

- (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.

- (3) When the Guard has taken action as provided for in sub-rule (2), he shall give a written permission to the Loco Pilot to uncouple and proceed to the next station and may, if he thinks fit, give him written instructions to return on the same line.
- (4) On sections of the single line where token working is in force, the Loco Pilot shall, before leaving any portion of his train in a block section, hand over the token to the Guard from whom he shall obtain a written receipt. The Guard shall retain the token until the block section has been cleared of all vehicles of his train.
- (5) At night or in thick, foggy or tempestuous weather impairing visibility, as soon as the engine, whether with or without vehicles is drawn forward, the Guard shall-
 - (a) protect his train in the front also in accordance with Rule 6.03, and
 - (b) also see that a red light is shown on the front vehicle of the rear portion of the train.
- (6) When the front portion of the train is taken forward, no tail lamp or tail board shall be placed on the rear vehicle of that portion of the train but the Guard shall give its number in full in the written permission referred to in sub-rule (3).
- (7) On entering a station with the knowledge that the block section in rear is obstructed, the first duty of the Loco Pilot is instantly to warn the Station Master of this fact. If a cabin is passed on the way to the station, the railway servant in charge of the cabin shall also be informed of the fact.
- (8) When, under written instructions referred to in sub-rule (3), the engine is to be brought back, the Guard shall, until the arrival of the engine, continue to remain in rear of the portion of the train left in the block section and shall not permit a following train, if any, to move any of the vehicles under his charge.
- (9) (a) The Loco Pilot shall not bring his engine, with or without vehicles, back on the same line unless he has received written instructions under sub-rule (3) from the Guard to do so.
(b) In addition, on a multiple line section, the Loco Pilot shall also have a written authority from the Station Master, who shall ensure that no train is diverted on to or crossing the same line on that portion of the track over which the said Loco Pilot would be returning.
(c) The Station Master, before giving such written authority, shall obtain necessary assurances as prescribed by special instructions from the Station Masters having diversion facilities and also inform the Controller of the circumstances.

- (10) On double or multiple line sections, the Loco Pilot may, under instructions from the Station Master, take the train back on the proper line, according to the system of working, until he can cross on to the line on which he has left the rest of his train and may then proceed by that line and after attaching the engine shall work the train to the station to which he is directed.**
- (11) When moving under written instructions against the direction of traffic on a double line, or against the established direction of traffic on a single line, the Loco Pilot shall proceed cautiously and make frequent use of the prescribed code of whistle.**

S.R.6.09.1. Whenever a Loco Pilot has to stop his train between stations, in consequence of an accident or the inability of the engine to haul the whole train forward, he shall invariably, unless special circumstances render such a procedure unsafe, bring his train to a stand in front on a level portion of the road and then apprise the Guard, by giving four short whistles. If it is not possible to get the relief engine or push back the train to the station in rear as per SR 4.12, the crew can decide to divide the train duly observing the following instructions. If it is not possible, to work the train on to a level portion and consequently the train has to be divided when it is standing on a grade steeper than 1 in 600, the Guard shall act in accordance with Rule 4.48.

S.R.6.09.2. The Guard shall protect the train in rear in accordance with Rule 6.03. Then he shall proceed towards the engine, on the left hand side of the train (as from the brake-van), for consultation with the Loco Pilot and the Loco Pilot/Assistant Loco Pilot (engine shall not be left unmanned) shall also proceed, on the same side of the train towards the brake-van, to meet the Guard.

S.R.6.09.2.1 During night time or in thick, foggy / tempestuous weather impairing visibility, the protection in rear of the train shall be done by the Assistant Loco Pilot, who shall proceed with the hand signal lamp and detonators given by the loco pilot.

S.R.6.09.3.1. Divide the train with the help of Assistant Loco Pilot as mentioned below:

S.R.6.09.3.1.1. In the case of air brake stock, close the cut-off angle cocks in between the wagons to be separated. Wait for a minute for the entrapped air between coupling hoses to escape. Then, detach the air hoses and place them in the respective suspension brackets. Open the front Cut-off angle cock of the first wagon of the rear portion of the formation to ensure application of Formation Brake in the rear portion.

S.R.6.09.3.1.2. In the case of vacuum stock, detach the vacuum hosepipes in between the wagons to be separated. Place the rear hose pipe of the last wagon of the front portion on the dummy and the front hose pipe of the first wagon of the rear portion should be kept loose to ensure application of formation brakes in the rear portion.

S.R.6.09.3.1.3. Wait till train brakes are fully applied in the rear formation, then only the CBC/Coupling should be uncoupled in between the wagons to be separated.

S.R.6.09.3.2. The Guard will prepare a written permission in the prescribed Form (T/609) in duplicate and give a copy to the Loco Pilot to proceed to the next station, clearly stating the number of vehicles and also the painted number and the owning railway of the last vehicle on the load attached to the engine and the kilometerage at which the second portion of the train is detached. On a single line token section, the Loco Pilot shall hand over the Token or the Line Clear Ticket to the Guard. The Guard shall retain the Token or the Line Clear Ticket until the block section has been cleared of all the vehicles of his train.

S.R.6.09.3.2.1 After the departure of the first portion, Guard shall stand at a distance of 45 metres in front of second portion, exhibiting Stop hand signal.

S.R.6.09.4. At night, or in thick, foggy or tempestuous weather impairing visibility, the second portion of the train left in section shall be protected in the front by Guard in accordance with Rule 6.03.

S.R.6.09.5. On approaching the station ahead with the knowledge that the block section behind is obstructed, the Loco Pilot shall stop at the Home signal, even though it is 'off' or at the outermost facing points (where a Home signal is not provided) and repeatedly give 'one long, one short, one long and one short whistle' to warn the station staff that only a part of the load has arrived and that the block section in rear is obstructed. The Station Master and Loco Pilot shall contact each other on the VHF sets / walkie talkie sets. Then the Station Master will take immediate steps to ensure that the block section is not cleared and will advise the Station Master at the other end of the block section and also the SCOR. He may then exhibit an 'All Right' hand signal to the Loco Pilot to enter into the station.

S.R.6.09.5.1 On arrival at the station within fouling marks, Loco Pilot shall deliver the written authority given by the Guard (T/609) to the Station Master on duty. The Loco Pilot and Station Master shall jointly check the load and last vehicle number as recorded in the authority to see that the first portion of the train has arrived complete. Then, the Station Master on duty shall sign in the authority (T/609) in the prescribed column permitting the Loco pilot with light engine to enter into the block section to clear the second portion of the train left in the block section.

S.R.6.09.6. As per written permission given by Guard (T/609), the train engine has to return to clear the second portion of the train. The Guard in-charge of the train shall not permit any other train or engine to move any of the vehicles under his charge, unless he receives advice in writing from the Station Master of the station ahead or the Loco Pilot of his train that the train engine will not return.

S.R.6.09.7. When returning to pick up the load left in a section, the Loco Pilot shall keep a sharp look-out and proceed cautiously at a speed not exceeding 25 KMPH making frequent use of the engine whistle.

S.R.6.09.7.1.1 During the day, the Loco pilot on sighting the Stop hand signal exhibited by the Guard shall stop the locomotive and the Guard shall pilot the locomotive and couple up with the second portion.

S.R.6.09.7.1.2. During night the Guard shall pick up the three detonators and pilot by riding on the engine towards the second portion, leaving the intermediate detonator to be exploded which will alert the Loco Pilot that he is approaching the place of obstruction. As soon as the portion of the load left in the section is sighted either by the Guard or the Loco Pilot, the engine will be brought to a halt. The Guard will get down from the engine and pilot the engine onto the load walking at a safe distance ahead of the engine.

S.R.6.09.7.1.3. Then the Loco shall be coupled up to the second portion. The Assistant Loco Pilot deputed to protect the train in rear during night time, shall be recalled by giving a long whistle. The Assistant Loco Pilot will return leaving the three detonators on the line and picking up the intermediate detonator.

S.R.6.09.7.1.4. After creating required air pressure/ vacuum, ensuring the continuity of the brake pipe pressure and releasing of hand brakes etc., the train will be started.

S.R.6.09.7.2. On arrival of the second portion at the station, Guard shall collect T/609 from the Loco Pilot and hand over back the token or PLCT if any to the Loco Pilot. The Station Master shall check along with the Guard for complete arrival of the train as per Vehicle Guidance and clear the block section.

S.R.6.09.8. In case, the engine of a passenger train is unable to haul the full load, it shall not be detached. It shall remain coupled up to the train until an assisting engine arrives. And the train shall be protected in rear in accordance with Rule 6.03. If the information cannot be conveyed to the Station Master on duty / SCOR for assisting engine, the Assistant Guard or Assistant Loco Pilot will be sent to the nearest block station with a written memo for assistance.

S.R.6.09.9. Goods Train running without Guard

When a goods Train runs without Guard has to be divided, such of the duties of the Guard as can be performed by the Loco Pilot shall devolve on the Loco Pilot and Assistant Loco Pilot. The Assistant Loco Pilot will protect the train in rear as per GR 6.03. Then the Assistant Loco Pilot shall proceed towards the engine for consultation with the Loco Pilot.

S.R.6.09.9.1 As per the instructions of Loco Pilot, the train will be divided as laid down under SR 6.09.3. Loco Pilot will prepare a written memo clearly stating the number of vehicles and also the painted number and the owning railway of the last vehicle of the front portion attached to the engine and the kilometer at which the second portion of the train is detached. On single line Token section, the Loco Pilot shall hand over the token or the PLCT to the Assistant Loco Pilot and obtain a receipt from him.

S.R.6.09.9.2 After the departure of the first portion, Assistant Loco Pilot shall stand at a distance of 45 metres in front of second portion, exhibiting Stop hand signal.

S.R.6.09.9.3 On approaching the station ahead with the knowledge that the block section behind is obstructed, the Loco Pilot shall stop at the Home signal, even though it is 'off' or at the outermost facing points (where a Home signal is not provided) and repeatedly give 'one long, one short, one long and one short whistle' to warn the station staff that only a part of the load has arrived and that the block section in rear is obstructed. The Station Master and Loco Pilot shall contact each other on the VHF sets / walkie talkie sets. Then the Station Master will take immediate steps to ensure that the block section is not cleared and will advise the Station Master at the other end of the block section and also the SCOR. He may then exhibit an 'All Right' hand signal to the Loco Pilot to enter into the station.

S.R.6.09.9.4 On arrival into the station within fouling marks, Loco Pilot shall deliver the written memo prepared by him to the Station Master on duty. Loco Pilot and Station Master shall jointly check the load and last vehicle number according to the written memo to see that the first portion of the train has arrived complete. Then the Station Master shall issue T/A.602 to the Loco Pilot to clear the second portion not exceeding 15 KMPH when view is clear and 10 KMPH when view is not clear.

S.R.6.09.9.5 The Loco pilot on sighting the stop hand signal exhibited by the Assistant Loco Pilot shall stop the locomotive short of obstruction and couple up the locomotive with the second portion. After ensuring the continuity of the brake power and releasing of hand brakes etc., the Loco Pilot shall start the second portion and clear the block section.

S.R.6.09.9.6 On arrival of the second portion at the station, Station Master shall collect T/A.602 and the token / PLCT if any from the Loco Pilot and check along with the Loco Pilot for complete arrival of the train as per the Vehicle Guidance.

S.R.6.09.9.7 Dividing of train without Guard during thick, foggy or tempestuous weather is not permitted.

6.10. Fire.—

- (1) **A railway servant noticing a fire, likely to result in loss of life or cause damage to property, shall take all possible steps to save life and property, to prevent it from spreading and to extinguish it.**