

working order will take more than 5 minutes, he will request the Guard to arrange for a relief engine. The Guard requisitioning a relief engine advises the Station Master in accordance with SR 6.05.1.1.

S.R. 6.05.5. If the engine of a passenger train fails in a section, the train shall not be divided. After protecting the train in accordance with GR 6.03, a relief engine shall be requisitioned. The train shall be detained with the engine coupled to the train till the assistance arrives. The train shall then be worked forward with the assisting engine coupled up, to the station ahead, where the Loco Pilot will decide whether he is in a position to haul the load forward with his engine or double headed with an assisting engine.

**6.06. Train in a block section without authority to proceed.—**

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

**Provided that when a proper tangible authority to proceed is lost on the run, the Loco Pilot may proceed to the next station and report the occurrence to the Station Master.**

S.R. 6.06.1. If a Loco Pilot enters a block section without an authority to proceed or without a proper authority to proceed, after taking action as stipulated in GR 6.06 (1) and (2), the report of occurrence explaining the circumstances shall be sent to the Station Master of nearest station through the Assistant Loco Pilot. When the report is sent to the station in rear, the Station Master shall arrange to send a PLCT to the Loco Pilot of the train to proceed to the next station duly suspending the block working. Proper entries should be recorded in the TSR. In case the report is sent to the station in advance, the Station Master shall immediately inform the control and the Station Master at the other end of the block section and send a Caution Order for the train to come to his station duly suspending the block working. Proper entries should be recorded in the TSR. On arrival of the train, the Station Master shall intimate the station at the other end of the block section by a message supported by a Private Number of the complete arrival of the train at his station. (Item no. 8 of II of AS-1 dt. 19.04.2021)

S.R. 6.06.2. Before starting forward with PLCT or the Caution Order, the Loco Pilot should pick up the detonators placed in front for protecting the train.

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

- (1) Loco Pilots, Guards and Station Masters shall advise the Controller or the Centralised Traffic Control Operator of any known conditions or unusual circumstances likely to affect the safe and proper working of trains.**
- (2) The Controller or the Centralised Traffic Control Operator, on becoming aware of such defect or failure, shall inform the same to the railway servant responsible for the maintenance of the equipment and other railway servants concerned.**

SR 6.07.1. In the event of the Loco Pilot and/or Guard experiencing any abnormal condition in the track over which his train has passed and he considers that the portion of the track over which his train has passed is detrimental for safe running of subsequent trains will take action as under:-

- (a) Stop his train at the home signal of the next block station and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line. In case of IBS and automatic block territories, the Loco Pilot must inform the Station Master and Loco Pilot of trains already left station in rear through available means of communications to stop movement of trains;
- (b) Proceed further, only after satisfying himself that Station Master has clearly understood so as not to permit further movement over the line until a written memo indicating the details of the occurrence is received by Station Master from the Loco Pilot. He will then again stop at the station at a convenient place so as to deliver the written memo to the Station Master;
- (c) The Station Masters on receipt of such a memo must issue a message addressed to the Station Master of the block station at the other end of the block section, and Junior Engineer / Section Engineer (P.Way), Assistant Engineer, Divisional Engineer, Chief controller and Divisional Operations Manager;
- (d) Arrange to dispatch by rail, maintenance machine / tower wagon / light engine or in their absence a train accompanied by an engineering official with a Caution Order to the effect to stop dead sufficiently short of the expected portion of the track. The engineering official accompanying will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train. Advise the condition of the track and any restriction of speed to be imposed to the Station Master personally or through written memo which may be sent through the Loco Pilot.
- (e) In the absence of engineering officials the train with a Caution Order instructing the Loco Pilot to stop dead before the affected kilometres and after satisfying himself about the condition of track, pass over the track in question at 10 kilometres per hour or if he finds the line unsafe to pass, return to station in rear. If the Loco Pilot is not able to detect anything doubtful, subsequent trains shall be dispatched with a speed restriction of 10 kilometres per hour till the track is certified to be safe by engineering officials.
- (f) If the condition as reported earlier is confirmed by the Loco Pilot, no train movement shall be allowed till certified to be safe by engineering officials;

Note: In case the Guard of the train experiences any abnormal occurrence in the track while working his train, he must inform the Loco pilot of his train through walkie-talkie or other available means of communication between the Loco Pilot and the Guard about the occurrence, after which the Loco Pilot shall take action as mentioned in SR 6.07.1.(a). In the event of Guard unable to contact the Loco Pilot, he should take action to stop the train and inform the Loco Pilot.

SR 6.07.2. As soon as information of sabotage or likely sabotage, bomb blast, explosion etc. to the track, bridges or other fixed installation is received, the Station Master who becomes aware of it, will stop movement of trains in the affected block section as well as on adjacent lines on double/multiple line sections and will take action as per SR 6.07.1 (d) in consultation with the Section Controller except that only rail maintenance machine/tower wagon/light engine shall be sent to ascertain for the line to be safe for the movement of the train.

SR 6.07.3. In the event of the Loco Pilot and / or Guard experiencing any obstruction or any other unsafe condition, on or near the track adjacent to the line over which his train has passed and which in his opinion is detrimental to safe train running, will take the following remedial action:-

- (a) Immediately switch on the flasher light of his loco;
- (b) Inform the Station Master(s) concerned / control through the available means of communication, and concurrently;
- (c) Stop his train and proceed with danger hand signals to protect the line in question in terms of GR 3.62;
- (d) Thereafter, he will continue journey to the next station cautiously keeping flasher light on; and
- (e) Be prepared to stop any incoming train approaching on the affected line by communicating on walkie talkie or other available means of communication and exhibiting danger hand signal;
- (f) On arrival at the next station he shall inform the Station Master through a written memo about the occurrence.
- (g) On receipt of such information, the Station Master must take action as per SR 6.07.1(c) to (f).

SR 6.07.4 (a) In IR-ATP (Kavach) territory with Kavach functional Loco, in the event of unusual circumstances likely to affect the safe and proper working of trains, the Loco Pilot shall apply SOS to stop other functional IR-ATP (Kavach) trains from approaching the location.

- (b) In IR-ATP (Kavach) territory with Kavach functional Loco, in the event of "Unusual Stop" in the block section, the Loco Pilot shall acknowledge the same else automatic brakes will be applied on all other Kavach fitted locos within its vicinity. *(Item No. 10 of AS-20 Dt : 21.02.2025)*

## **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 or Guards in the rear portion shall-
  - (i) do all they can to prevent a collision with the front portion, and
  - (ii) promptly apply their hand-brakes, where provided, and
- (c) the Loco Pilot of a banking engine, if any, shall bring the rear portion to a stand and sound the prescribed code of whistle to attract the attention of the Loco Pilot in the front portion.

- (2) As soon as the rear portion of a train has been brought to a stand, the Guard of the train shall protect that portion in accordance with Rule 6.03 both in the front and the rear, and take steps to secure the vehicles in stationary position by pinning down hand brakes and wherever necessary and prescribed by special instructions by use of sprags and chains also.