

### Train parting

If any portion of a train, while in motion gets parted, the staff who notices the same has to attract the attention of the Loco Pilot and guard by shouting that the train has parted and displaying train parting hand signal by putting both hands together above the head and separating them repeatedly. In night time, train parting signal is shown by waving a white light up and down vertically as high and as low as possible. The staff shall not show stop signal to Loco Pilot.

On becoming aware of the train parting, the Loco Pilot shall use his/her 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. The Guard in the rear portion shall promptly apply hand-brakes of the Brake van and take all other possible steps to stop the rear portion of the train to prevent it colliding with front portion.

If there is any Banking Engine, the Loco Pilot of a banking engine, shall bring the rear portion to a stand and sound the prescribed code of whistle to attract the attention of the Loco Pilot of the front portion. As soon as the rear portion of a train has been brought to a stand, the Guard of the train shall take steps to secure the vehicles in stationary position by applying hand brakes and by use of wedges and protect that portion in accordance with GR 6.03 and SRs thereunder both in the front and in the rear.

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. If the Loco Pilot of the parted train has already reached the block station in advance before he/she could bring the front portion to a stop, he/she shall instantly warn the Station Master or the railway servant in charge of a cabin, if passed on the way, of the parting, with 'one long, one short, one long, one short' whistle repeatedly. However, the Loco Pilot shall act as per the aspect of the signals at gate or station, while proceeding.

On receiving information of train parting, the Station Master shall promptly admit the front portion of the train into the station on a vacant line, and immediately inform the station in rear and SCOR that the train has parted and that the rear portion may roll back. If, the rear portion has not stopped and is following the front portion, the Station Master shall endeavor to divert it, if possible, to a vacant loop or siding line or bring it to a stand by the application of wagon brakes or by heaping up earth on the rails or other suitable means.

### 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, such as Gatemen of Level Crossing

gates, as far as practicable, to prevent an accident. If the vehicles/train has escaped into a block section, the SM has to put the concerned block instrument on a refusal to line clear position and inform the adjacent SM to set the point to an unoccupied line. After the escaped vehicles come to a stop, they shall be secured and moved to clear the block section.

### Flat-tyre

Flat tyre can be identified through the continuous hammering sound generated by the affected wheel during its run. It can cause extensive damage to track by causing rail fractures and weld failures resulting into serious accidents to the following trains. Flat tyre can happen due to brake binding causing hardening/stopping of wheel movement thereby a particular area of wheel tyre wears excessively resulting in flatness on the wheel tyre.

TXR staff during 'rolling-in' examination at all major train examination points shall observe keenly to detect flat tyre in the train while in motion.

Station Operating Staff while exchanging 'all-right' signals & Engineering Gatemen shall be vigilant to hear any unusual / hammering sound in the running train and make efforts to stop and examine the train or intimate the Station Master if they failed to stop train in case they observe any such sound.

On-board staff like TTEs, Coach Attendants, AC Mechanics and other Supervisor / Officers travelling by the train/particular coach shall also take appropriate action to bring it to the notice of Train Guard/Loco Pilot/Station Master of nearby station on detecting any unusual / hammering sound in the coach / train.

Once such information is received, the Loco pilot shall bring the train to a stop at the earliest. On stopping, the train crew shall examine the suspected vehicle and share the details to the C&W control. After consultation, the train can be moved with necessary conditions to clear the block section.

If TXR staff is available at that station or they can come quickly from other station, the flat tyre shall be examined by them and they will certify whether the flatness is within the permissible limits or beyond. If the flatness is within the permissible limit, they can certify for running the train further at normal speed and if flatness is beyond the permissible limit, the wagon has to be detached at the same station. If no TXR staff is posted to work at that station, and it is likely to take more time for TXR staff to come, the Loco Pilot, Guard and Station Master shall decide in consultation with the SCOR to detach the coach/wagon at the same station. Under no circumstances, the Station Master shall allow the train to run with a suspected flat tyre, once the information is received.

Apart from examining the wagon, the track on which the flat tyre ran should also be inspected. The SSE (P. Way) / JE/P. Way / P. Way Supervisor of Engineering Department shall inspect the rear block section passed by the affected