

BOX, BOBS, BOI, BFR, etc., which are fitted with roller bearings, while taking the above precautions.

S.R. 6.04.2.2 When the train is expected to start, proper vacuum/air pressure must be recreated/re-charged, as the case may be, and the vacuum brake/air brake must be applied before the sprags or wedges or scotch blocks removed and/or hand brakes released. Thereafter, the vacuum/air brakes may be released to start the train.

S.R. 6.04.2.3 The Loco Pilot himself or, on his direction, the Assistant Loco Pilot, shall be responsible for application and release of the hand brakes of wagons behind the engine. The Guard shall be responsible for similar action in regard to the wagons inside the brake-van.

S.R. 6.04.2.4. Considering the condition of brake power on train, the Loco Pilot may take additional precautions as mentioned in sub-rule 2.1 above, during the stoppage of his train on sections steeper than 1 in 150 or 1 in 100 to avoid run-away.

## **6.05. Sending advice of accident or break down.—**

**If the engine is, for any reason unable to proceed, the Guard or in his absence the Loco Pilot, shall convey, by the most expeditious means, advice to the nearest station, stating the location, nature and cause of the accident, and if assistance has been asked for the train shall not be moved until such assistance arrives, provided that if the train is subsequently able to move, it may do so at walking pace, but not unless a competent railway servant has been sent with hand signals and detonators to protect the train, such railway servant keeping at least 400 metres in advance of the train, the other end of the train being protected in a similar manner.**

S.R. 6.05.1.1 The Guard/Loco Pilot shall contact Station Masters/SCOR/TPC telephonically, advise the location (Kilometreage) of engine and brake-van and ask for relief engine. If Guard/Loco Pilot cannot contact Station Masters/SCOR/TPC telephonically, Assistant Loco Pilot/Guard or any other railway servant deputed by the Guard shall walk to the nearest station or send the message, indicating the location (Kilometreage) of engine and brake-van and ask for relief engine through the Loco Pilot of a train proceeding on adjacent line (Double/Multiple) seeking relief engine. (Item no. 7 of II of AS-1 dt. 19.04.2021).

S.R. 6.05.1.2. The report shall be sent by the engine, when the Loco Pilot and his staff can be of no assistance at the site of the accident. When the engine is detached from its train in mid-section and sent with the report, the procedure laid down in G R 6.09 shall be strictly observed.

S.R. 6.05.1.3. On the way out, the messenger or the Loco Pilot carrying the report shall inform the Gatemen at the level crossings which they pass, of the obstruction, and warn them to be prepared for unusual warning and in the case of Double Line, wrong line movement. The messenger shall not stop and wait for the Gateman or the Loco Pilot shall not stop his train for this purpose if the Gatemen are absent; it shall be clearly understood, that no time should be lost on this account. The Gateman shall inform the adjacent station, if telephone communication is provided.

S.R. 6.05.2. On receiving the report, the Station Master shall act in accordance with the instructions given in the Accident Manual.

S.R. 6.05.3. Once relief has been asked for, the Loco Pilot of the disabled train, even if the engine on the train is fit to move subsequently, should not move unless he intimates the same and obtains an assurance from the Station Master to the effect that no relief engine or train has moved into the obstructed block section.

S.R. 6.05.4. When an engine is disabled, the Guard shall ascertain from the Loco Pilot if it is necessary to requisition a relief engine. If the Loco Pilot expects that putting the engine in

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.