

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.**

- (2) In case the fire is on or adjacent to any electrical equipment, the railway servant shall, if he is competent in handling electrical equipment and specially trained for the purpose, have the affected part immediately isolated from its source of supply of electrical energy.**
- (3) The occurrence of a fire shall, in every case, be reported to the nearest Station Master by the most expeditious means and the Station Master shall take such action as may be prescribed by special instructions.**

S.R.6.10.1. Fire in a running train-Isolation.

S.R.6.10.1.1. Train with non-vestibuled stock-

If a fire is noticed in a running train, the Loco Pilot shall at once stop the train. The vehicles behind the one on fire shall be detached and the front portion of the train then moved forward so as to prevent the rear vehicles catching fire. As soon as the front portion of the train has moved forward, a sufficient distance, to secure the desired object, the burning vehicle shall be detached and the vehicles in front of it shall then be moved forward to a safe distance.

S.R.6.10.1.2. Train with vestibuled stock-

When a fire occurs in a train composed of vestibuled stock, the following precautions shall be taken in order to separate the burning vehicle, from the rest of the train.

1. The 'Link' holding the Fastening Lever on both the sides of the vestibule connection shall be disconnected immediately and then the vestibule separated by means of the handle provided.
2. The couplings of the vehicles shall be unfastened and then the vehicles separated.
3. If circumstances do not permit unfastening the vestibule fitting, immediate action shall be taken to unfasten the couplings beneath the corridor foot-plate and an attempt made to separate the vehicles by making the engine pull them apart, thereby tearing off the vestibule.

S.R.6.10.2. Using water from the nearby spot-

After isolating the vehicle as detailed in S.R.6.10.1, every effort shall be made to extinguish the fire and to save the contents of the burning vehicle.

S.R.6.10.3. The Guard shall immediately switch off the electric lights and fans, by operating the control switch to the 'off' position.

S.R.6.10.4. The Guard shall disconnect the Kent couplers, at each end of the vehicles in which the fire has occurred.

SR 6.10.5 Fire in a passengers carrying carriage ---

If a passengers carrying carriage catches fire, safety of the passengers shall first be attended to. Then the procedure as stipulated in SR 6.10.1 is to be followed. In case of CBC coaches, the Guard or Assistant Loco Pilot, whoever nearer to the affected coach, shall unlock the CBC operating handle and open the couplings for detaching affected coaches. The CBC operating handle key is provided as personal equipment of Loco Pilot and Guard.

S.R.6.10.6. Fire in a postal van or carriage –

When a postal van or postal carriage is found to be on fire, every effort shall be made to save the mails.

S.R.6.10.7. Fire in a goods vehicle –

1. If a fire occurs in a goods vehicle, the wagon shall at once be opened and earth or sand thrown on the burning goods and such articles as are not burning saved, if possible, sods with grass, if available, shall be thrown, as these often smother fire better than water.
2. If a wagon loaded with cotton or other goods catches fire and the fire cannot be extinguished, the Guard shall try and obtain the label of the wagon and sample of the cotton or goods and forward the same securely packed to the DRM with a full report stating the train number, date and place of fire, wagon number and name of stations from and to.
3. In the event of any goods being damaged or destroyed by fire, or in any accident, the Station Master of the station receiving the Guard's report or at which the fire has occurred shall issue a message, briefly enumerating the wagons damaged or destroyed the contents of such wagons and the damage sustained by them, to the Station Master of the destination station, with copy to the Commercial Inspector of the section, DRM and CCM. In addition to the despatch of message, the staff are required to protect the salvage very carefully and to forward the same to destination, without delay, for delivery to the consignee. The Station Master shall also immediately send a detailed report to the DRM, forwarding the label of the wagon and samples of the contents of the wagons, a copy of which shall also be sent to the Commercial Inspector of the section and CCM.

S.R.6.10.8. Fire on Bridges –

Loco Pilots noticing bridges, sleepers or any part of the wood work of the track on fire shall stop the train at once and the train staff shall endeavour to extinguish the fire. The Guard and the Loco Pilot shall report the occurrence to the nearest Permanent Way Gang. The Loco Pilot shall stop his train at the next block station even if booked to run through and the Guard and the Loco Pilot shall also report the matter in writing to the Station Master and obtain his acknowledgement.

S.R.6.10.9. Prevention of fire in Horse Boxes and Cattle Wagons - The Station Master at the station from which horse boxes and cattle wagons are forwarded, shall personally warn the attendants in charge of the horses or animals against using any naked light or smoking or cooking in the horse boxes or cattle wagons and point out the risk and danger involved and if the men are able to read, their attention should be drawn to the notice exhibited in the horse boxes.

Guards shall frequently inspect horse boxes and cattle wagons enroute to see that the orders are carried out. The small end door of a horse box shall be kept closed when a horse box is attached to a train.

Station Masters, Guards, and others concerned shall also see that none of the attendant's family or persons other than the attendants actually in charge of the horses are allowed to travel in the horse boxes or cattle wagons.

S.R.6.10.10. When reporting cases of fire on trains, the position of the vehicle on the trains shall be stated, also whether it was loaded or empty.

S.R.6.10.11. Fire on Electricity and Power Distribution System-

1. In the event of a fire on any part of the electrical equipment, the affected part is first to be completely isolated from the Distribution System, if this has not been done automatically.

2. If arching continues due to a feed from adjacent sub-stations, this feed shall be interrupted by means of the supervisory control equipment by direct telephone communication to the adjacent sub-stations. The Fire shall be extinguished by means of the extinguishers provided.
3. Water shall not be used for extinguishing fires on electrical equipment. Fire extinguishers shall be recharged immediately after use.
4. If the services of the Fire Brigade are required, the Brigade shall not be allowed to commence operations until all electrical equipment adjacent to the fire has been made dead.

6.11. Vehicle escaping from station.—

If any vehicle escapes from a station, the Station Master shall take immediate steps to warn the other stations or persons concerned, as far as practicable, to prevent an accident.

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