

- c) The Controller on receipt of such advice shall immediately warn the stations where Accident Relief Train & Medical Relief Train 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 site of the accident, if necessary.
- d) The action mentioned above shall be taken earlier if the circumstances so warrant.

5.7. ‘Stop and examine train’ signal:

- a) When the Station Master at ‘X’ observes anything unusual (other than the Tail lamp or Tail board missing) on a train during its passage through his station, such as goods falling off, a vehicle on fire, broken axle or hanging 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 intimating the nature of the irregularity observed. The Station Master at ‘Y’ shall acknowledge this signal by repeating it. He shall examine the train on arrival, stopping run through trains out of course for the purpose and take remedial action. On ensuring that the line is clear, he shall send to the station ‘X’ the ‘Train out of the block section’ signal, which will be an intimation that all is right.
- b) If the Station Master at ‘X’ observing the unusual occurrence suspects that it would have caused damage or obstruction to the block section in rear, he shall inform the Station Master ‘W’ in rear, the nature of irregularity. Both the Station Masters should issue caution orders for trains entering the block section until it is confirmed that all is right.

5.8. ‘Train passed without tail lamp/ flashing tail lamp or tail board’ signal :

- a) When ‘X’ notices a train passing without tail lamp/ flashing tail lamp or tail board, as the case may be, he should send ‘Train passed without tail lamp / flashing tail lamp or tail board’ signal to ‘Y’. ‘X’ shall not give the ‘Train out of block section’ signal in case of handle type block instrument or operate the ‘Line closed’ push button of the rear station block instrument provided the same is equipped with push button block instrument. In case the rear block section is equipped with any other type of block instruments the rules for working such block instruments shall be

adhered to. On confirmation of arrival of the train intact from the station 'Y', station 'X' shall operate the 'Line closed' push button or give 'Train out of block section' signal, as the case may be. If he suspects train parting, he should follow the instructions given in para 5.9 below. 'Y' should stop the train even if it is non-stopping and examine it. If only tail board is missing or tail lamp / flashing tail lamp is extinguished the same should be rectified. Only then the 'Line closed' push button shall be operated in the case of push button block instrument or the 'Train out of block section' signal given in case of handle type block instruments.

- b)** If 'Y', on examination finds any portion of the train missing, the occurrence shall be reported as an accident and the Station Masters at 'X' and 'Y' shall take necessary action thereon.

5.9. 'Train divided' signal:

- a)** During the passage of a train through the station 'Y', if it is observed that some portion of the train is missing, 'Y' should not exhibit a Stop hand signal but should endeavor to attract the attention of the Driver or the Guard by shouting and gesticulating or by other means. The station 'Y' should send the 'train divided' signal to the station 'X' in rear and 'Train passed without tail lamp/ flashing tail lamp or tail board' signal to the station 'Z' in advance. The Station Master 'X' receiving the 'Train divided' signal should immediately take action to safeguard vehicles or train on the line, especially, if the gradient is a falling one. He shall not give 'Line clear' for a following train at stations where handle type block instruments are provided. At stations where push button block instruments are in use, he must remove the shunt key to prevent the block instrument being operated at the other end and keep it in his personal custody. If a train is already in the block section, he should stop it at the First Stop Signal and inform the Driver of the impending danger. If this train can be received and berthed on a line, this can be done, before the run away vehicles are sighted and it is safe to do so.
- b)** If parting has occurred, a relief engine should be sent after a lapse of 30 minutes more than the running time of the slowest speed goods train, which has to be calculated from the time of the receipt of the 'Train divided' signal.