

The Loco Pilot or the Guard of the disabled train will then contact the SCOR/TPC through field/emergency phone or send the information through a messenger or through the Loco Pilot of an approaching train on the adjacent track, if any, about the occurrence and the assistance required, if any. He should also specifically indicate whether the other line, if any, is free and safe for the passage of trains.

The Loco Pilot of the train (diesel/electric) coming in the opposite direction on the adjacent track, if any, on seeing the flashing light will immediately acknowledge by switching 'on' and 'off' the flasher light, if provided on his engine 3 times. He shall immediately take action to stop his train short of the obstruction just as he would act when he sees a danger signal or hears the distress whistle code of another engine or explodes a detonator. Then he should reduce the speed of his train to 20 KMPH during day and when visibility is clear and 10 KMPH when visibility is not clear and during night time. He should approach the disabled train at such a restricted speed (not exceeding the speed limits mentioned above) that will enable him to stop his train short of any obstruction. He should then bring his train to a stop as near to the engine of the disabled train as possible and shall find out from the Loco Pilot of the latter the cause for putting on the flashing light and render all possible assistance to the affected train. He will continue his journey at normal speed, only after ascertaining that the line on which he is proceeding is free from any obstruction. If, however, he finds that the line on which he is to proceed is obstructed, the Loco Pilot and Guard of that train will protect their train by placing detonators etc., as per GR 6.03.

The Loco Pilot of the train proceeding on the adjacent track, if any, shall invariably stop at the next station and report the occurrence immediately and the assistance required.

6.04. Trains unusually delayed.—

(1) If a train carrying passengers does not arrive within 10 minutes or if a goods train does not arrive within 20 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 the 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 Loco Pilots and Guards of such trains by issue of suitable Caution Orders and shall also ascertain the whereabouts and the condition of the delayed train.

(2) The action mentioned above shall be taken earlier, should the circumstances so require.

S.R. 6.04.1 The instructions contained in Rule. 6.04 shall equally apply where lines of different gauges or same gauge run parallel, adjacent to each other.

S.R. 6.04.2.1 If, for any reason, a train is brought to a stand for a period longer than 15 minutes, the hand brakes of the locomotive shall be applied in addition to the application of vacuum/air brake etc. If such stoppage happens to be of train having vehicles with roller bearings on sections with a grade of 1 in 150 and steeper and train having vehicles with other than roller bearings on sections with a grade 1 in 100 and steeper, the following additional precautions shall be taken :-

On trains carrying passengers, the Guard shall apply hand brakes in the brake-van and sprags or wedges or scotch blocks as the case may be, to the wheels of two vehicles nearer to the descending steep incline. On goods trains, hand brakes of at least one third of the wagons in the train or 10 wagons behind the engine and 5 wagons inside the brake-van, whichever is more, shall be pinned down, in addition to the application of Guard's hand brake in the brake-van. Special care shall be taken for the train with special type of wagons such as

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