

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.**

- (3) The Guard shall indicate the parting of the train, by waving in repeated motions a green flag by day, or a white light by night, up and down vertically as high and as low as possible.
- (4) 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 provided necessary precautions have been taken to secure the rear portion in the manner described in sub-rule (2).
- (5) If the Loco Pilot of the parted train has already reached the block station in advance before he could bring the front portion to a stop, he shall instantly warn the Station Master of the parting as also the railway servant in charge of a cabin, if passed on the way, and shall not give up the tangible authority to proceed, if any, till the block section is cleared of all the vehicles of his train.
- (6) The duties of the Guard specified in this rule shall devolve on the Loco Pilot in the absence of the Guard.

SR 6.08.1.1 If the Loco Pilot finds it necessary to proceed to the station ahead, he shall, on approaching the station, give 'one long, one short, one long, one short' whistle repeatedly to warn the station staff.

SR 6.08.1.2 The Loco Pilot shall act as per the aspect of the signals at gate or station, while proceeding.

SR 6.08.1.3 The Station Master shall promptly admit 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.

SR 6.08.1.4 If, however, the rear portion is following the front portion, the Station Master shall place three detonators on the line to attract the Guard's attention and endeavour to bring it to a stand by the application of wagon brakes or by heaping up earth on the rails or other suitable means or divert it, if possible, to a vacant loop or siding line.

SR 6.08.2. If the Station Master notices a train running in two or more portions, he will endeavour to attract the attention of the Loco Pilot and the Guard by waving a green flag by day or a white light by night up and down vertically as high and as low as possible provided the line ahead is clear and take action as stipulated in the Block Working Manual.

SR 6.08.3. When a train parts on its journey, the tonnage of the train shall be jointly checked by the Guard and the Loco Pilot and also by the Station Master, where the train is taken in two portions. This information shall be embodied in the accident report.

SR 6.08.4. If the parted portion / portions cannot be coupled up due to any reason, the procedure for divided train working as per GR 6.09 and SRs there under shall be followed.

#### **6.09. Portion of train left in a block section.—**

- (1) When a train stopped in a block section has to be divided in consequence of an accident or the inability of the engine to take the whole train forward, the Guard of the train shall immediately take steps to protect the rear portion of his train in accordance with Rule 6.03.
- (2) If the engine is capable of proceeding either with or without vehicles, the Guard shall, after taking action as provided for in sub-rule (1) and before uncoupling, put down the brakes and shall, if necessary, otherwise carefully secure the rear portion of the train to ensure its remaining stationary.