

CHAPTER - VI**ACCIDENTS AND UNUSUAL OCCURRENCES****6.01. Accident or obstruction.—**

- (1) When a report of any accident or obstruction is received by the Station Master, he shall see that all necessary precautions are taken by the most expeditious means possible, for the protection of traffic.**
- (2) If an accident happens to a train, the Station Master shall arrange for all necessary assistance to be sent to the train.**
- (3) The Station Master shall, as soon as practicable, report each accident in accordance with special instructions.**

S.R.6.01.1. In the event of a Loco Pilot experiencing a lurch, unusually slack or rough running, the instructions referred in SR 6.07 should be followed by all the staff concerned.

S.R.6.01.2.1. If a Loco Pilot realises, while on run that there is a rail fracture he shall bring his train to a stop immediately and protect the train in accordance with GR 6.03 and SRs there under, treating this as an obstruction. He shall then examine the track and proceed further only if he is personally satisfied that the track is safe for the passage of the train. In case it is found that the track is not safe for the passage of the train, he shall arrange to advise the Station Master and the SCOR.

S.R.6.01.2.2. The Station Master and the SCOR, on being advised of this occurrence, shall advise all concerned and not permit any train to enter the section unless the track is certified fit for the safe passage of the train.

S.R.6.01.2.3. The Loco Pilot of the affected train shall proceed onwards only after the track is certified for the safe passage of his train.

S.R.6.01.3.1. If a Mate/Keyman /Patrolman detects rail/weld fracture of less than 30 mm gap, he shall show Stop hand signal and inform the Loco Pilot of the first train to pass the fractured spot at 10 KMPH and subsequent trains at 15 KMPH.

S.R.6.01.3.2. The Loco Pilot of the first train shall stop his train at the next block station and give memo about the rail / weld fracture to arrange issue of caution order, to observe 15 KMPH over the fractured rail / weld.

S.R.6.01.3.3. Station Master, who received report from the Loco Pilot about rail/weld fracture, shall inform the Station Master at the other end. Both the Station Masters shall arrange issue of caution order of 15 KMPH and also advise all concerned.

S.R.6.01.3.4. In cases where the gap at the fractured location is more than 30mm or where multiple fractures have taken place resulting in a piece of rail or the head getting dislodged, the mate / patrolman / Keyman cannot pass the train. He should take immediate action to protect the line and only a PWM / PWI can pass the traffic, after attending to the fracture appropriately or taking necessary safety precautions.

S.R.6.01.4 When report of any accident or obstruction is received by the Station Master in IR-ATP (Kavach) territory, the Station Master shall operate SOS in Station Master Operational Panel cum Indication Panel (SMOCIP) to prevent other functional IR-ATP (Kavach) trains from entering the affected section. *(Item no. 9 of AS-20 Dt : 21.02.2025)*

6.02. Working in case of accident or failure of communications.—

In case of accidents to the line or to any train, or of failure or interruption of communications, or in an emergency, trains shall be worked between stations in accordance with special instructions.