

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

to pass, return to station in rear. If the Loco Pilot is not able to find anything doubtful, subsequent trains shall be dispatched with a speed restriction of 10 kilometres per hour over the suspected track length until the track is certified to be safe by engineering officials. If the condition as reported earlier is confirmed by the Loco Pilot, then no train movement shall be allowed till the track is certified to be safe by engineering officials.

Obstruction on adjacent track

If Loco Pilot and / or Guard notices any obstruction or any other unsafe condition, on or near the track adjacent to the line over which his train has passed, they shall immediately switch on the flasher light of loco and inform the Station Master(s) concerned through the available means of communication. Concurrently, the Loco pilot and Guard shall also stop their train and proceed with danger hand signals to protect the obstructed line. If there are trains on run towards the obstructed track that cannot be stopped by the Station Master, in electrified section, OHE shall be immediately switched off from the Traction Power Control.

Once it is ensured that there are no trains that are on run towards the affected spot, they shall continue journey to the next station cautiously keeping flasher light on and be prepared to stop any incoming train approaching on the affected line by exhibiting danger hand signal or any other available means of communication like walkie talkie. On arrival at the next station, he/she shall inform the Station Master through a written memo about the occurrence. On receipt of such information, the Station Master shall take action as per SR 6.07.1(c) to (f).

Patrolman not turned up in time

When patrolling is in force, if a Patrolman does not turn up within 15 minutes of his/her scheduled arrival, the Station Master shall stop run through trains proceeding into the block section and issue a Caution Order to all trains proceeding into the block section advising the Loco Pilot to be alert and specify a speed restriction of 40 KMPH. The Station Master shall also immediately advise the Station Master at the other end of the block section to take similar action and advise the SCOR, the concerned section Gangmate and the PWI. The Caution Orders shall continue to be issued till the Patrolman arrives and report that the line is safe for passage of trains.

Unusals in a running train

Hot Axle

Hot Axle is a condition where the axle of the wheel gets heated up because of reasons like faulty bearings, insufficient greasing etc. that leads to excess friction during wheel rotation. If the condition continues, it can result in seizure of axle and derailment.