

## Chapter – VI

# Unusual Occurrences



As discussed in earlier chapters, train operations are complex involving various resources such as locomotives, wagons, signals, track, OHE etc. All staff involved in train operation and maintenance of assets has to follow laid down rules in their respective rule books, manuals and safety instructions, in order to ensure safety. However, in the system of such a large scale, there are occasions when failures or unusual occurrences happen. The actions to be taken; procedure to be followed and rules to be complied during such failures and unusualls have also been well documented. A few of the unusual circumstances are discussed in brief in this chapter.

### **Alertness**

All railway servants including Station staff, Loco Pilots, Guards, Gatemen and maintenance staff of Engineering, Mechanical, Electrical and S&T; their supervisors and officers shall always be alert especially while on duty. They must keep a look out for any unusual happenings in the fixed infrastructure like track, OHE, signals etc. and also in the trains passing by them or in which they are traveling. Railway servants normally travelling by trains such as TTEs, AC mechanics, power car staff shall also be alert to any possible unsafe indications. All railway servants shall be well acquainted in identifying unusual occurrences and the follow up action to be taken.

### **Protection and Reporting**

Any Railway Servant who notices an unusual occurrence that endangers or likely to endanger safety of trains or public shall take immediate steps to prevent an accident. If there is a train approaching towards the danger location or is involved in the unusual, immediate action has to be taken to bring the train to a stop by showing danger signal; red flag or red lamp; using banner flag; setting up detonators on track etc. Only in train parting cases, the staff shall not show danger signal to Loco Pilot. If there is no train approaching, danger signal has to be shown or placed in the direction on which the train is expected.

Once the protection is done, or in parallel, information regarding the unusual has to be reported to the adjacent station master, so that no train is allowed towards the danger location. In case, where the staff is unable to contact the station master,

they should immediately contact control office and convey the information. There are emergency phone sockets available in the block section for every km with direction boards. Their locations are also mentioned in the WTT. These can be accessed by portable control telephones. Portable control phone is a part of the SLR equipment of coaching trains.

On receipt of the unusual message from the staff or control, SM shall advise the other end block SM also and should not allow train movement before confirming safety and fitness as per the rules laid down for such an unusual. If there are trains that are already on run towards the danger location, he/she shall immediately advise control to switch off OHE in electrified sections. The SM shall also advise gate keepers or other railway staff working in mid-section to stop the train. The SM shall also try to alert the crew through walkie talkie or guard's mobile. Where rules permit the train movements, the SM shall permit duly following all the precautions laid down in such rules.

## Unusals in the block section

### Jerk due to track defect while train on run

If Loco Pilot and/or Guard experiences a jerk of such severity that can only be caused by track defects like rail fracture, they shall stop the train to ensure that all wheels are on track and the track under the wheels is intact. Once ascertained that the train is on track and it is safe to proceed, in absolute block system of working, they shall proceed cautiously and stop the train at home signal of the next block station and inform the Station Master through available means of communication or message. In case of IBS and automatic block territories, the Loco Pilot must not start the train from the spot without ensuring that all the Loco Pilots of trains that had already left the station in rear, are advised through available means of communications either directly or through the Station Master. Thereafter, the Loco pilot shall proceed and give a written memo indicating the details of the occurrence. The Station Master on receipt of such a memo must issue a message to the Station Master at the other end of the block section, concerned Engineering Official and SCOR.

The engineering official will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train. He/she shall advise the condition of the track and any restriction of speed to be imposed to the Station Master through a written memo which has to be conveyed to the Loco Pilot.

In rare case of absence of engineering official, a train can be sent towards the suspected spot with a Caution Order instructing the Loco Pilot to stop dead before the affected kilometres and after satisfying himself about the condition of track, pass over the track in question at 10 kilometres per hour or if he/she finds the line unsafe