

Note: The use of special signals described vide paras 5.1 to 5.6 above should be supported by exchange of Private Numbers.

5.7. Train unusually delayed (G.R. 6.04):

- a) If a train carrying passengers does not arrive within ten minutes or if a goods train does not arrive within twenty 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 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 Drivers and Guards of such trains by issue of suitable caution orders and shall also ascertain the whereabouts and the condition of the delayed train.
- b) The action mentioned above shall be taken earlier should the circumstances so require.
- c) Station Master shall arrange to send a railway servant into the block section to fetch information regarding the whereabouts and condition of the train and the nature of the assistance required, if any.
- d) On a double line section if there is a tunnel in which the train is delayed, the Station Master shall prevent any train from proceeding on its journey in the opposite direction until he has first ascertained that the 'Line is clear'. If there is no tunnel in the block section, the Station Master shall stop the first train proceeding in the opposite direction and give the Driver a caution order instructing him to proceed cautiously.
- e) The Guards /Drivers of trains carrying passengers and goods trains who are provided with VHF sets (Walkie-talkie sets) and portable field telephone, when delayed in the block section for over ten minutes and twenty minutes respectively, shall first try to inform the adjacent Station Master over VHF set, the cause and the probable duration of delay for the train. In case it is not possible to contact the Station Master on VHF set, they shall use the portable field telephone to inform the Controller on the controlled sections, the cause and the probable duration of delay for the train.

- f) The Controller on receipt of such advice shall immediately warn the stations where Accident Relief Trains & Medical Relief Trains are located to keep them in readiness for moving immediately on receipt of further information, if required. He will also issue preliminary warning to the Chief Crew Controller/Crew Controller and the Station Master concerned to get the Accident Relief Train ready and will also arrange for an engine to be made available immediately for despatching the Medical Relief Train to the accident spot, if necessary.

5.8. 'Stop and examine train' signal.

If the Station Master at 'X' observes anything unusual (other than the Tail board or Tail lamp/Flashing tail lamp missing) on a train during its passage through his station, such as goods falling off, a vehicle on fire, broken axle or coupling etc., rendering it necessary to stop such trains at the next station, the 'Stop and examine train' signal shall be sent to 'Y' (the station in advance). A telephone message shall also be sent to the station 'Y' and 'W', on either side stating the nature of the irregularity. The Station Master at 'Y' receiving the 'Stop and examine train' signal shall acknowledge it by repeating it and stop trains in both directions on the 'X -- Y' block section until it is ascertained that the section is clear. The Station Master at 'W' (in rear) on receipt of the message shall issue caution order to the Driver of all trains proceeding on the direction of station 'X' until he is intimated that all is right on the block section. When on examination of the train at 'Y', it is ascertained that the train is complete and there is no possibility of the track having been affected on its run the 'Train out of block section' or 'Obstruction removed' signal shall be sent from 'Y' to 'X' and this shall be followed by a telephonic message that all is right. 'X' shall thereon advise 'W' also.

5.9. Train passed without Tail Lamp / Flashing tail lamp or Tail Board (G.R. 4.17)

- a) The Station Master shall see that the last vehicle of every train passing through his station is provided with a tail board or tail lamp/Flashing tail lamp or such other device in accordance with the provisions of G.R.4.16.
- b) If a train passes the station without such indication to show that it is complete, the Station Master shall-