisional Operations Manager shall issue to each station on his Division, two Identification Number sheets for each adjoining block station, each in a separate sealed cover. One Identification Number sheet shall not be used for more than one period of interruption. As soon as the normal line clear instruments are restored to working order, the Identification Number sheet that is being used during that interruption shall be returned at once by both the stations to the Divisional Operations Manager and the latter shall replace it by a fresh sheet in a sealed cover as early as possible.

(iii) Example :-

Stations at either end are Baruva and Sompeta. The Divisional Operations Manager shall prepare two Identification Number sheets for the section. At the heads of columns marked (1) he shall enter the name Baruva and at the heads of columns marked (2) he shall enter the name Sompeta. Both halves of each sheet shall be signed by the Divisional Operations Manager and dated. Each sheet shall be separated into its two parts and each part put into separate sealed cover on which the following endorsement shall be made :-

“Identification Number Sheet for Baruva-Sompeta section.  
Cover No.....”

The covers containing each half of the first sheet shall be numbered (1) and the cover containing each half of the second sheet shall be numbered (2) and the two covers number 1 and 2 containing the right halves shall be sent to Sompeta and the two numbered 1 and 2 containing the left halves to Baruva.

**Note :** Similarly Sompeta will have two more Identification Number sheets for the Sompeta-Mandasa Road section.

4. On the occurrence of an interruption in the working of the block instruments between Sompeta and Baruva, should Sompeta desire to despatch Up train to Baruva, he shall call up Baruva on the telephone and shall advise him that he is opening his sealed cover No. 1 and instruct Baruva to do the same. Baruva when he has done so shall call up Sompeta and ask him for his first Identification letter and figure on the list taken out of the sealed cover. Sompeta shall read out the first letter and figure shown in the column headed Sompeta. Baruva shall check it with his list to see that it is correct ; and if so, advise Sompeta as soon as he is ready to receive “is line clear” signal for the train but Baruva must not then read out his own Identification letter and figure. Sompeta shall immediately send the “is line clear” signal for the train he wishes to despatch, without either of the Station Master leaving the telephone. The enquiry message will end with the aforesaid Identification letter & figure.

Baruva shall then, provided the section is clear, give ‘Line Clear’ to Sompeta over the telephone and at the end of the ‘Line Clear’ message, in addition to the Private Number, **shall give the first Identification number (letter & figure) on his sheet in the columns headed Baruva, which shall be checked by Sompeta with his list and if found to be correct Sompeta shall enter it on the “Pilot Out Memo” in addition to the Private Number** and shall then despatch the train. The subsequent identification Numbers shall be used serially for subsequent trains. In case of single line stations identification number shall be entered in line clear ticket, line clear enquiry and reply messages.

Each Station Master shall enter immediately in the columns provided for the purpose, the number and description of the train against each Identification Number used.

**NOTE** - Special attention is drawn to the portion of the above rule which are underlined as it enable Sompeta to identify Baruva immediately the latter has given permission for the train to be despatched.

5. For subsequent trains in either direction, each station asking for "Line Clear" shall give the other station the Identification Number in the order described in sub-rule (4) above and obtain in turn the corresponding Identification Number alongwith the "Line Clear" from the Station Master at the other end. In this way each Station Master can satisfy himself on each occasion that the "Line Clear" has been asked for by and received from the correct station. When 'Line Clear" has been obtained by means of Identification Numbers through the block telephone, control phone or such other electrical communication instrument as in the order of preference given in SR 6.02.06 an entry to this effect shall be made in the Train Signal Register and at the top of the Line Clear Ticket at the time of issue as stipulated in sub-rule (2) of GR 14.13.

(i) When an interruption has occurred and train messages are worked on the block telephone, control phone or VHF set by means of Identification Numbers, the Divisional Operations Manager shall be promptly advised so that he can arrange to send out fresh Identification Number sheets without delay to replace those used.

(ii) It shall be clearly understood that the sealed cover containing Identification Number sheet, must on no account be opened till the Identification Number sheet is actually required for use. Once an Identification Number sheet is taken out of its cover and used for an interruption, the same sheet and any other sheet brought into use after the former has been exhausted shall be used during continuance of that particular interruption only, but on no account shall, a sheet which has been partly used, be used for subsequent interruption. As each sheet is exhausted it shall be sent to the Divisional Operations Manager, and any partly used sheet shall also be similarly returned as soon as the interruption is over and normal working resumed.

(iii) The Divisional Operations Manager, on receiving the used or partly used Identification Number sheet shall arrange checking the same with its corresponding half for the section and then destroy it.

(iv) The Station Master on duty is personally responsible for the safe custody of the covers containing the Identification Number sheets which shall be kept under lock and key. Once an Identification Number

sheet has been opened, the SM/Cabin ASM shall keep it in his own possession or under lock and key and make it over only to his reliever until the interruption is over so that no misuse may be made of the subsequent numbers on the sheet.

(Specimen Identification Number Sheet)

**EAST COAST RAILWAY**  
**IDENTIFICATION NUMBER SHEET**

|           |            |
|-----------|------------|
| No. _____ | No. _____  |
| Left Half | Right Half |

| Baruva | Sompeta | No. and date<br>of train for<br>which used. | Sompeta | Baruva | No. and date<br>of train for<br>which used. |
|--------|---------|---|---------|--------|---|
| 1      | 2       |   | 2       | 1      |   |
| X40    | F85     |   | F85     | X40    |   |
| H21    | M7      |   | M7      | H21    |   |
| C3     | A15     |   | A15     | C3     |   |
| D9     | X36     |   | X36     | D9     |   |
| F16    | R82     |   | R82     | F16    |   |
| G14    | G99     |   | G99     | G14    |   |
| A26    | S50     |   | S50     | A26    |   |
| Q51    | Z49     |   | Z49     | Q51    |   |

|              |              |
|--------------|--------------|
| _____ D.O.M. | _____ D.O.M. |
| Date _____   | Date _____   |

Names of stations each end of the block section to be entered at the top of columns (1) and (2) by the Divisional Operations Manager before issue.

**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 can not 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. The Loco Pilot shall switch 'ON' flasher light of his locomotive immediately to warn oncoming train. Thereafter, 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 the brakevan. The Guard and the Loco Pilot shall then immediately take the following action in the rear and the front:-

(i) On a single line section or on 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 back to protect the train; if the Guard has deputed a competent person to protect the train, he shall confirm from the Loco Pilot for the protection of train in front through walkie-talkie or other means of communication between the Loco Pilot and the Guard. In absence of communication system between them, the Guard shall go to the Loco Pilot personally to confirm the protection of train in front;

(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 detonators shall be placed at 600 metres from his train on way out and three detonators at 1200 metres about ten metres apart from the place where the train has stopped.

Provided that on the metre and narrow gauge the first detonator shall be placed at 400 metres and the three detonators about ten metres apart, not less than 800 metres from his train 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-clause (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, when the Loco Pilot comes to know that :

(l) during the course of run of the train being driven by him the Loco Pilot shall switch "ON" the flasher light and dim the head light on all or any such occurrences as stipulated hereunder:-

(A) sudden jerk with drag and/or drop in air pressure or vacuum of the train;

(B) sudden increase in air flow indicator reading;

(C) train parting/derailment of the train; and

(D) any situation warranting protection of the adjoining track,

(II) in case of an accident or if assistance has been asked for, or on a single line section or during temporary single line working on a section of double or multiple lines, the Loco Pilot shall in all cases switch 'On' the flasher light and dim the head light at once and show a danger signal to the front, and proceed to protect the train in front in the manner prescribed in sub 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 shall 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 Broad Gauge or Metre Gauge / Narrow Gauge respectively and he is not in a position to reach at a distance of 1200 metres or 800 metres in Broad Gauge or Metre Gauge/ Narrow Gauge respectively, he shall again place one detonator as far away from the train as possible which has met with the accident;

(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 :

(I) during the course of run of the train being driven by him, the Loco Pilot shall switch "ON" the flasher light and dim the head light on all or any such occurrences as stipulated hereunder:-

(A) sudden jerk with drag and/or drop in air pressure or vacuum of the train;

(B) sudden increase in air flow indicator reading;

(C) train parting/derailment of the train; and

(D) any situation warranting protection of the adjoining track,

(II) in case of an accident or if assistance has been asked for, the Loco Pilot shall in all cases switch 'ON' the flasher light and dim the head light at once and show a danger signal to the front and shall protect the adjacent line in front in the manner prescribed in clause (i) above either by going himself or by sending his Assistant Loco Pilot or some other competent person;

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 in the manner prescribed in clause (i) above. The Guard shall confirm from the Loco Pilot on the available means of communication for protection of the adjacent line as mentioned above and proceed towards the locomotive 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 the 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;

(iii) on a multiple line section with unidirectional traffic on the nominated lines:-

(a) as soon as the Loco Pilot comes to know that :-

(I) during the course of run of the train being driven by him the Loco Pilot shall switch "ON" the flasher light and dim

the head light on all or any such occurrences as stipulated hereunder:-

(A) sudden jerk with drag and/or drop in air pressure or vacuum of the train;

(B) sudden increase in air flow indicator reading;

(C) train parting/derailment of the train; and

(D) any situation warranting protection of the adjoining track,

(II) in case of an accident or if assistance has been asked for, the Loco Pilot shall in all cases switch "ON" the flasher light and dim the head light at once and show a danger signal to the front and he shall at once take action to protect the adjacent line or lines in the manner prescribed in clause (i) above;

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

When it is obvious that an adjacent line on which trains normally run in the opposite direction is obstructed or when it is not known whether any such line is obstructed or not, the Loco Pilot shall at once take action to protect the adjacent line or lines in the manner prescribed in clause (ii) above.

If it is obvious that an adjacent line on which the trains normally run in the direction of the affected train is obstructed or when it is not known whether any such line is obstructed or not, the Guard shall immediately protect such adjacent line or lines in the manner prescribed in clause (i) above. If it is obvious that an adjacent line or lines on which the trains normally run in the opposite direction is obstructed and no line on which trains run in the direction of the affected train is obstructed, he shall proceed

ahead to assist and ensure protection of the adjacent line or lines on which trains run in the direction as per clause (ii) above. If, in addition, to the line on which trains run in the direction of the affected train any other line on which trains normally run in the opposite direction is also obstructed, the primary duty of the Guard shall be to protect the line on which trains normally run in the direction of the affected train, in the rear, in the manner prescribed in clause (i) above. Only after taking this action he shall proceed ahead to assist and ensure protection of the obstructed adjacent line or lines in front on which trains normally run in the opposite direction.”

**SR 6.03.01.-** (a) When 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 immediately switch 'ON' the Flasher-light, if provided, on his engine and switch off the head light to attract the attention of the Loco Pilot of a train approaching from the opposite direction and sound four short whistles repeatedly to apprise the Guard of his inability to proceed and display red flag by day and red light by night or in thick or foggy weather when visibility is impaired. The Loco pilot shall also immediately apprise the nearby Station Master, Guard/Crew of opposite train approaching on adjacent line on double line sections through walkie-talkie regarding the failure, obstruction or accident or any other cause which necessitated the stoppage of the train”.

(b) On hearing the engine whistle mentioned above, Guard shall acknowledge it by waving a red hand signal up and down vertically, which shall be understood to mean. “I am aware that you cannot proceed and I am now going back to protect the train.” The Loco Pilot shall acknowledge the Guard's signal by a long whistle. By day, the Guard shall then secure a red flag to the side lamp bracket or to the handrail of the brake-van which can easily be seen by the Loco Pilot. At night, he shall reverse his brakevan side-lamp where provided under GR 4.15 (1) (a), as an additional indication to the Loco Pilot. The Guard shall also ensure that during day the tail board is in position and at night the Tail lamp and the side lamps, where provided are burning brightly. The Guard & Loco Pilot shall also take action for protection of line as per GR 6.03 without any loss of time.

(c) When an accident occurs on a section having two or more

parallel running lines and the protection as per GR 6.03 cannot be complied with for any reason, the following action shall be taken, in addition to observance of stipulation contained in para (a) & (b) above.

(i) The Loco Pilot/Assistant Loco Pilot of the disabled train shall give a continuous series of short sharp whistles which he shall continue to sound until the approaching train on the adjacent line has been brought to a stand. In addition, the Guard and Loco Pilot shall exhibit stop hand signals towards the approaching train.

(ii) At night or when visibility is not clear, the Guard and the Loco Pilot shall immediately show warning signal vide GR 3.65 so as to be clearly visible to the Loco Pilot of an approaching train.

(d) The flasher light shall be switched off and actions as mentioned in sub-rule (c) (i) & (ii) above shall not be considered necessary, only when the Loco Pilot & Guard have satisfied themselves that their train is in a position to proceed or that the adjacent line(s) is/are free from all obstruction and it is not necessary to stop any approaching train to obtain assistance.

(e) When the Loco Pilot of any approaching train sees the flasher light or warning signal as described in item (ii) of (c) above or hears the danger whistle code as contained in SR 4.50.01 (16), he shall at once stop his train, take all precautions as contained in GR 3.78 (2) and shall also render all possible assistance to the affected train as required.

(f) If the Guard or the Railway servant so deputed is recalled by the Loco Pilot by sounding a long continuous whistle, he shall return after complying with GR 6.03 (1) (i) (f) and remove the red flag which he fixed on the brake-van or put back the side lamp where provided, to its normal position, and give starting signal to the Loco Pilot. The Loco Pilot shall not start the train until he has received from the Guard, the signal to start and on starting, shall exchange hand signal with him. If due to curvature, obstruction or any other cause the visibility is impaired and it is not possible to exchange signals, the Loco Pilot shall start the train on getting permission from the Guard through walkie-talkie.

(g) EMU Trains :- When an EMU train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and it cannot proceed, the Motorman and Guard of the train

shall take all the relevant precautions as contained in para(a), (b), (c), (d), (e) (f) above, However, the Motorman shall sound the bell four times instead of sounding the whistle and the Guard shall acknowledge it by ringing the bell four times. The Motorman must repeat the bell signal till it is acknowledged, and should it not be acknowledged within a reasonable time the motorman must make efforts to contact with the Guard with the assistance of person(s) available. The Guard shall be responsible for immediate switching ON of the Flasher-light in rear and also for switching it 'off' when it is no longer required in terms of para (d) above.

#### **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 Masters 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 trains by issue of suitable caution orders and shall also ascertain the where abouts and the condition of the delayed train.

(2) The action mentioned above shall be taken earlier, should the circumstances so require.

**SR 6.04.01.-** The following procedure shall be adopted in the event of a train being detained between two block stations.

(i) In addition to the action taken by the Station Master as stipulated in GR 6.04 each of them shall arrange to send one railway servant out into the block section to collect information from the train crew about the whereabouts and condition of the train and nature of assistance, if any, required. The railway servant so deputed shall bring full particulars of the cause to the nearest Station Master who shall intimate the same to the Station Master at the other end of the block section and to the Section Controller simultaneously and then take action according to the circumstances of the case.

(ii) The Section Controller or the Deputy Chief Controller shall keep in constant touch with the situation and take such action as is necessary.

(iii) Guards and Loco Pilots are responsible for sending information promptly to the nearest station or to controller by using the field telephone or by any other means.

**SR 6.04.02.-** In the event of a train coming to a stand on a gradient, owing to the inability of the engine to haul the train forward, the Loco Pilot shall, as a rule, divide his train, taking all the precautions as prescribed in GR 6.09(2) and (3) but, should the Loco Pilot find that by pushing back he would be able to get over the gradient, he may do so, but shall take the following precautions :-

(a) On no account shall he push back till the Guard has been warned.

No pushing back shall, however, be done on sections provided with automatic signalling or Intermediate Block signalling except as provided in SR 3.75.04.

(b) After pushing back, the train shall not be moved forward until he receives a green signal from the Guard to do so, and the latter shall not give such signal until the train has come to a stand still. When moving forward, the Guard shall be ready to apply the brake in case of necessity.

(c) In the case of a train coming to a stop over the spring points (trailing direction) no backing is permitted unless the Station Master authorised such backing by the issue of a written memo after the points are set, clamped and padlocked for the running line. In all such cases the train shall be hand signalled by the Guard.

(d) (i) 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 a sections with a grade of 1 in 150 and steeper, and train having vehicles other than roller bearings on a section 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 on to the descending

steep incline. On goods trains, hand brakes of at least one-third of the wagons on 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 brakevan. Special care shall be taken for the train with special type of wagons such as BOX, BOBS, BRH, CRT etc. which are fitted with roller bearings, while taking the above precautions.

(ii) When the train is expected to start, proper vacuum/air pressure must be re-created/re-charged, as the case may be, and the vacuum brake/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 brakevan.

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

**6.05. Sending advice of accident or brake 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 atleast 400 metres in advance of the train, the other end of the train being protected in a similar manner.

**SR 6.05.01.-** (1) If a train is stopped between stations on account of accident or breakdown or for any other reason , both the Guard and Loco Pilot of such train after protecting the train in accordance with GR 6.03 shall inform either nearby station master

on walkie talkie or advise the control office by means of portable control telephone set provided on the train. In case this is not possible due to any reason, a train passing on the other line, should be stopped and given a written report for onward transmission to the next station. In other cases written report of the accident or breakdown should be sent through the Assistant Loco Pilot or the Asstt. Guard duly signed by the Guard and/or Loco Pilot. On receipt of the Guard/Loco Pilot's message, the Station Master on duty shall, if the station is connected with control, relay the message through the Control phone to the Power Controller for necessary assistance. In case of non-controlled section, necessary message shall immediately be sent to the nearest SSE/SE(Loco shed) through any means of communication if available nearby.

(2) (i) In the case of a train engine becoming disabled in mid- section and if the Loco Pilot is of the opinion that the defect cannot be rectified in 30 minutes, he shall inform the Guard immediately of this fact so that intimation can be sent to the nearest station asking for relief engine/assistance.

(ii) If the Loco Pilot is of the opinion that the defect can be rectified within 30 minutes, but finds at the end of 30 minutes that he has been unable to do, he shall immediately inform the Guard so that the nearest station can be informed asking for a relief engine/ assistance.

(3) If before the arrival of the relief engine, the Loco Pilot finds that he is able to move his train, he may do so by following GR 6.05 strictly.

#### **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.

**SR 6.06.01.-** If, while in the block section, the Loco Pilot becomes aware of the fact that he does not have the proper authority to proceed, the following action shall be taken.

(1) (a) The Loco Pilot shall stop the train immediately and advise the Guard through walkie-talkie. The Loco Pilot shall also sound the prescribed code of whistle repeatedly (one short, one long and one short) which shall be acknowledged by the Guard by waving red hand signal up and down. Thereafter the Guard and Loco Pilot shall arrange to protect the train as per GR 6.03, (1) (i) (g)' and SRs, thereunder.

(b) Information may be sent on the portable telephone, if available, or by sending Assistant Guard/Assistant Loco Pilot or any other railway servant to the nearest station to obtain written permission or by sending information through the Guard/Loco Pilot passing over the adjacent line with the request to send written permission through one of the station staff.

(2) The Station Master who receives such information shall at once inform the Station Master in advance and the Section Controller (if it is a controlled section). He shall issue a written authority on caution order (T/409) to the Loco Pilot in consultation with the Station Master at the other end of the block section either to go ahead to the next station or to push back to the station from where the train started.

### **6.07. Report of conditions likely to affect running of trains to Controller or Centralised Traffic Control Operator.-**

(1) Loco Pilots, 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 servant concerned.

**SR 6.07.01** : In the event of the Loco Pilot and /or Guard experiencing any abnormal condition in the track over which his train has passed is detrimental for safe running of subsequent trains will take action as under :-

(a) Stop his train at next block station without clearing the block section 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 trains 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 Masters on receipt of such memo must issue a message addressed to the Station Master of the block station at the other end of 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 an 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 condition 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 track pass over the track in question at 10 kilometers per hour or if he finds the line unsafe to pass, return to station in rear. If the Loco pilot is not able to detect any thing doubtful, subsequent trains shall be dispatched with a speed restriction of 10 kilometers per hour 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 6.07.01(a). In the event of Guard unable to contact the Loco Pilot, he should take action to stop train and inform the loco pilot.

**SR 6.07.02 :** 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 becomes aware of it, will stop movement of trains in the affected block section as well as on adjacent lines on double/ multiple line sections and will take action as per SR 6.07.01(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.

**SR 6.07.03 :** In the event of the Loco pilot and/or Guard experiencing any obstruction or any other unsafe condition, on or rear 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 line 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 6.07.01 (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 judgement 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 a 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 precautions 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.

**SR 6.08.01.-** (i) If there is a banking engine in the rear of the train, the Loco Pilot of the banking engine shall arrange to protect the rear and the Guard shall protect the front portion of the train left in mid-section. The vehicles shall not be moved till the train engine returns for them, or a relief engine arrives.

(ii) The Loco Pilot of the parted train shall warn the Guard by giving one long, one short, one long, one short whistle “ \_\_\_\_ 0 \_\_\_\_ 0”. Similar whistle shall be given 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.

### **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 on form No.(T/609) 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 incharge of the cabin shall also be informed of the fact.

(8) When, underwritten 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 Master 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.

**SR 6.09.01.-** (a) The Station Master shall verify the number of the last vehicle of the portion of the train brought by the Loco Pilot with the number mentioned by the Guard in the written permission on form No(T/609) mentioned sub-rule (3) of GR 6.09 to ensure that the portion brought by the Loco Pilot is complete.

(b) On Double line section provided with Lock and Block instruments and on Single line section provided with Tokenless Block Instruments, or when worked on paper line clear ticket, whenever a portion of a train has been brought (other than the last portion) the Loco Pilot shall stop at the Home Signal while approaching the Block station ahead and shall constantly sound one long, one short, one long and one short whistle. The Station Master shall arrange to receive

the portion of the train (except the last portion) by piloting in, keeping necessary signals at 'on'.

(c) For the purpose of sub-rule (7) of GR 6.09, it shall be necessary for the Loco Pilot to inform the person in charge of the cabin in writing. Signature of such person on the written permission issued by the Guard shall be sufficient for this purpose.

(d) In case where Guard's written permission to return has not been given under sub-rule (3) of GR 6.09, the Station Master shall follow the procedure as laid in SR 6.02.05.

(e) Guard's written permission as mentioned in sub-rule (3) of GR 6.09 shall be in the prescribed form No. T/609.

**SR 6.09.02.-** The "Train out of Block section" report shall not be signalled to the Block station in rear unless the last portion of the train left in the section clears the block section and Guard's signature is obtained in the Complete Arrival Register (T/1410).

### **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.

**SR 6.10.01.-** (a) The Station Master, on receipt of the information regarding a fire accident shall intimate the nearest civil fire station and Divisional Security Officer.

(b) Guards and Loco Pilots on seeing a sleeper, or any other wood-work of the line on fire shall stop at once and extinguish the fire, taking care that it is done effectively, and that nothing is left to smoulder when they leave the spot. The nearest permanent way gang shall be

advised of the occurrence and it shall be reported at the first station at which the train stops, unless, in the opinion of the train staff, there is reason to apprehend danger to a train in passing over the spot, in which case, the train shall be stopped at the first station and the matter reported. Further action shall be taken by the Station Master in accordance with SR 2.11.01 (d) (ii) & (iii).

(c) The train staff may obtain the assistance of any passer by or adjacent villagers in case of emergency to obtain water, and assist in extinction of fire, and may pay or promise to pay fair remuneration for such services.

(d) Any other Railway staff noticing fire shall take all possible steps with available means to prevent it from spreading and to extinguish it.

**SR 6.10.02.-** (a) In the event of a vehicle on a train being on fire, the train shall be stopped and the burning vehicle isolated, a distance of not less than 45 metres being left between it and the other vehicles of the train. The train shall be protected in accordance with GR 6.03, if not protected by fixed signals, every effort shall be made to extinguish the fire and to save the wagon labels, seals and the contents of the vehicle. Earth or sand, if available shall also be used. In case the fire is discovered when the train is near a tank or a watering station, the Guard and Loco Pilot shall use their discretion to proceed there, but no such attempt shall be made until the portion of the train in rear of burning vehicle has been detached.

(b) In the case of fire occurring in a passenger train, the safety of the passengers shall be first attended to. In case of postal van every effort shall be made to save the mails.

(c) In an electrically fitted carriage, if the wood-work catches fire due to short circuit, the electric couplers at both ends shall be disconnected and the links from the battery fuse boxes removed.

(d) The fire appliances, available in the train and the engine shall be made use of in all cases where fire has broken out.

(e) The practice of keeping a lighted Chula/Stove or any other inflammable articles is prohibited.

**SR 6.10.03.-** (a) In the case of a fire on any part of any traction, electrical equipment, the affected part shall first be completely isolated from the distribution system. If arcing continues due to feed from adjacent supply control posts, it shall be got interrupted either by remote or local operation of switches. The fire shall be extinguished by means of fire extinguishers provided. The Traction Power Controller

shall be informed immediately of the nature of the fire and the extent to which it has affected supply.

(b) If any other person not specifically authorised notices a fire on or adjacent to traction electrical equipment he shall make no attempt to extinguish the fire but report the occurrence to the Traction Power Controller by means of emergency telephone or to the nearest Station Master.

In the event of a Gangman noticing fire on or adjacent to traction electrical equipment he shall inform any passing train or trolley. If there be more than one gangman, the occurrence shall be reported to the Station Master on either side.

(c) The Station Master on receipt of such information shall immediately inform the Traction Power Controller who shall arrange for isolation of the affected portion of the equipment and for extinguishing the fire.

**SR 6.10.04.-** (a) In the event of fire on an electric engine, the Loco Pilot shall immediately switch off the circuit breaker and lower the pantograph. The train shall then be brought to a stand at once.

(b) After disconnecting the electric supply to the affected circuits, the Loco Pilot shall take necessary action to put out the fire.

(c) If fire cannot be extinguished by the above means the Loco Pilot shall advise the Traction Power Controller through the emergency telephone to arrange for the affected section of the overhead equipment to be made dead.

(d) The Guard and any other staff available shall render all possible assistance to the Loco Pilot in putting out the fire.

(e) Fire extinguishers of an approved type for use on electrical fire shall be provided on each electric engine/train and the Loco Pilot shall make himself familiar with the location and use of these extinguishers. During the periodical inspection of a locomotive the extinguishers shall be examined by the locomotive inspecting staff.

**SR 6.10.05.-** (a) Ordinary Fire extinguishers or water from a hose pipe shall on no account be used to extinguish fire on live wire or electrical equipment. If the services of the fire brigade are required, the brigade shall not be allowed to commence operations until all electrical equipments in the vicinity of the fire have been made dead.

(b) Fire extinguishers which have been used shall be replaced or recharged with least delay.

(c) Sand bins are provided at Supply Control Posts, stations and signal cabins. The supervising official in-charge shall see that the sand is kept dry and clean and is not used for any other purpose.

**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.

**SR 6.11.01.-** (a) The Station Master shall advise the station in the direction in which the vehicle has escaped, to take measures to stop the run away vehicle. In cases, when a vehicle has attained a high speed the Station Master may stop it by taking means to derail it, vehicle which contains passengers or live-stock must not be derailed in this manner.

(b) See Block Working Manual also para 2.07 (13) (14) (15)

