
CHAPTER – VI**ACCIDENTS 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.**

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, trains shall be worked between stations in accordance with special instructions.**S.R.6.02/1. RULES AND REGULATIONS FOR SINGLE LINE WORKING ON A DOUBLE LINE SECTION WHEN ONE LINE IS OBSTRUCTED -**

1. Whenever an accident to a train or track or other obstruction precludes the use of one of the lines on a double line section the traffic may temporarily be worked over single line under one of the following systems -
 - (a) By obtaining 'Line clear' on electrical communication 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 electrical communication 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 JE (P. way) has inspected that section and certified that the road is safe for the passage of trains.
4. Single line working shall be introduced between the nearest stations provided with cross-over between up and Down lines on either side of the obstruction. If there is an intermediate Block Hut between the above two stations, the same shall be treated as closed and the commutators of the Block instruments 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 a written authority in the prescribed form issued by the Station Master of the adjoining block station in operation.
5. All trains will be worked in accordance with the rules for the use of electrical communication instruments on single line and 'Line Clear' shall be obtained on the telephone attached to Block Instruments or control telephone or VHF set.

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 un-obstructed lines shall be kept in 'Train on Line' position throughout the period single line working is in force. The commutators shall be locked also in that position with SM's key, wherever possible. In cases where it is not possible to keep the commutators in 'Train on line' position, as in Daido instruments, the Block instruments shall be put out of the use and Caution Indicator 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 lines is clear for the passage of traffic, the Station Master proposing single line working shall issue a message containing the following information under exchange of private numbers, to the Station Master at the other end of the affected section.
 - (a) cause of introduction of single line working;
 - (b) the line by which single line working is proposed,
 - (c) source of information that the said line is clear,
 - (d) place of obstruction,
 - (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 timings of the last train which arrived or left the block station issuing the message.
8. On receipt of acknowledgment from the Station Master, confirmed by a Private Number single line working may be introduced, 'Line Clear' will be obtained on telephone attached to Block Instruments or Control Telephone or VHF or any two way communication system set, and trains run on Paper Line Clear Ticket 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 TSL working on Double Line section indicating: -
 - (i) the line on which the train or light engine is to run;
 - (ii) the kilometrages between which the obstruction exists;
 - (iii) any restriction of speed which may have been imposed by way and works staff; and
 - (iv) an assurance to the effect that any trap points on the line in question have been spiked or clamped.
 - (v) authority to pass the last stop signal in the 'ON' position in case the last Stop signal is the starter in addition to the written authority, green hand signals shall also be shown at the foot of this signal.
10. An endorsement will also be made on the Caution Order given to the Loco Pilot of the first train to inform all Gatemen and Gangmen on the way about the introduction of temporary single line working and specifying the road on which the trains 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 KMPH. Subsequent trains may run at their booked speed, subject to observance of other speed restrictions imposed by Way and Works 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 the case of a train proceeding on the right line -
 - (a) The last Stop signal of the station in rear of the affected section may be passed in the 'On' position on 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) (i) 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 & locked and trailing points correctly set, over which the trains will pass.
 - (ii) The Loco Pilot should switch "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case the train engine running on the wrong line without switching "ON" the flasher light is noticed by the station staff, Gatemen and Gangmen, they shall stop the train immediately."
 - (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 (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 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.

15. All the cross over points over which the train shall proceed, while temporary single line working is in force, shall be clamped and pad-locked as per SR 3.39/1.

16. Resumption of normal working 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 signals, including those of intermediate Block Huts which were treated as closed, shall be brought into use immediately. An entry shall also be made in the Train Signal Register of all stations concerned showing the time double line working was suspended, time single line working was introduced and the time normal working was resumed.

17. The Loco Pilot of the first train entering the section after normal working is resumed shall inform all Gatemen and Gangmen on the way about the resumption of normal working. Its speed will also be restricted to 25 KMPH.

18. 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 scrutinize them and submit his report to the Sr. Divisional Operations Manager within seven days of the resumption of normal working.

S.R.6.02/2. RULES AND REGULATIONS FOR SINGLE LINE WORKING ON DOUBLE LINE DURING TOTAL INTERRUPTION OF COMMUNICATIONS - The following rules must, in addition to the rules prescribed in 'Rules and Regulations for working of trains during total interruption of communications on single line', (S.R.6.02/4) be observed by the staff.

1. Whenever an accident to a train or track obstruction, precludes the use of one line on double line section during total interruption of communications, single line working shall be introduced only after a responsible official of the Engineering Department, not less than JE 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 dispatching trains. On receipt of this certificate the Station Master will follow the rules prescribed for opening of communications.
2. Loco Pilots of trains, including light engines, shall be given a Caution Order on which, and shall be stated clearly.
 - (a) the line on which the train is to run;
 - (b) Kilometerage 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 crossover points over which the train shall proceed, while temporary single line working is in force, shall be clamped and padlocked as per SR 3.39/1.
4. In the case of a train proceeding on the right line -
 - (a) The last stop signal of the station in rear of the affected section may be passed in the 'On' position on a written authority 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 of the station in advance shall depute a railway servant in uniform at the foot of the signal (whichever the train would encounter first) who shall stop the train on hand danger signal and thereafter pilot it into the station on a written authority 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 to Proceed Without Line Clear' to inform all the Gatemen and Gangmen 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 the 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.

S.R.6.02/3. RULES AND REGULATIONS FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF COMMUNICATIONSON 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 any one of the following means stated in the order of preference viz:
 - (a) Block instruments; Track circuits or Axle Counters;
 - (b) Telephones attached to the Block Instruments;
 - (c) Station to station fixed telephones wherever available;
 - (d) Fixed telephone such as Railway autophones and BSNL phones;
 - (e) Control Phone
 - (f) VHF sets

The following procedures 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 interruptions of communication on Double Line Section to the Loco Pilot of each train which shall include: -
 - (a) An 'Authority for working of trains during total interruption of communication on Double Line Section.
 - (b) A caution order restricting the speed to 25 kilometres per hour over the straight and to 10 kilometres per hour when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog, or any other cause;
 - (c) an authority to pass the last Stop signal in the 'On' position.
4. In the event of a Loco Pilot approaching or passing any portion of the line where the view ahead is not clear, a railway employee with hand signals must be sent in advance to guide the further movement of the train. A sharp look out ahead should be kept and the engine whistle freely used.
5. No train shall be allowed to enter the block section until there is a clear interval of 30 minutes between the train about to leave and the train which has immediately proceeded.
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 checkup 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. 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 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 Assistant 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 a stop outside first Stop signal and sound continuous whistle, if no one from the station turns up within 10 minutes, the train shall be protected as per para 9 above.

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 of the signal for its admission into the Station. In the absence of the Assistant Loco Pilot, the Guard after protecting the trains shall give this information.

13. The Loco Pilots of all trains shall make over the ‘Authority to Proceed Without Line Clear’ to the Station Master of the station at the other end of the affected section. These shall be kept by the Station Master in his safe custody for inspection by the Traffic Inspector of the section, who shall prepare a report on the working of trains and shall forward the same along with his report to the Sr. Divisional Operations Manager, within seven days of resumption of communication.
14. A record of all trains passed over the block section on ‘Authority to Proceed Without Line Clear’ during the course of total interruption of communications, shall be maintained on the Train Signal Registers at both the stations concerned.
15. Trains must continue to work on this system until any one of the means of communications, mentioned in rule (1) is restored by the competent authority.
16. As soon as any one of the means of communications has been restored the Station Master must send a message to the Station Master at the other end of the section on the following Form:

From Station Master.....
 To Station Master.....
 Message No.Train (Number and description).....
 arrived complete at hrs.....minutes Last train
 (number and description) dispatched to your station..... At.....
 Hrs..... Minutes. Cancel the present method of working the trains. Line Clear must be
 obtained by means of Acknowledge.
 Private No(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 athoursminutes/not arrived. Present system of
 train working is being/ will be cancelled immediately after the complete arrival of train
 number.....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 communications restored until both the Stations are satisfied that all trains and engines etc. despatched from their stations have arrived complete at the other station. 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 intimation about this shall be given to Section Controller also, on controlled

sections, if communication with the Section Controller has also got restored, and normal working resumed. If however, communication with Section Controller has not got restored alongwith restoration of communications between two stations, the Section Controller shall be advised of the position immediately on restoration of communication with him.

S.R.6.02/4. RULES AND REGULATIONS FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF COMMUNICATIONS ON SINGLE LINE –

- (1) In the event of total interruption of communications occurring between two 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) Telephones attached to the Block Instruments;
 - (c) Station to station fixed telephones wherever available;
 - (d) Fixed telephone such as Railway autophones and BSNL phones;
 - (e) Control Phone
 - (f) VHF sets

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

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

- (2) The Station Master who has a train to dispatch through the affected block section shall open communications 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, after it is detached from the train by the Loco Pilot on instructions from the Station Master on duty;
 - (iii) Motor trolley/Tower wagon duly accompanied by a Guard or by a Station Master other than the Station Master on duty;
 - (iv) Trolley/Cycle Trolley/Moped trolley duly accompanied by a Guard or by a Station Master other than the Station Master on duty;
 - (v) Diesel car / Rail Motor Car / EMU Rake after ensuring that all passengers have detrained.
- (3) Before the light engine/train engine/Motor Trolley/Tower Wagon/Trolley/ Cycle trolley/Moped trolley/Diesel car / Rail motor car/EMU rake is sent into the affected block section to open communications, the Loco Pilot/ Motorman/ Guard/Station Master being sent to do so shall be advised by the station Master on duty of the circumstances in which and the purpose for which he is being sent.

The Station Master on duty shall also satisfy himself that the Loco Pilot /Motorman/Guard/Station Master being sent to open communications, thoroughly understands the rules for working of trains during total failure of communications on the single line.

If the Loco Pilot/ Motorman/ Guard/ Station Master who is being sent to open communications, is not conversant with the Rules, 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 interruptions of communication on single line section, in token of such staff having fully understood the circumstances in which and the purposes for which he is being sent and the Rules for Working of Trains during total failure of communications on single line.

- (4) 1. Before dispatching the light engine/train engine/Motor Trolley/Tower Wagon/Trolley/Cycle Trolley/Moped Trolley/Diesel Car/Rail Motor Car/EMU rake, the Station Master on duty shall hand over 'Authority for opening of communications during total interruptions of communication on single line section' to the Loco Pilot / motor man / 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 is the starter in addition to written authority, green hand signal shall also be shown at the foot of this signal.
 - (iv) A Line Clear Enquiry message addressed to the Station Master of the block station at the other end of the affected block section asking for Line Clear for the train waiting to be dispatched to his station.
 - (v) A conditional Line Clear Message to the Station Master of the block station at the other end of the affected block section permitting him -
 - (a) to return the light engine/train engine, either light or attached to a train waiting to be dispatched from his station, or attached with another engine; or
 - (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 a train waiting to be dispatched from his station.

2. The Line Clear Enquiry Message asking Line Clear for the trains to be dispatched through the affected block section, and the Conditional Line Clear Message for the return journey of the engine or self-propelled vehicle or other vehicle referred to in para 2, as the case may be, shall be written out, on printed forms for being sent through the Loco Pilot /Motorman/Guard/Station Master going to open communications, and these messages shall also be entered in the Line Clear Books.

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

Message No _____ on return of _____* will line be clear and kept clear for Train No _____ waiting to proceed?

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

- (ii) The conditional Line Clear message for return journey of the engine or self-propelled vehicle or other vehicle referred to in Para 2, as the case may be, shall be worded as follows -

Message No

On arrival of _____* at yours, line will be clear and kept clear for\$
 Engine to return with /without attached to a train or another engine or self propelled vehicle / trolley etc (complete particulars)..... Private Number (in words) (in figures).....

* The particulars of Engine/Tower wagon/Diesel car/Rail Motor Car/EMU rake/Motor Trolley or Trolley or Cycle trolley or Moped trolley running by itself or loaded in a train, as may be, shall be correctly filled in.

§ The particulars of the engine either returning light or attached to a train or attached to another Engine/Tower wagon/Diesel car/Rail Motor Car/EMU rake/Motor Trolley or Trolley or Cycle Trolley or Moped Trolley running by itself or loaded in a train, as may be, applicable, shall be correctly filled in while preparing the message.

3. The Loco Pilot /Motorman/Guard/Station Master going to open communications shall, on receipt of 'Authority for opening communication during total interruption of communication on single line section and sign on its original and carbon copy in token of his having understood its contents. In case the Loco Pilot is illiterate, the contents shall be explained to him by the Station Master on duty, in the presence of the Guard concerned, if any.
 4. In case a light engine or an engine and brake van is to be despatched to proceed to the next block station and then continue its journey onward after arrival at the next station and is not meant for opening communications, the Loco Pilot of engine or the engine and brakevan shall be given with the 'Authority for opening communication during total interruption of communication and the items "Line Clear Inquiry Message and conditional Line Clear Message" shall be struck out in form such Engines or engine and brake van shall be issued only the " Authority to proceed without Line clear" the caution order and the authority to pass the last stop signal in the ON position referred to in para 4.1(i) (ii) and (iii) were necessary. Should it be necessary to dispatch another light engine or another engine and brakevan in the same direction an interval of at least 30 minutes shall be allowed to elapse before it is dispatched.
 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'.
- (5) After an engine or self-propelled vehicle or other vehicle is despatched to the next station to open communications with Line Clear Enquiry Message, and a Conditional Line Clear Message to the next station for the return journey of the engine or self-propelled vehicle or other vehicle, no other train or engine or self-propelled vehicle or other vehicle shall be allowed to leave the station and proceed in the same direction until the engine or self-propelled vehicle or other vehicle sent to open communications returns.

This does not, however, prevent an engineering official going into the section on his push trolley for his work on a section on which push trollies 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 shall switch on the flasher light where ever provided and shall proceed at a speed not exceeding 15 kilometres per hour by day and when the view is clear and 10 KMs per hour during night or when the view is obstructed making free use of engine whistle or horn of the self propelled vehicle, where provided. In thick, foggy or tempestuous weather or in dust storm etc. when visibility is impaired, the engine or self-propelled vehicle, or other vehicle proceeding on 'Authority to Proceed without Line Clear' shall proceed at walking speed only making repeated use of the engine whistle or horn of self-propelled vehicle, where provided, preceded at on 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/Station Master/Guard 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 or Trolley or Cycle trolley or 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 meeting in the mid-section with 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/ 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 leading engine/self-propelled vehicle/other vehicle shall stop out-side (i.e. In rear of) the first Stop signal of the station.

The engine or self-propelled vehicle or other vehicle following the leading engine/ self-propelled vehicle/other vehicle, shall stop at a safe distance behind the leading engine/self-propelled vehicle/other vehicle. The Station Master shall be advised of the stoppage outside the first stop signal either by using the engine whistle/horn of the self-propelled vehicle, if provided, or by sending a 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 with the Line clear Enquiry Message and the Conditional Line Clear message giving the Line Clear for the return journey shall be delivered to the Station Master on duty who shall keep these documents in his safe custody and also post the Line Clear Enquiry Message and the Conditional Line Clear Message in his Line Clear Books.

On the authority of the Conditional Line Clear Message for the return journey the Station Master on duty shall make out a conditional Line Clear Ticket 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) / self-propelled vehicle/other vehicles.
- (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 shall be taken back by the Station Master on duty of the station from which this was issued and cancelled. The original entries shall also be cancelled.
- (11) The Station Master on duty before dispatching 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' for the 'Line Clear Enquiry Message', giving Line Clear for the train waiting at the other station, thereby authorizing 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 shall be worded as follows -
 Message No. _____ Your message No. _____ on arrival of *Engine with/without train/self propelled vehicle/other vehicle No. _____ * at yours line will be clear and kept clear for following trains:-
 (i) Train No.....Private No.(in words).....(in figures).....
 (ii) Train No.....Private No. (in words).....(in figures).....
 (iii) Train No.....Private No. (in words).....(in figures).....
 (iv) Train No.....Private No. (in words).....(in figures).....
- * Strike out which ever is not applicable.
 * The particulars of the engine either returning light or attached to a train or attached to another Engine/Tower wagon/Diesel car/Rail Motor Car/EMU rake/Motor Trolley or Trolley or Cycle trolley or Moped trolley running by itself or loaded in a train as may be applicable shall be correctly filled in while preparing the message.
- (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' shall be handed over to the Station Master who shall record in the Line Clear Message Book and on its authority issue a conditional Line Clear Ticket for the waiting train.
- (16) If there be an even flow of trains in both directions, Enquiry and Conditional Line Clear Messages for each succeeding train may be sent through the Guard of the preceding train.
- (17) The arrival and departure time of all trains, engines, trolleys etc. which are passed under the above rules must be carefully recorded in the Line Clear Enquiry and Reply Books, and also in the counterfoil of the 'Authority to proceed without Line Clear' and in the Train Signal Register.

- (18) If the Station Master at one end of the interrupted sections has more than one train to dispatch in the same direction before another train is normally expected from the opposite direction, he shall, in such cases, send the first 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 dispatched after the first train at intervals of 30 minutes.

After the Loco Pilot returns with the Line Clear for the required number of trains to the station at which he had left the train, the Station Master shall dispatch the first train on the authority of the line clear for the trains and shall also endorse on that line clear 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 kilometers per hour over the straight when the view ahead is clear and to 10 kilometers 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 dispatching a second and subsequent trains, the particulars of the last preceding train along with its time of departure will be endorsed on the line clear 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 meters from the train on the way out and 2 detonators, 10 meters apart, at 500 meters 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 Assistant 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 detonators at 250 meters and two detonators, 10 meters apart, at 500 meters from the point up to 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 any one of the means of communications has been restored, the Station Master must send a message to the Station Master at the other end of the section, on the following form :

From	Station Master
To	Station Master.....
Time	Hours.....Minutes.....
Message No.	Train (Number and description).....
arrived complete at	hrs.....minutes Last train
(number and description) dispatched to your station.....	At.....
Hrs..... Minutes. Cancel the conditional line clear working of trains	Line Clear must
be obtained by means of	Acknowledge.
Private No(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 :-

<p>From Station Master</p> <p>To Station Master</p> <p>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 athoursminutes/not arrived. Conditional Line Clear working of trains is being/ will be cancelled immediately after the complete arrival of train number.....Line Clear for the next train will be obtained by means ofPrivate No. (in words).....(in figures).....</p>
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- (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. dispatched 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 controlled 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 communications occurs, the Transportation Inspector of the section, must scrutinize the train passing records of the Station and submit his report to the Sr. Divisional Operations Manager within seven days of the resumption of communication.

6.03. Train Stopped between stations -

- (1) **When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause, and the Loco Pilot finds that his train cannot proceed, he shall apprise the Guard of the fact by sounding the prescribed code of whistle or through walkie-talkie or other means and exchange hand danger signals with him. The Loco Pilot shall switch on flasher light of his locomotive immediately to warn on coming train. Thereafter the guard shall immediately exhibit a hand danger signal towards the rear and checkup that the tail board or tail light is correctly exhibited and switch ON flasher light if provided. In the rear of the brakevan. The Guard and Loco Pilot shall then immediately take the following action in the rear and the front.**

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

- (a) **The Guard shall either himself go back or send a competent person 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 the train in front through walkie-talkie or other means of communications 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 detonator at 600 meters from his train on way out; and three detonators, 1200 metres about 10 meters apart from the place where the train has stopped.

Provided that on the meters and narrow gauge the first detonator shall be placed at 400 meters and the three detonators about 10 meters apart not less than 800 meters 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 danger 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:
- (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, 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 train disabled train as possible and will continue to show his hand danger signal to stop any approaching train if the person has already placed one detonators on 600 or 400 meters in BG or MG/NG respectively and he is not in a position to reach a distance of 1200Metres and 800 metres in BG or MG/NG respectively he shall again place one detonator as far away from the train as possible which has met 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 train being driven by him, the Loco Pilot shall switch ON the flasher light and dim the head light on all are any such occurrences as stipulated here under:-

- (A) Sudden jerk with drag and /or drop in air pressure or vacuum of the train.
- (B) Sudden increase in airflow 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 to protect the adjacent line in front in the manner prescribed in clause (I) above either by going himself or by sending assistance Loco Pilot or some other competent person.
- The guard shall himself first immediately proceed ahead to assist to 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 train of the adjacent line as mentioned above and proceed towards the locomotives watching the train carefully. If the Guards 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) as above . If he has not already sent another competent person for the purpose.
- (iii) On a multiple line section with uni-directional traffic on the nominated line:
- (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 occurrence as stipulated here under:-
- (A) Sudden jerk with brake and / or drop in air pressure or vacuum of the train.
- (B) Sudden increases in airflow 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 runs 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 /lines in the manner prescribed in clause –(II) above.
- If it is obvious that an adjacent line on which the trains normally runs 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 /lines in the manner prescribed in clause- (I) above.
- If it is obvious that an adjacent line /lines on which 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/lines, on which trains run in the opposite direction as per clause –II above.

If in addition to the line on which train run in the direction of the affected train any other line on which train normally run in the opposite direction is also obstructed the primary duty of the Guard shall be to protect the line on which train 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/lines in front on which trains normally run in the opposite direction.

- (2) (i) **In the case of train without a Guard, the duties of the Guard, as laid down in this rule, shall devolve on the Loco Pilot or on a Railway servant deputed by him.**
- (ii) **In the event of any disability of the Loco Pilot, the duties devolving on the Loco Pilot, as laid down in these rules shall devolve on the Guard or on a Railway servant deputed by him.**

S.R.6.03/1. Protection of trains –

- (a) When a train comes to a stop in a block section on account of an accident or any other cause, which is not immediately obvious, and the Loco Pilot finds that his train cannot proceed, he shall immediately switch 'On' the flasher light, keeping the head light 'Off' to attract the attention of a train approaching from the opposite direction and sound four short sharp whistles (0000) repeatedly or through walkie-talkie to apprise the Guard of his inability to proceed and display a red hand signal.

The Guard on hearing the Loco Pilot's whistle shall acknowledge it by waving a red hand signal up and down. The Loco Pilot will acknowledge the Guard's signal by a long whistle. The Guard shall then fix a red flag by day at such a place on the brake van which can easily be seen by the Loco Pilot and at night reverse the side lamps of his brake van, where provided, to show red towards the Loco Pilot.

The Guard shall also ensure that during day the tailboard is in position and at night the tail lamp and the side lamps where provided, are burning brightly.

The Loco Pilot shall also whistle repeatedly so as to attract the attention of the Loco Pilot of a train approaching from the opposite direction. If the stoppage has occurred on a section of double or multiple lines, during night or in thick and foggy weather when visibility is impaired, the Loco Pilot and the Guard shall light a fusee also immediately and fix it on the ground near the adjacent track on which trains normally run so as to be clearly visible to the Loco Pilot of an approaching train.

If the Loco Pilot and Guard have fusees with them they should light up the same on single line section also, if they consider that it will help in protecting the train. The Loco Pilot and the Guard shall then take action regarding protection of adjacent line and of the train in accordance with G.R. 6.03.

- (b) When the Loco Pilot of an approaching train sees the light of the flasher or the light of a fusee, he shall at once take action to stop his train short of obstruction just as he would act when he sees a danger hand signal or hears the distressed whistle code of another engine or explodes a detonator and render all possible assistance to the affected train.

He will continue his journey at normal speed only after ascertaining that the line on which, he is proceeding is free from any obstruction. If however, he finds that the line on which he is to proceed is obstructed the Loco Pilot and Guard of the train will protect their train in accordance with G.R. 6.03.

The Loco Pilot of the train proceeding on the adjacent track must stop at the next station and report the occurrence immediately.

- (c) The flasher light shall be switched 'Off' only when the Loco Pilot finds that his train is in a position to proceed or after he has ascertained that the adjacent line is free from obstruction and it is not necessary to stop any approaching train to obtain assistance. In case the flasher light is not provided or it fails the head light may be switched 'On' and 'Off' repeatedly to attract the attention of the approaching train.

- (d) Flasher, light units have been provided on diesel and electric locomotives. The unit, when switched 'On' flash amber colored lights. When taking over charge of the diesel/electric locomotives from the shed/yard the Loco Pilot shall test the working of the unit and make appropriate entry in the shed engine book.
- (e) When the train is able to go forward the Loco Pilot will sound one continuous long whistle to recall the Guard or the person, deputed to protect the train in rear, who will immediately return leaving the 3 detonators on the line and picking up the intermediate detonator.

The Loco Pilot must not start his train after it has been brought to a stand until the Guard has signaled to him from the brakevan to proceed. The Guard shall remove the red flag/reverse the side light, where provided to show white light towards the Loco Pilot when the train is ready to start. The Guard will show hand danger signal and keep a good look out, towards the rear until his train arrives at the station in advance.

- (f) If the train has also been protected in front, the Loco Pilot will, when the train goes forward, endeavor to stop short of detonators and pick up the three detonators.
- (g) In the case of light engine or coupled engines the Loco Pilot or both the Loco Pilots are responsible for the protection of the engine or engines in accordance with G.R. 6.03.

6.04. Trains unusually delayed -

- (1) **If a train carrying passengers does not arrive within 10 minutes or if 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 whereabouts and the condition of the delayed train.**
- (2) **The action mentioned above shall be taken earlier, should the circumstances so require.**

S.R.6.04/1. The Station Master shall take immediate action in the following manner when a train is delayed in the block section -

- (a) (i) The Station Master shall talk to Loco Pilot /Guard of such train on VHF Set whereas the Loco Pilot and Guard shall appraise the Station Master of nearest station through Walkie-Talkie, reporting the cause of unusually delayed train.
- (ii) If Station Master fails to talk, he shall arrange to send a railway employee into the block section to fetch information regarding the whereabouts of the train; and in case of mishap, the nature of assistance required.
- (iii) On a double line section, the Station Master must stop the first train proceeding in the opposite direction and inform the Loco Pilot of the circumstances and instruct him to proceed cautiously.
- (iv) The Guards of trains carrying passengers which are provided with a set of portable field telephone, when delayed in the block section over 10 minutes will also inform the Section Controller the cause and probable duration of the delay.
- (b) The Controller on receipt of such advice shall immediately warn the station where a Medical Van or first aid chests are located so that they would be kept in readiness for dispatch to the site of the accident, on receipt of further information. He shall also issue preliminary warning to the Loco Foreman and Station Master to get the Break Down Train ready, and will also arrange for an engine to be made available immediately for taking the Medical Van to the site of the accident, if necessary.

S.R.6.04/2. If, for any reason, a train is brought to a stand on a gradient the following precautions should be taken by the train crew -

- 1. Loco Pilot should immediately put on the flasher light.

2. Loco Pilot should apply loco brakes in addition to the application of train brake i.e. vacuum/air brake. Train brake must not be released.
3. Loco Pilot should not normally leave locomotive. If required to leave in an emergency, he will ensure that assistant Loco Pilot is present on the locomotive.
4. When the train is not likely to start within 15 minutes, Loco Pilot should -
 - (a) Apply locomotive hand brakes.
 - (b) Direct Assistant Loco Pilot to pin down the hand brakes of 10 wagons in case of 4 wheeler or 5 wagons in case of 8 wheeler load behind the loco and put wedges under the loco wheels.
 - (c) Draw the attention of Guard by sounding 3 short whistle (o o o) for applying brake followed by 4 short (o o o o) whistles for protection in rear.
 - (d) Direct Assistant Loco Pilot in single line section for protection of train in front.
5. The Guard of the train will apply hand brake of brakevan and pin down hand brakes of 10 wagons in case of 4 wheelers load or 5 wagons in case of 8 wheelers load. In case of passenger carrying trains he will put wedges to the wheels of two vehicles nearer to the brakevan. After it he will protect train in rear.
6. Guard, after protecting train in rear, should meet Loco Pilot and will take action for advising Control to arrange assisting engine or other sort of assistance.
7. The following procedure should be adopted to restart the train -
 - (a) Loco Pilot to recreate adequate vacuum/air pressure gradually.
 - (b) Release train brakes fully with loco brake 'On'.
 - (c) Notch up the loco by a few notches in forward direction in case of up gradient or reverse direction in case of down gradient.
 - (d) Release the wagons hand brakes and remove wooden wedges both in front and in rear.
 - (e) Guard to release hand brake of his brakevan.
 - (f) Exchange 'All Right' signal with Guard.
 - (g) Release hand brake of locomotive.
 - (h) Gradually release loco brake and start.
 - (i) Re-check brake power at the first opportunity.
8. 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 the similar action in regard to the wagons inside the brakevan.
9. Considering the condition of brake power on train, the Loco Pilot may take additional precautions during the stoppage of his train on section steeper than 1 in 400 to avoid run away.

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

S.R.6.05/1. Sending advice of accident or breakdown -

- (a) (i) When owing to an accident or breakdown, a train is stopped outside station limits, the Guard must first protect the train and then consult the Loco Pilot and immediately report the accident or break down on the field telephone to the Section Controller. Guard/ Loco Pilot should apprise the nearest Station Master through Walkie-Talkie or any other means of communications available in the area.

This report must detail the nature of the accident or breakdown, the site and the relief required. On the double line sections, in case the field telephone is inoperative and a train is passing on the other line, it should be stopped and the Guard of the affected train should

hand over a written report to the Loco Pilot or Guard of the opposite direction train indicating the details of the accident or breakdown as stated above for communication to the next station in the direction in which the train is proceeding. In all other cases, on the single and double line sections a written report of the accident or breakdown as stated above must immediately be sent with the Assistant Loco Pilot to the Station Master of the nearest station.

- (ii) In the event of a serious accident, when prompt assistance is required and information cannot be conveyed promptly in the manner prescribed in clause (i) above, the Guard will arrange for the train engine of the disabled train, if it is able to proceed, to be detached and sent light to the next station with the report of the accident or breakdown through the Loco Pilot to be handed over to the Station Master of that station. Before detaching the engine, the provisions laid down in S.R. 6.09/1 must be complied with.
- (b) The Station Master receiving the information that the train is disabled, must at once inform the Section Controller and other Officers concerned. On uncontrolled areas, the Station Master will arrange for the requisite assistance and if the engine is disabled, utilise the engine of a less important train to work the disabled train forward and advise the terminal Station Master of having done so.
- (c) When an assisting engine is sent out, the Station Master who admits the assisting engine into the Section occupied by the disabled train shall issue to the Loco Pilot of an assisting engine.
 - (1) an authority to proceed without line clear.
 - (2) An authority to pass last stop signal in 'ON' except on double line when he is moving on wrong direction and
 - (3) A caution order on which shall be stated: -
 - (i) the kilometrage of both, the train engine as also the Brake Van / Last Vehicle of the disabled train standing in the section;
 - (ii) the station to which the disabled train shall be taken; and
 - (iii) a warning that the train, which is going to assist, shall be brought to a stand at the first stop signal of the station to which it is being taken and on Double line when it is moving in the wrong direction, it shall come to a stand opposite the first stop signal of the opposite line or the last stop signal of the same line which ever comes first and shall remain there unless the Station Master authorizes its admission either by taking off of fixed signals or by issue of an authority to pass it in 'ON' position.

Note: In the absence of the Guard or if the Guard is incapacitated, the duties of the Guard will devolve upon the Assistant Loco Pilot.

S.R.6.05/2. Assistance to disabled engine -

- (a) When an engine is disabled, the Guard shall ascertain from the Loco Pilot if it is necessary to requisition a relief engine. Should the Loco Pilot expect to be able to put the engine in working order within 30 minutes, he shall inform the Guard. If the time is likely to be exceeded, the Guard must send advice to the nearest station and call for relief engine.
- (b) After having asked for assisting engine, if subsequently the Loco Pilot is able to repair the damage and is in a position to restart the train, Loco Pilot will ask permission of the Section Controller / Station Master. The Section Controller/ Station Master, in case assisting engine has not entered in the block section, will regulate the assisting engine and will advise the Loco Pilot to start his train supported by Train notice/Private number, Loco Pilot will work his train cautiously up to next block station. Loco Pilot shall not restart his train unless he receives Train notice/Private number from Section Controller/Station Master. In such case he will wait till arrival of assisting engine.
- (c) When there is likelihood of an engine failing to reach its destination, the Loco Pilot must at once ask for a relief engine.
- (d) If the engine of a passenger train fails in a section, the train must not be divided. After protecting the train a relief engine must be requisitioned. The train must be detained with the engine coupled to the train till the assistance arrives. The train must then be worked forward with the assisting engine coupled up to the next block station ahead, where the Loco Pilot will decide whether he is in a position to haul the load forward alone with his engine or double headed with an assisting engine.

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

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

S.R.6.06/1. (i) When a train enter in the block section without Authority to proceed, Station Master will advise the station in advance by giving prescribed bell code and block phone. "Train running without Authority to proceed" specially asking the station in advance to keep both reception and departure signals in 'ON'. The Section Controller should also be advised. The gateman enroute should be informed to stop the train.

(ii) The station in advance will immediately ensure that all signals are in 'ON' and the route must be set and locked for the clear line preferably main line and arrange to place three detonators 10 meters apart before the Starter signal.

(iii) If train stops outside first stop signal reception of the train should be done as per GR 5.09.

(iv) In case the Loco Pilot fails to stop and runs through after exploding detonators and disregarding approach and departure signals, the station staff should try to attract the attention of the Guard. The Guard on receiving danger signal from the station staff, will stop the train. In electrified section, OHE should be switched off.

(v) If the train fails to stop, the same bell code and advise as stated in item (i) to be repeated to the next station. The gateman en route is to be informed also for stopping the train. The next station should keep all signals in "ON" position and arrange to place three detonator 10 meters apart before the Home Signal and put the ballast on the track if possible. In case train stops, reception should be arranged as per G.R. 5.09.

(vi) Train shall not be turned into dead end siding or derailed, unless it is necessary to do so to avoid a more serious accident.

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

- (1) Loco Pilots, Guards and Station Masters shall advise the Controller or the Centralized 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 Centralized Traffic Control Operator, on becoming aware of such defect or failure shall inform the same to the railway servant responsible for the maintenance of the equipment and other railway servants concerned.**

S.R.6.07/1. Whenever danger is suspected to the track, bridges or other fixed installations from sabotage and the location remains vague, the Station Master who becomes aware of it, in consultation with the Section Controller, should arrange for stoppage of train movement over the section and also arrange for inspection and testing of the line.

For the purpose of testing the line, a light engine (by cutting off the train engine if necessary) shall be used and the Loco Pilot of the light engine shall be instructed through a special caution order to proceed at a very low speed as would enable him to stop short of any obstruction or unsafe condition on the track.

The Loco Pilot will also stop the engine short of any bridge and he himself or a railway servant accompanying him shall visually examine the portion of the track over the bridge for making sure that there are no visible signs of any damage to any portion of the structure.

In case any visible damage is noticed. He will return with the light engine to the station from where he started for giving a report of what he has seen. Action thereafter would be taken by the Engineering officials concerned about restoration of track.

In case the visual inspection reveals no apparent damage to the structure the Loco Pilot shall proceed very cautiously over the bridge for proving that the track is safe for passage of trains. After the entire section has been covered in this manner the light engine shall return at normal speed to the station from where it started where after the section shall be treated as safe for passage of trains and normal train services shall be resumed.

6.08. Train parting -

- (1) If any portion of a train should, while in motion, become detached.**
 - (a) the Loco Pilot shall use his judgment to keep the front portion in motion, if possible, until the rear portion has been brought to a stand so as to avoid the chance of a collision between the two portions, and sound the prescribed code of whistle to inform the Guard of the parting.**
 - (b) the Guard 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.**

S.R.6.08/1. Parting of trains -

- (a) When any portion of a train in motion becomes detached, the Guard on realising the situation shall promptly apply his hand brake and then signal to the Loco Pilot by waving up and down a green hand signal by day and white light by night. The Loco Pilot must acknowledge this signal with —0—0 whistles and use his judgement to keep the front portion in motion until the rear portion has come to a stand.**
- (b) If the Loco Pilot comes to know that the train has parted, he should put on flasher light and give —0—0, whistle repeatedly to attract attention of the Guard till acknowledged by Guard (by waving green hand signal up and down by day and white light by night). Loco Pilot should keep the front portion of the train moving until the rear portion has come to a stand.**

- (c) If the Loco Pilot finds it necessary to proceed to the station ahead, he must, on approaching the station, give —0—0 whistle repeatedly to warn the station staff. The station Master must promptly admit the train into the station on a vacant line, and immediately inform the station in rear that the train has parted and that the rear portion may roll back towards the latter.

If however, the rear portion is following the front portion, the Station Master must attract the Guard's attention and endeavor to bring it to a stand by the application of wagon brakes or by heaping up earth on the rails or other suitable means or divert it, if possible, to a vacant loop or siding line.

- (d) If there is a banking engine in the rear, the Loco Pilot of which discovers the parting, he must bring the rear portion to a stand and at the same time repeatedly give —0—0 whistle to attract the attention of the leading engine Loco Pilot.
- (e) If the Station staff notice a train running in two or more portions, they will endeavor to attract the attention of the Loco Pilot and the Guard by waving up and down a green hand signal by day and white light by night.
- (f) As soon as the rear portion has come to a stand in the section, the Guard must protect it, both in rear and in front, or if the front portion is out of sight, in accordance with G.R. 6.03. If there is a banking engine, the Loco Pilot of the banking engine will protect the rear and the Guard will protect in front of the train.

If both the portions have come to a stand on a single line section, the train Loco Pilot will depute Assistant Loco Pilot to protect in front and the Guard will protect the rear. On a double line, if the adjacent line is fouled, that line must also be protected in accordance with the rules.

- (g) If portion of the parted loads stops on a gradient then Loco Pilot and Guard will also take action according to S.R. 6.04/2.
- (h) When both the portions of the parted train are brought to a stand and it is possible to couple them up, the Guard will be responsible for bringing the two portions together in a safe and proper manner.
- (i) Do not attempt to recouple the parted load if the number of wagons in rear portion is 10 or less in four-wheeler stock and 5 or less in eight wheeler bogie stock. In such case, clear the load in two portions. In case where there is banking loco in rear, the load can be recoupled.
- (j) When a train parts on its journey, the tonnage and number of vehicles/wagons of the train must be jointly checked by the Guard and the Loco Pilot and also by the Station Master where the train is taken in two portions. This information must be embodied in the joint report.

6.09. Portion of train left in a block section -

- (1) When a train stopped in a block section has to be divided in consequence of an accident or the inability of the engine to take the whole train forward, the Guard of the Train shall immediately take steps to protect the rear portion of his train in accordance with Rule 6.03.**
- (2) If the engine is capable of proceeding either with or without vehicles, the Guard shall, after taking action as provided for in sub-rule (1) and before uncoupling, put down the brakes and shall, if necessary, otherwise carefully secure the rear portion of the train to ensure its remaining stationary.**
- (3) When the Guard has taken action as provided for in sub-rule (2), he shall give a written permission to the Loco Pilot to uncouple and proceed to the next station and may, if he thinks fit, give him written instructions to return on the same line.**
- (4) On sections of the single line where token working is in force, the Loco Pilot shall, before leaving any portion of his train in a block section, hand over the token to the Guard from whom he shall obtain a written receipt. The Guard shall retain the token until the block section has been cleared of all vehicles of his train.**
- (5) At night or in thick, foggy or tempestuous weather impairing visibility, as soon as the engine, whether with or without vehicles is drawn forward, the Guard shall -**
 - (a) protect his train in the front also in accordance with Rule 6.03, and**

- (b) also see that a red light is shown on the front vehicle of the rear portion of the train.
- (6) When the front portion of the train is taken forward, no tail lamp or tail board shall be placed on the rear vehicle of that portion of the train but the Guard shall give its number in full in the written permission referred to in sub-rule (3).
- (7) On entering a station with the knowledge that the block section in rear is obstructed, the first duty of the Loco Pilot is instantly to warn the station Master of this fact. If a cabin is passed on the way to the station, the railway servant in charge of the cabin shall also be informed of the fact.
- (8) When, under written instructions referred to in sub-rule (3), the engine is to be brought back, Guard shall, until the arrival of the engine, continue to remain in rear of the portion of the train left in the block section and shall not permit a following train, if any, to move any of the vehicles under his charge.
- (9) (a) The Loco Pilot shall not bring his engine, with or without vehicles back on the same line unless he has received written instructions under sub-rule (3) from the Guard to do so.
- (b) In addition, on a multiple line section, the Loco Pilot shall also have a written authority from the Station Master, who shall ensure that no train is diverted on to or crossing the same line on that portion of the track over which the said Loco Pilot would be returning.
- (c) The Station Master, before giving such written authority, shall obtain necessary assurances as prescribed by special instructions from the Station Masters having diversion facilities and also inform the Controller of the circumstances.
- (10) On double or multiple line sections, the Loco Pilot may, under instructions from the Station Master, take the train back on the proper line, according to the system of working, until he can cross on to the line on which he has left the rest of his train and may then proceed by that line and after attaching the engine shall work the train to the station to which he is directed.
- (11) When moving under written instructions against the direction of traffic on a double line, or against the established direction of traffic on a single line, the Loco Pilot shall proceed cautiously and make frequent use of the prescribed code of whistle.

S.R.6.09/1. Working of trains in two or more parts -

- (a) When a train stops in a block section in consequence of an accident or the inability of the engine to take the whole train forward, the Loco Pilot of the train will give four short (0000) whistles repeatedly and the Guard will take immediate steps to protect the train in rear in accordance with G.R. 6.03.
- (b) (i) After the train has been protected, the Guard will consult the Loco Pilot and if the engine, is capable of proceeding either light or with part of the load, the Guard will take immediate steps to pin down firmly hand brakes of at least 50% wagons of remaining load or 10 wagons (whichever is more) and also apply the hand brake in the brakevan. This must be done before the train is divided or the engine is uncoupled from the train. The Loco Pilot must ensure that hand brakes on an adequate number of wagons have been pinned down.
- (ii) In air braked load close the angle cock of both the wagons/coaches from where the load is to be divided.
- (c) (i) The Guard will give a written authority on the prescribed form (T/609) to the Loco Pilot to proceed to the next station, clearly stating the number of vehicles and also the painted number and the owning railway of the last vehicle of the load attached to the engine. On a single line section the Loco Pilot shall hand over the 'token' or the Line Clear Ticket, whichever in use, to the Guard and obtain a receipt from him. The Guard shall retain the token or the line Clear Ticket until the block section has been cleared of all the vehicles of his train.

- (ii) As soon as the engine with/without vehicles is drawn forward, the Guard will place his red hand signal in front of the remaining load and then will protect load in front in accordance with G.R. 6.03.
- (d) (i) The Loco Pilot will send his Assistant Loco Pilot to the Guard who will depute him with hand signals to protect the remaining load in rear.
(ii) The Loco Pilot while working part load, without Assistant Loco Pilot on engine should proceed cautiously up to the next block station.
- (e) (i) On approaching the station ahead with the knowledge that the block section behind is obstructed, the Loco Pilot must stop at the outermost facing points and give (—0—0) whistles repeatedly to warn the station staff that only a part of load has arrived and that the section behind is obstructed.
At stations where there are no facing points, the Loco Pilot shall stop opposite station/Cabin without clearing the block section in rear and give the prescribed whistle code.
(ii) The Station Master after understanding the situation will take immediate steps to ensure that the block section in rear is not cleared and advise the Station Master at the other end of the obstructed block section and the Section Controller. He should then exhibit 'All-Right' hand signal from the platform/Cabin for the train to be admitted into the station.
- (f) On arrival at the station, the Loco Pilot and the Station Master must jointly check load to see that it has arrived complete.
- (g) When returning to pick up the load left in section, the Loco Pilot must keep a sharp lookout and proceed cautiously at a speed not exceeding 25 kilometres per hour making frequent use of the engine whistle.
- (h) Station Master will depute one Pointsman with the Loco Pilot of the train engine, while returning to pick up remaining portion of the load. Loco Pilot will immediately stop his engine at the site where the Guard is displaying the red signal. After stopping of engine, Guard will pick up detonators and pilot the engine by riding on it towards the load.
- (i) As soon as the portion of the load left in the section is either sighted by the Guard or Loco Pilot, the engine will be brought to a halt. The Guard will get down from the engine and pilot the engine onto the load walking at a safe distance ahead of the engine. The Assistant Loco Pilot deputed to protect the train in rear will be recalled. He will return leaving 3 detonators on the line and picking up the intermediate detonator.
- (j) If the same Loco Pilot could not be returned, another engine will be sent by Station Master under authority to proceed without line clear.
- (k) On multiple line section, the Station Master, before giving written permission to the Loco Pilot authorising him to proceed in the obstructed section, shall advise the Station Master of the stations having diversion facilities, not to permit any train or engine on the obstructed line. This assurance shall be under the exchange of messages with such Station Masters having diversion facilities. This message will be supported by private number.
- (l) If the engine of a passenger train is unable to haul the full load, it will not be detached but will remain coupled up to the train until an assisting engine arrives. After the train has been protected in rear in accordance with G.R.6.03, and if information cannot be conveyed to the Section Controller on the Field Telephone, the Assistant Loco Pilot will be sent to the nearest block station with a written message for assistance.
- (m) Before clearing back section the Station Master will confirm in writing with the Guard that complete load has arrived.

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 Station Master shall take such action as may be prescribed by special instructions.**

S.R.6.10/1. Fire on trains -

- (a) Should any portion of a train be discovered to be on fire, it should be brought to a stand and burning vehicle or vehicles separated from the rest of the train, and every exertion made to put out the fire with the least possible delay.
- (b) Should it be known that water is procurable within a short distance from the place where the fire is discovered and it is considered safe to run the burning vehicle on to that spot, this may be done. A burning vehicle as far as possible should not be moved unless the rear portion is detached. Much, however, would depend upon the nature of the contents of the vehicle, the extent of the fire, and the liability of other vehicles being also set on fire; the Guard and Loco Pilot of the train must exercise their discretion in such cases.
- (c) When a fire is discovered in a Passenger train, the safety of passengers must first be attended to; and when a postal van or carriage is on fire every effort must be made to save the mails.

S.R.6.10/2. Fire on Electric Engines -

- (1) (a) In the event of a fire on any part of any traction electrical equipment, the affected part shall first be completely isolated from the distribution system, if this has not been done automatically. If arising continues due to a feed from adjacent supply control posts, it shall be got interrupted either by remote or local operation of switches.
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 person notices a fire on or adjacent to traction electrical equipment, he shall make to attempt to extinguish the fire and shall report the occurrence to the Traction Power Controller by means of emergency telephone or the nearest Station / Cabin immediately. In the event of a Gangmate/ Gangman noticing fire on or adjacent to traction electrical equipment he shall, in addition, inform any passing train or trolley. The Guard and /or Loco Pilot of the train or the occupant of the trolley shall then take action in accordance with General Rule 6.10 as the case may be. If there be more than one Gangman, the occurrence shall be reported to the Station Master on either side. A Station Master, on receipt of such information, shall immediately inform the Traction Power Controller. The Traction Power Controller shall arrange for isolation of the affected portion of the equipment and for extinguishing the fire in accordance with these rules. If necessary, the Station Master should prevent the movement of trains towards the affected Section.
- (2) (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 stop at once.
 - (b) After cutting off 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 shall give all possible assistance to the Loco Pilot in putting out the fire.
 - (e) Fire extinguisher of an approved type for use on electrical fires shall be provided on each electric engine and the Loco Pilot shall make himself familiar with the location and use of these extinguishers. During the periodical inspection of locomotive the extinguishers shall be examined by the locomotive inspection staff.
- (3) Ordinary fire extinguishers or water from a hose pipe or bucket shall on no account be used to extinguish fires on live electrical equipment. If the services of the fire brigade are required, the brigade shall not be allowed to commence operations until all electrical equipment in the vicinity of the fire has been made dead.
- (4) Fire extinguisher which have been used shall be replaced or recharged with the least delay.
- (5) Sand-bins are provided at switching stations, stations and signal cabins. The supervisory official incharge must see that the sand is kept dry and clear of rubbish, 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.

S.R.6.11/1. Vehicles escaping -

- (a) In the event of a vehicle escaping from a station, the Station Master must -
 - (i) Immediately advise the station in the direction in which the vehicle has escaped by sending the prescribed signals on the block instruments, where provided, and also advise him on the telephone, the Section Controller must also be advised immediately.
 - (ii) put back all signals to 'On' stop any train proceeding in that direction until it has been ascertained that the road is clear.
 - (iii) on a double line section, if the vehicle has escaped on the wrong road stop trains proceeding in that direction on the right road, until it has been ascertained that the escaped vehicle is not fouling the adjacent road.
- (b) The Station Master who has received the signal must act promptly as follows -
 - (i) He must immediately place all signals at 'On' to stop any train proceeding in the direction from which the vehicle has escaped, until it has been ascertained that the road is clear.
 - (ii) If there is an approaching train in the section in front of the runaway vehicle, he should admit the train in front immediately, if a line is clear, and then take steps to stop or divert the runaway vehicle.
 - (iii) On a double line section, if the escaped vehicle is approaching on the wrong road, he must detain trains proceeding in that direction until it has been ascertained that the runaway vehicle is not fouling the adjacent road.
 - (iv) He must also take such measures as may be most expedient under the circumstances for stopping the escaping vehicle by covering the rails heavily with earth or small stones for as great a distance as possible or turning the runaway vehicle into a clear loop or siding or derauling it by placing a sleeper in its path.

- (v) As far as possible, the vehicle containing passengers should not be derailed or turned into a derailing siding. If the block section ahead is clear and the line is not on a falling gradient, the vehicle may be allowed to run through the station and the 'Vehicle running away' signal must be given to the station ahead.
 - (vi) If the Station Master is unable to stop the runaway vehicle, he must repeat the 'Vehicle running away' signal to the next station in the direction in which the vehicle is escaping.
 - (vii) If a portion of a train or a brakevan has run away, the Station Master must place three detonators on the track to attract the attention of the Guard.
- (c) The Station Master at both ends of the section will depute competent railway servants to make a search for the vehicle and after it is ascertained that the vehicle has come to a stand and has been secured, send assistance into the section to bring the vehicle back or to the nearest station in consultation with each other.

