

- (iii) Caution Order – to observe the speed of 15 KMPH during day when view is clear or 10 KMPH during night or when view ahead is not clear or proceed at walking speed preceded by two men on Single Line/one man on double line on foot with Red light and fog signals incase of foggy/tempestuous weather or electric light of the loco not working.
2. If control is working, all operations shall be carried out in consultation with the Section Controller.
 3. The Station Master on duty at the other end of the affected section shall be advised of the relief engine/relief train, allowed into the section and the station into which they will clear under exchange of Private Numbers.
 4. When a relief engine is sent, the Loco Pilot should be given clear instructions in the caution order regarding nature of obstruction as far as known, the station to which the crippled train/engine could be moved, the location of the train engine and brake van of the crippled/disabled train.
 5. The Loco Pilot must keep a sharp look out at all times and be prepared to stop short of any obstruction and should use engine whistle frequently.
 6. The Loco Pilot shall bring his train/engine to stop short of obstruction and thereafter will obey the hand signals at the site.
 7. While returning to the station from which it was started or the station ahead, the Loco Pilot shall act according to the aspect of signal on single line/the right line on double line and stop at LSS on wrong line and sound continuously whistle. Thereafter, the train shall be piloted-in by the station staff.
 8. On arrival at the station, the authority (T/A.602) should be handed over to the Station Master on duty, who shall retain in the station records.
 9. A record of timings of relief loco/relief train etc., entering/clearing the obstructed section shall be made in the TSR in red ink. However, in case of accident, 'track fit' certificate shall be obtained before resuming normal working. Before introducing normal working, the Station Masters at either end shall ensure that the block section is clear of any obstruction under exchange of Private Numbers. An entry shall be made to this effect in TSR and station diary in red ink.
 10. When it is required to push the train, follow the guidelines given in SR 4.12.

Note: Whenever it is necessary to despatch any self propelled vehicle such as Track Tamping Machine, Tower Car etc., into such block section, they may be despatched on T/A.602.

6.03. Protection of trains stopped between stations.—

- (1) When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that his train cannot proceed, he shall apprise the Guard of the fact by sounding the prescribed code of whistle, or through walkie-talkie or other means and exchange hand danger signals with him. Then the Guard shall immediately exhibit a hand danger signal towards the rear and check up that the tail board or tail light is correctly exhibited and switch on flasher light if provided in the rear of his brake-van. The Guard and Loco Pilot shall then immediately take the following action in the rear and the front:-

(i) On a single line section or a section of double or multiple lines when temporarily worked as a single line section. –

- (a)** The Guard shall either himself go back or send a competent person to protect the train. If the Guard has deputed a competent person to protect the train, he shall go to the Loco Pilot for consultation.
- (b)** The person going back to protect the train shall continuously show his hand danger signal to stop any approaching train and in addition to his hand signal shall take detonators and place them upon the line on which the stoppage has occurred, as follows:-

One detonator at 600 metres from his train, to be placed on the way out and three detonators, 10 metres apart, not less than 1200 metres from his train or at such distance as has been fixed by special instructions.

Provided that on the Metre gauge and Narrow Gauge, the first detonator shall be placed at 400 metres and the three detonators 10 metres apart not less than 800 metres or at such distance as has been fixed by special instructions, from the place where the train has stopped.

- (c)** If a person other than the Guard has gone back to protect the train, he shall after taking action as per sub-clause (b), continue to show his hand signal to stop any approaching train, until he is recalled.
- (d)** When the Guard has himself gone back to protect the train, he shall, after taking action as in sub-clause (b), depute a competent person, if available to show a hand danger signal to stop any approaching train until he is recalled and shall himself return to his train to ascertain the cause.
- (e)** Unless the Guard has succeeded in getting another competent person to show a hand danger signal, as in sub-clause (b) he shall after consultation with the Loco Pilot once again return to the place at which he placed three detonators, showing his hand danger signal to any approaching train and continue to do so until he is recalled.
- (f)** When the Guard or the person deputed by him is recalled, he shall leave down the three detonators and on his way back pick up the intermediate detonator.
- (g)** On a section of double or multiple lines, if assistance has been asked for or on a single line section or during temporary single line working on a section of double line or multiple lines, the Loco Pilot shall at once show a danger signal to the front and proceed to protect the train in front in the manner prescribed in clauses (b) and (f) either by going himself or by sending his Assistant Loco Pilot or some other competent person; and

- (h) Should any train be seen approaching, the person going to protect the train shall immediately place one detonator on the line, as far away from the disabled train as possible and will continue to show his hand danger signal to stop any approaching train. If the person has already placed one detonator on 600 or 400 metres in BG or MG/NG respectively and he is not in a position to reach at a distance of 1200 metres or 800 metres in BG or MG/NG respectively, he will again place one detonator as far away from the train which has met the accident.
- (ii) On a double line section where trains on the two lines run in the opposite direction. –
- (a) As soon as the Loco Pilot comes to know that his train has met with an accident he shall at once switch on the flasher light and switch off the head light and thereafter either go himself and send his Assistant Loco Pilot or some other competent person to protect the adjacent line in front in the manner prescribed in clause (i) above.
 - (b) The Guard shall himself first immediately proceed ahead to assist and ensure protection of the adjacent line in front in the manner prescribed in clause (i) above and if a competent person is available send him to protect the train in the rear in the manner prescribed in clause (i) above.
 - (c) In case it is not known whether the adjacent line is obstructed or not –
 - (d) The Loco Pilot shall take action to protect the adjacent line as mentioned above. The Guard shall proceed towards the engine watching the train carefully. If the Guard finds that the adjacent line is obstructed, he shall proceed ahead to assist and ensure protection of the adjacent line as mentioned above. In case he finds that the adjacent line is not obstructed, he shall, after consultation with the Loco Pilot, go back to protect the train in the rear in the manner prescribed in clause (i) above, if he has not already sent another competent person for the purpose.
- (iii) On a multiple line section with uni-directional traffic on the nominated lines. –
- (a) As soon as the Loco Pilot comes to know that his train has met with an accident, he shall at once take action to protect the adjacent line/lines in the manner prescribed in clause (ii) above.
 - (b) As soon as the Guard comes to know that his train has met with an accident, he shall at once protect such adjacent line/lines in the manner prescribed in clause (i) above.
- (2) (i) In the case of a train without a Guard, the duties of Guard, as laid down in this rule shall devolve on the Loco Pilot or on a railway servant deputed by him.

(ii) In the event of any disability of the Loco Pilot, the duties devolving on the Loco Pilot, as laid down in these rules shall devolve on the Guard or on a railway servant deputed by him.

S.R. 6.03.1. When a train is stopped between stations for any reason and the Loco Pilot finds that his train cannot proceed further and it is necessary to protect the train, the Loco Pilot shall give four short whistles repeatedly and wave a red flag by day and red light by night towards the Guard of the train until he acknowledges this signal by repeating it. The Loco Pilot shall acknowledge the Guard's signals, by giving one long whistle. Thereafter, the Loco Pilot shall proceed immediately to protect the train in front in accordance with GR 6.03 unless he has already sent the Assistant Loco Pilot or some other competent railway servant for this purpose.

S.R. 6.03.2. The Guard shall, during day, fix a red flag on the side light bracket of his brake-van or on the handle of the door or at such place on the brake-van which can be easily seen by the Loco Pilot and at night reverse the side light of his brake-van to show red towards the engine. He shall also ensure that during day, the tail board is in position and at night that the tail and side lights are burning brightly and then arrange to protect the train in accordance with the GR 6.03.

S.R. 6.03.3. If there is a banking engine, the Loco Pilot of the banking engine shall arrange to protect in the rear.

S.R. 6.03.4. After the train has been protected, the Guard and the Loco Pilot shall proceed towards each other on the left hand side of the train (as from the brake-van towards the engine) for consultation and take further action as necessary.

S.R. 6.03.5. When the train is again ready to proceed, the Loco Pilot shall recall the railway servants protecting the train by sounding a continuous whistle. After the railway servants have returned, the Guard shall give the starting signal for the train. When the train goes forward, the Loco Pilot shall endeavour to stop short and pick up the three detonators placed in front.

S.R. 6.03.6. In case of Light Engine or coupled Light Engines, the Loco Pilot or the Loco Pilots shall be responsible to protect the engine or engines in accordance with these rules

S.R. 6.03.7. Flasher light units have been provided on Diesel/Electric locomotives. The unit, when switched on, flashes amber coloured light. At the same time the headlight, if on, is automatically switched off or, switched off by the Loco Pilot. When taking over charge of the electric/diesel locomotive from the shed/yard, the Loco Pilot shall test the working of the unit and make an appropriate entry in the loco log book.

When a train comes to a stop between stations or at a station, on account of any accident or any cause which is not immediately obvious (including tripping of traction power on OHE in electrical section) and the Loco Pilot finds that his train cannot proceed, he shall immediately switch on the flasher light if provided on his engine to attract the attention of the Loco Pilot of a train coming in the opposite direction and give four (4) short whistles to apprise the Guard of his inability to proceed. Then the Guard and the Loco Pilot will take action to protect the train as per GR 6.03.

The Loco Pilot shall then ascertain either by going personally or deputing his Assistant Loco Pilot or any other qualified railway servant available that any part of the disabled train (or traction over head equipment or masts in the electrified section) is not obstructing the adjacent track, if any.

The Flasher Light shall be switched off only when the Loco Pilot finds that his train is in a position to proceed or after it had been assured that the adjacent line, if any, is free from obstruction and it is not necessary to stop any approaching train to obtain assistance.

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