

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.

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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.

S.R. 6.02.1. Rules and regulations for Temporary Single Line (TSL) working on a Double line section, when one line is obstructed.

1. When it is desired to introduce temporary single line working on double line on electric communication instruments, the Station Master at one end of the affected section shall on receipt of reliable information in writing that one line is clear, take steps to introduce temporary single line working on that line in consultation with the Section Controller and the Station Master of the station at the other end of the section. The decision to introduce temporary single line working should be taken by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge). Temporary Single Line Working shall be introduced between the nearest stations provided with favourable cross-over between Up and Down lines on either side of obstruction. Nomination of stations between which Temporary Single Line working shall be introduced shall be done by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) of the division as mentioned in above.
2. If there is reason to suspect that the line over which temporary single line working is to be introduced is also fouled or damaged, temporary single line working shall not be introduced until a responsible engineering official not below the rank of a SSE/JE (P.Way) has inspected that section and certified that the track is safe for the passage of trains..
3. In case where due to non-availability of favourable cross over, TSL working has been introduced covering more than one block section, the movement of trains on the affected section shall be authorised for each block section by the Station Masters of block stations on either side of the block section.
4. The commutator of block instruments pertaining to obstructed line, including that of intermediate block station/s if any between the nominated stations, shall be kept in TOL position and locked for the entire duration of TSL working. During wrong line operations, the block instrument pertaining to the unobstructed line shall be kept in TOL position and locked. In case of UFSBI, the LCB key shall be kept in OUT position.
5. All trains running in the wrong line shall be worked in accordance with the rules for the use of electric communication instruments on single line. Line clear shall be obtained using the forms T/A 1425 and T/B 1425 on the following:
 - a) Telephone attached to Block Instrument
 - b) Station to Station fixed telephones wherever available.
 - c) Fixed telephone such as Railway auto phone & BSNL/MTNL phone with caller ID.
 - d) Control Telephone.
 - e) VHF set under special instructions, but not as the sole means of communication on sections where passenger trains run
 - f) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.

NOTE:- In all the above cases, since line clear is obtained/granted by a means of communication other than Block Instrument/Track circuit/Axle counter, the system of calling station name, followed by establishing identity of the Station Master on duty, by cross checking Private numbers given for the last Preceding train shall be adopted.

6. All entries shall be made in RED ink in the Train Signal Register, at all stations where trains are being run on Temporary Single Line Working.
7. After ascertaining that one of the lines is clear for the passage of traffic, the Station Master proposing single line working shall issue a message under exchange of private Number, containing the following information, to the Station Master at the other end of the block section:-

- (a) Cause of introduction of single line working;
 - (b) Place of obstruction;
 - (c) The line by which single line working is proposed;
 - (d) The source of information that the said line is clear;
 - (e) Restriction of speed, if any, on the line;
 - (f) The number and timings of the last train which arrived/left the station nominated.
8. On receipt of acknowledgement from the Station Master at the other end and confirmed by a private number single line working may be introduced. Line clear shall be obtained on available means of communications as mentioned at para - 5 above. All the gate man shall be informed under exchange of PN that TSL working is being commenced on the proposed line, all Up and Down trains shall be dealt on the same line.
9. Introduction of Wrong Line Working
- (a) Station Masters on either side of the proposed line for TSL working shall ensure that the whole of the last train in the right direction has cleared the section and the proposed line between the two stations is clear. Only after ensuring this, steps shall be taken for introducing wrong line working.
 - (b) Station Master at the receiving end of the wrong line train shall ensure that there is no train in the Main line corresponding to the line on which TSL working is being planned. If in exceptional case, the main line is blocked by a train before introduction of TSL working, the loco pilot shall be served with a written memo stating that Wrong line working is in force, do not start until issued with T/D 602.
 - (c) The block instrument pertaining to the unobstructed line on which wrong line working is planned shall be kept in TOL position and locked throughout the period of wrong line working. In case of UFSBI, the LCB key shall be kept in OUT position
 - (d) Station Master at the receiving end of the wrong line train shall ensure that all the departure signals of the station towards the proposed line for TSL working are kept at „ON“ and blocked in the VDU panel / in case of other control panels, „line blocked caps“ shall be kept on the concerned signal knobs throughout the period of wrong line working.
 - (e) All the gate man shall be informed under exchange of PN that wrong line working is being commenced on the proposed line. The gateman of interlocked gates shall be advised that after closing and locking of the gate against road traffic, the signal knob under his control shall not be reversed, so as to keep the gate signals in danger. After closing the gate, all the gateman shall exhibit Proceed Hand Signals to the loco pilots working the wrong line train, standing at a place, where PHS is clearly visible.
10. Conditions for Granting Line Clear For Wrong Line Trains The Station Master on duty at the station receiving wrong line train shall not give such “Line Clear” unless:-
- (a) The whole of the last preceding train has arrived complete.
 - (b) The line is free not only up to the LSS, but also clear on the line of reception up to trailing points or up to the place at which the train is required to come to a stand.
 - (c) All the points including crossover points leading to the line for admission of the train are correctly set, clamped and padlocked.
 - (d) All the movements which are likely to infringe the path of wrong direction trains are brought to a stop.
 - (e) The points of outlying sidings/ turnouts under his control are correctly set and locked.
 - (f) All the gateman are advised with the particulars of the train and ensured gate closure duly exchanging PN.
11. Cancellation of Wrong line working and commencing Right line working with TSL in force.
- (a) In order to commence Right line working, the Station Masters at both ends of the block section shall ensure through Line clear enquiry (T/A 1425) and reply message (T/B 1425)

books and TSR, that the last train despatched on wrong line has arrived complete at the station in advance and exchange messages in the following format, supported by PN for cancellation of wrong line working of trains and introduction of right line working of trains with TSL in force.

From	To
Station Master/Y	Station Master/X
Message No._____	
Last Train (Number and description) _____ which left from your station in the wrong line at ____ hours ____ min arrived completely at my station at ____ hours ____ min. Cancel the wrong line working of trains and introduce right line working of trains with TSL in force.	
Private Number (in figures) _____ (in words) _____	
From	To
Station Master/X	Station Master/Y
Message No._____ Your Message No._____ is understood, that Train No._____ which left my station in the wrong line at ____ hours ____ min has arrived complete at your station at ____ hours ____ min. Wrong line working of trains is cancelled and right line working of trains being introduced with TSL in force.	
Private Number (in figures) _____ (in words) _____	

- (b) After exchanging the above messages, the SMs shall advise all the gate man under their control under exchange of PN, that right line working of trains is introduced with TSL in force, on the nominated line. For right line trains, after closing and locking of the gate against road traffic, the signals of interlocked gates shall be taken off by reversing the knob under his control.
- (c) All the points shall be set in favour of right line trains including crossover points which were earlier set for wrong line trains.
- (d) The block instrument pertaining to the unobstructed line on which wrong line working has been cancelled and right line working is planned which was hitherto kept in TOL position shall be brought to use. In case of UFSBI, the LCB key shall be kept in IN position.

12. Rules for running right line trains

The right line trains shall be run on signals duly obtaining line clear through block instruments. Where IBS is provided, after the first right line train clears the IBS, subsequent right line train can be despatched, provided that the station in rear has intimated the station in advance about the fact that he/she is permitting particular train up to IBS and has ascertained the readiness of station in advance to receive the same. Private numbers shall be exchanged for every such movement. Ensure closure of all the non-interlocked LC gates against road traffic duly exchanging PN. NOTE: On completion of all right line trains, if once again wrong line working of trains is proposed, the rules mentioned starting from 9 above shall be repeated.

- 13. A written authority (form T/D 602) shall be given to Loco Pilot/Motorman and Train Manager of all trains in right and wrong line which includes.
 - a) A “line clear ticket” on Absolute block system during temporary single line working on double line for all wrong line trains.
 - b) Instruction to the Loco Pilot/Motorman of right line trains to follow rule 3.75 to pass IB Signal when at ON and rule 3.73 to pass Gate signal interlocked to LC gates in midsection when at ON. Instruction to the Loco Pilot/Motorman of wrong line trains to pass gates only when he receives proceed hand signal from a railway servant in uniform. Authority to pass Departure Stop signals at ON for wrong line trains.

- (c) The Authority T/D 602 shall also include:-
- (i) The line on which the train or light engine is to run
 - (ii) The kilometres between which the obstruction exists on the adjacent line.
 - (iii) Any restriction of speed which may have been imposed; and
 - (iv) An authorisation to pilot out the train starting towards wrong line after all the concerning points have been correctly set and locked.
 - (v) Location of the Neutral section if any.
14. An endorsement shall also be made on the form T/D 602 given to the Loco Pilot/Motorman of the first train introducing temporary single line working in the wrong line to stop and inform all Gatemen and Gangmen on the way about the introduction of temporary single line working. The line, on which the trains shall run, also be specified. The Loco Pilot should switch “ON” the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching on the flasher light is noticed by the station staff, Gatemen and Gangmen they shall stop the train immediately
15. (a) The speed of every first train running in the wrong line shall not exceed 25 kmph subject to other speed restrictions. The subsequent trains in the wrong line, which would be dispatched on line clear, may be permitted to run on sectional speed subject to other speed restrictions.
- (b) The speed of every first train running in the right line shall not exceed 25 kmph subject to other speed restrictions. The subsequent trains in the right line, which would be dispatched on line clear, may be permitted to run on sectional speed subject to other speed restrictions in force.
16. (a) When approaching the next block station the Loco Pilot/Motorman of the train running in the wrong line shall bring his train to a stand before the Last Stop Signal pertaining to the wrong line on which he is running and sound one long whistle. The Station Master after satisfying himself that all points have been correctly set, clamped and padlocked, shall arrange to issue a written authority T/510 through a competent railway servant in uniform; who shall then pilot the train from this signal and shall obey hand signals, if any, relayed from the station platform. The intervening signals authorised to be passed at ON, if any, shall be written on the Authority issued.
- (b) When approaching the next block station the Loco Pilot/Motorman of all the trains running in the right line shall be guided by the aspect of the Home Signal of the receiving station. In case the Home signal/Calling-On is not in working condition then the Station Master after ensuring that all the conditions for taking OFF such a Reception Stop Signal has been fulfilled; shall issue authority on Form No. T/369 (3b) and depute a competent railway servant in proper uniform who shall then pilot the train by duly showing PHS for receiving the train.
17. Resumption of normal working.
- (a) On receipt of written certificate from a responsible engineering official that the obstruction on affected line is removed and the obstructed line is free for passage of trains, the Station Master will issue a message to the other station and inform all the gateman under his control, under exchange of private numbers and decide, in consultation with Section Controller the train after the passage of which the normal working has to be introduced.

From Station Master/X	To Station Master/Y
Message No._____	
Last Train (Number and description) _____ which left from your station at ___hrs___min arrived completely at my station at ___hrs___min. Cancel the TSL working of trains and introduce Normal Double line working.	
Private Number (in figures) _____ (in words) _____.	

From
Station Master/Y

To
Station Master/X

Message No

Your message No. _____ is understood, that Train No. _____ which left my station at ___hrs ___min has arrived complete at your station at ___hrs ___min. TSL working is cancelled and Normal Double line working is introduced.

Private Number (in figures) _____ (in words) _____.

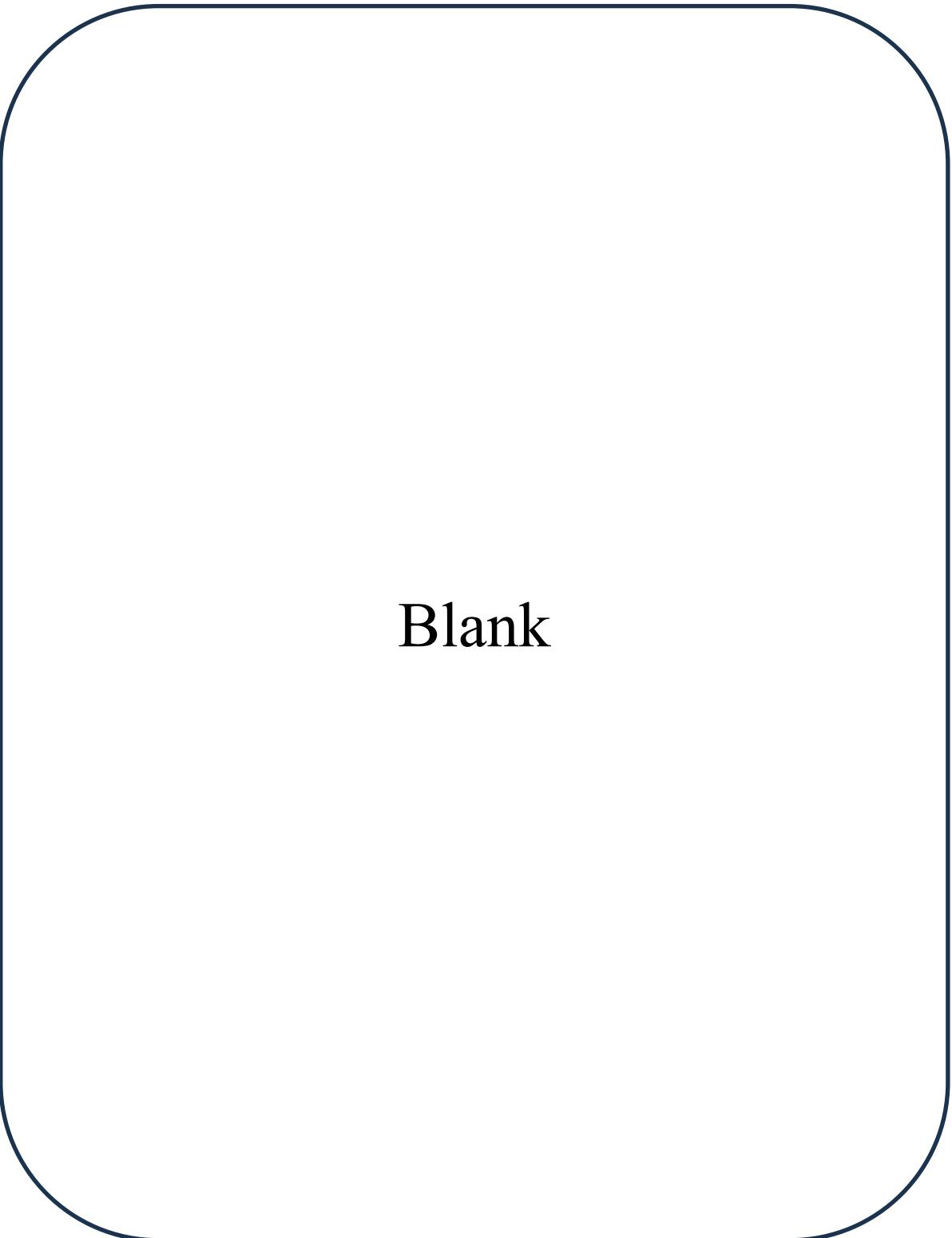
- (b) An entry shall also be made in the Train Signal Register of all stations concerned showing the time at which double line working was suspended, single line working was introduced and the time at which normal working was resumed.
 - (c) The Loco Pilot of the first train entering the section where obstruction was removed and normal working is resumed shall not exceed 25 kmph subject to other speed restrictions and inform all Gatemen and Gangmen on the way about resumption of normal working. A caution order shall be issued by the Station master for the same.

18. All the records in connection with the temporary single line working shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within seven days of the resumption of normal working.

6.02.2. Rules and regulations for temporary single line working on double line section during total interruption of communications.

The following rules must, in addition to the prescribed rules and regulations for working of trains during total interruption of communications on single line, be observed by the staff:

1. Whenever an accident to a train or track or other obstruction precludes the use of one line on a double line section during total interruption of communications, TSL working shall be introduced only after a responsible official of the Engineering department not less than an Inspector in rank, has certified that the other line on which TSL working is to be introduced is free and safe for passage of trains. Such an Engineering official shall give the certificate only to the Station Master of the station at the end of the affected section for which the unobstructed line shall be the right line for despatching train. On receipt of this certificate, the Station Master will follow the rules prescribed for opening of communications.
 2. Loco Pilots of trains, including light engines, shall be given T/B602 (Authority for opening communication during total interruption of communication on Single Line Section) on which, shall be stated clearly:-
 1. the line on which the train is to run;
 2. kilometreage where the obstruction exists;
 3. any restriction of speed which may have been imposed by Way and Works staff,
 4. an assurance to the effect that any trap points on the line in question have been spiked or clamped and pad locked .
 3. All the cross-over points in the facing direction over which the train shall proceed, while TSL working is in force, shall be clamped and padlocked.
 4. In the case of train proceeding on the right line:
 1. The LSS of the station in rear of the affected section may be passed in the 'on' position on the basis of T/B 602 (Authority for opening communication during total interruption of communication on Single Line Section).
 2. The approach Stop signals, if any of the station in advance of the affected section may be taken 'off'



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5. In the case of a train proceeding, on the wrong line:

1. The train shall be piloted out of the station on a written authority issued by the Station Master after all the facing points have been correctly set and locked and trailing points correctly set over which the train will pass.
- 1.1. The endorsement shall also be made in the T/B 602 given to the Loco Pilot of the first train to stop and inform all Gatemen, Gangmen, patrolmen, OHE staff, Telecom staff and any other staff on the way about the introduction of temporary single line working and specifying the road on which the trains will run. This information shall be conveyed through the Loco Pilot of a subsequent train also if necessary.

SOUTH CENTRAL RAILWAY	
PILOT - OUT memo	
(Loco Pilot / Record)	
Date:	
Time:	
From	To
SM /	The Loco Pilot of
<p>You are hereby authorized to start your train from line No. to the wrong line. All the points on the path are correctly set and locked. Observe hand signals and proceed forward.</p>	
Signature of the Loco Pilot	Signature of Station Master Station stamp

- 2 On reaching the next station, the Loco Pilot shall bring his train to a stop opposite the FS S pertaining to the right line or at the L SS pertaining to the wrong line (on which his train is running), whichever he comes across first.
- 3 The Station Master of the station in advance shall depute a railway servant in uniform at the foot of the signal (whichever the train would encounter first) who shall stop the train on stop hand signal and thereafter ‘pilot in’ into the station on a written authority issued by the Station Master.

SOUTH CENTRAL RAILWAY	
PILOT - IN memo	
(Loco Pilot / Record)	
Date:	
Time:	
From	To
SM /	The Loco Pilot of
<p>You are hereby authorized to bring your train on to line No. All the points on the path are correctly set and locked. Observe hand signals and proceed forward.</p>	
Signature of the Loco Pilot	Signature of Station Master Station stamp

6. It will be the responsibility of the person in charge of the first engine or self propelled vehicle or other vehicle, sent under T/B 602 to inform all the Gatemen, Gangmen, Patrolmen, OHE staff, Telecom staff and any other staff enroute about the introduction of TSL working as also the line on which it is proposed to run the train.
7. Resumption of normal working.
 1. If after the introduction of TSL working, communications are restored between the two affected stations, the trains will continue to run under special rules until action is taken in accordance with the instructions contained in these rules for the cancellation of the procedure. Thereafter, trains will be run in accordance with the instructions for the movement of traffic during TSL working on double line.
 2. If however before communications are restored the other line is released for the passage of traffic, trains shall be worked, in accordance with the instructions for running of trains on double line section during total interruption of communications.

S.R. 6.02.3. Rules and regulations for working of trains during total interruption of communications on double line sections.

1. In the event of total interruption of communications occurring between two block stations on a double line section, i. e., when Line Clear cannot be obtained by any one of the following means stated in the order of preference viz.,
 1. Block Instruments, Track Circuits or Axle Counters,
 2. Telephone attached to the Block Instrument,
 3. Station to Station fixed telephones wherever available,
 4. Fixed telephone such as Railway auto phones and BSNL telephones,
 5. Control telephone and
 6. VHF set.

The following procedure shall be adopted for train passing.

2. Before any train is allowed to enter a block section in advance, it shall be brought to a stop and the Loco Pilot and the Guard of the train shall be advised of the circumstances by the Station Master on duty.
3. The Station Master shall give T/C 602 (Authority for working of trains during total interruption of communication on double line section) to the Loco Pilot of each train which includes:
 1. An authority to proceed without line clear,
 2. A caution order restricting the speed to 25 KMPH over the straight and 10 KMPH when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause,
 3. An authority to pass LSS in the 'on' position.
4. In the event of a Loco Pilot approaching or passing any portion of the line where the view ahead is not clear, a railway employee with hand signals must be sent in advance to guide the further movement of train. A sharp look out ahead should be kept and the engine whistle freely used.
5. No train shall be allowed to enter the block section until there is a clear interval of 30 minutes between the train about to leave and the train which has immediately preceded.

6. Fixed signals with the exception of the LSS may be taken 'off' for the reception and departure of trains. The FSS shall, however, be taken 'off' only after the train has been brought to a stand outside it.
7. A tunnel should be entered only after it has been ascertained that it is clear. If there is any doubt on this point, the train should be piloted by a railway employee equipped with hand signals and detonators.
8. The Guard shall keep a sharp look out in the rear and be prepared to exhibit a Stop hand signal to prevent the approach of a train from the rear and to protect it if necessary.
9. When a train is stopped in the block section, the Guard shall immediately exhibit a stop hand signal towards the rear and check up that the tail board or the tail lamp is correctly exhibited. If the stoppage is on account of accident, failure, obstruction or other exceptional cause and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle to apprise the Guard of the fact, whereupon the Guard shall protect the train by placing one detonator at 250 metres from the train on the way out and 2 detonators, 10 metres apart, at 500 metres from the train, irrespective of the gauge. When a train is detained outside signals and if the detention exceeds or is likely to exceed 10 minutes, it shall also be protected accordingly. In the absence of the Guard, the duty of protecting the train shall devolve on the Loco Pilot.
10. No train shall be backed. In exceptional circumstances when it may be unavoidable to back a train, the train shall be backed only after providing protection by placing one detonator at 250 metres and two detonators, 10 metres apart, at 500 metres in rear of the point upto which the train is to be backed.
11. Before entering a tunnel, the head lights, side and tail lights and other lights (where provided) shall also be lit.
12. When approaching the station ahead, the Loco Pilot must bring his train to a stop outside the FSS and sound continuous whistle (or any other code prescribed by special instruction). If no one from the station turns up within 10 minutes, the train shall be protected as per para 9 above and the Loco Pilot may send his Assistant Loco Pilot immediately thereafter, to the station or the cabin to inform the Station Master or Cabinman of the fact that the train is waiting at the signal for its admission into the station. In the absence of the Assistant Loco Pilot, the Guard, after protecting the train, shall give this information.
13. The Loco Pilots of all trains shall make over the T/C 602 (**Authority for working of trains during total interruption of communication on double line section**) to the Station Master of the station at the other end of the affected section. These shall be kept by the Station Master in his safe custody for inspection by the Traffic Inspector of the section, who shall prepare a report on the working of trains and shall forward the same along with his report to the DRM within 7 days of resumption of normal working.
14. A record of all trains passed over the block section on T/C 602 (Authority for working of trains during total interruption of communication on double line section) during the course of total interruption of communications, shall be maintained in the TSR at both the stations concerned.
15. Trains must continue to work on this system until one of the means of communications, mentioned in para 1 above, is restored by the competent authority.
16. As soon as any one of the means of communications has been restored, the Station Master must send a message to the Station Master at the other end of the section on the prescribed form T/I 602 (Message on restoration by any one of the communication).

17. Thereafter intimation about this shall be given to SCOR also, on controlled sections, if communications with the SCOR has also got restored and normal working resumed. If, however, communications with the SCOR has not got restored along with restoration of communication between two stations, the SCOR shall be advised of the position immediately on restoration of communication with him.

S.R. 6.02.4. Rules and regulations for working of trains during total interruption of communications on single line section

1. In the event of total interruption of communications occurring between two block stations on a single line section i. e., when Line Clear cannot be obtained by any one of the following means stated in order of preference viz.,
 1. Block instruments, Track circuits or Axle counters,
 2. Telephone attached to the Block Instrument,
 3. Station to Station fixed telephones wherever available,
 4. Fixed telephone such as Railway auto phones and BSNL telephones,
 5. Control telephone and
 6. VHF set.

The instructions laid down in succeeding paragraphs shall be followed for working trains between block stations.

Note:- These instructions shall also be followed whenever during total interruption of communications, an accident to a train or track or other obstructions precludes the use of one of the lines on a double line section or whenever total interruption of communications occurs during TSL working on a double line section.

2. The Station Master who has a train to despatch through the affected block section shall open communication by establishing contact with the Station Master of the block station at the other end of the affected block section by sending an engine or self-propelled vehicle or any other vehicle enumerated below, in the order of preference laid down.
 1. Light engine.
 2. Train engine, after it is detached from the train by the Loco Pilot on instructions from the Station Master on duty.
 3. Motor trolley/Tower wagon duly accompanied by a Guard or by a Station Master other than the Station Master on duty.
 4. Trolley/Cycle trolley /Moped trolley duly accompanied by a Guard or by a Station Master other than the Station Master on duty.
 5. Diesel Car/Rail Motor Car/EMU Rake etc., after ensuring that all passengers have detrained.
3. Before the Light engine/Train engine/Motor trolley/Tower wagon/Trolley/Cycle trolley/Moped trolley/Diesel car/Rail motor car/EMU rake is sent into the affected block section to open communications, the Loco Pilot/Motorman/Guard/Station Master being sent to do so shall be advised by the Station Master on duty of the circumstances in which and the purpose for which he is being sent. The Station Master on duty shall also satisfy himself that the Loco Pilot/ Motorman/Guard /Station Master being sent to open communications, thoroughly understands the rules for working of trains during total interruption of communications on the single line. If the Loco Pilot/Motorman/Guard/Station Master, who is being sent to open communications, is not conversant with the rules for working of trains during total interruption of communications on single line, the Station Master on duty shall

explain these rules to such staff. The Station Master on duty shall also obtain the signature of the Loco Pilot/Motorman/Guard/Station Master on T/B 602 (Authority for opening communication during total interruption of communication on Single Line Section) in token of such staff having fully understood the circumstances in which and the purpose for which he is being sent and the rules for working of trains during total interruption of communications on single line.

4.1. Before despatching the Light engine/Train engine/Motor Trolley/Tower wagon/Trolley/Cycle trolley /Moped trolley/Diesel Car/Rail Motor Car/EMU rake, the Station Master on duty shall hand over T/B 602 (Authority for opening communication during total interruption of communication on Single Line Section) to the Loco Pilot/Motorman /Guard/Station Master who is being sent to open communications, which includes:-

1. Authority to proceed without Line Clear.
2. Authority to pass signals in 'on' position i.e., the authority to pass the departure signal/signals in the 'on' position.
3. A caution order, specifying the speed up to which the engine or self propelled vehicle or other vehicle referred to in para 2 may run through the affected block section.
4. A line clear enquiry message addressed to the Station Master of the block station at the other end of the affected block section asking for Line Clear for the train waiting to be despatched to his station.
5. A conditional line clear (CLC) message to the Station Master of the block station at the other end of the affected block section permitting him:
 1. to return the Light engine/train engine, either light or attached to a train waiting to be despatched from his station or attached with another engine; or
 2. to return Tower wagon/Diesel car/Rail motor car/EMU rake running by itself; or
 3. to return motor trolley/trolley/cycle trolley /moped trolley either running by itself or loaded in a train waiting to be despatched from his station.

4.2. Line clear enquiry message:

T/B 602 (Authority for opening communication during total interruption of communication on Single Line Section).--- for only one train, if to be despatched; or T/E 602 (Line clear enquiry message asking Line Clear for despatch trains during total failure of communication on single line section) --- for more than one train, if to be despatched, along with T/B 602 (Authority for opening communication during total interruption of communication on Single Line Section) shall be sent through the Loco pilot/Motorman/Guard/Station Master going to open communications.

4.3. The Loco Pilot/Motorman/Guard/Station Master going to open communications shall, on receipt of 'Authority for opening communication during total interruption of communication on single line section' (T/B.602) and sign on its original and carbon copy in token of his having understood its contents.

4.4. In case a light engine or an engine and brake-van is to be dispatched to proceed to the next block station and then continue its journey onward after arrival at the next block station and is not meant for opening communication, the Loco Pilot of engine or the engine and the brake-van shall be given T/B602 (Authority for opening communication during total interruption of communication on Single Line Section).and the items 'line clear enquiry message' and 'conditional line clear

message' shall be struck out in the form T/B602 (Authority for opening communication during total interruption of communication on Single Line Section).

Should it be necessary to despatch another light engine or another engine and brake- van in the same direction, an interval of at least 30 minutes shall be allowed to lapse before it is despatched.

- 4.5. The LSS shall not be taken 'off' while permitting an engine or self-propelled vehicle or other vehicle to proceed to the next station on T/B 602 (Authority for opening communication during total interruption of communication on Single Line Section).
5. After an engine or self propelled vehicle or other vehicle is despatched to the next station to open communications with LC enquiry message and CLC messages for the return journey of the engine or self propelled vehicle or other vehicle, no other train or engine or self propelled vehicle or other vehicle shall be allowed to leave the station and proceed in the same direction until the engine or self propelled vehicle or other vehicle sent to open communications returns. This does not, however, prevent an engineering official going into the section on his push trolley for his work on a section on which push trolleys do not run on line clear.
- 6.1. The engine or self propelled vehicle or other vehicle proceeding on T/B 602 (Authority for opening communication during total interruption of communication on Single Line Section) shall switch on the flasher light and dim the head light and shall proceed at a speed not exceeding 15 KMPH by day when the view is clear and 10 KMPH during night or when the view is obstructed, making free use of the engine whistle or horn of the self propelled vehicle, where provided. In thick, foggy or tempestuous weather or in dust storm etc, when visibility is impaired, the engine or self propelled vehicle or other vehicle proceeding on T/B 602 (Authority for opening communication during total interruption of communication on Single Line Section) shall proceed at walking pace only making repeated use of the engine whistle or horn of self propelled vehicle, preceded at an adequate distance by two men on foot, one displaying a red light and the other carrying fog signal ready for immediate use. Normally one of these men will be provided by the Station Master from his group 'D' staff and the other from the crew of the engine or the person whose motor trolley/trolley/cycle trolley/moped trolley is being used. In case of single manned self-propelled vehicle, both these men shall be provided by the Station Master. The Station Master on duty shall explain to both of them their duties, in the presence of the Loco Pilot/Motorman/Guard/Station Master in charge of the self-propelled vehicle or other vehicle being sent to the next station and satisfy himself that they understand the same.
- 6.2. Both by day and night, a tunnel must not be entered until the Loco Pilot/Motorman/Guard/Station Master has ascertained that it is clear. Should there be any doubt on this point the engine or other vehicle etc, should be piloted by a railway servant equipped with hand signal and detonators. Before entering the tunnel the head lights, side and tail lights and other lights (where provided) shall also be lit.
- 6.3. No obstruction of the line beyond the outermost facing points shall be allowed until the return of the engine/tower wagon/diesel car/rail motor car/EMU rake/motor trolley/trolley/cycle trolley/moped trolley.
7. In the event of an engine/self propelled vehicle/other vehicle proceeding on T/B 602 (Authority for opening communication during total interruption of communication on Single Line Section) meeting in the mid-section, an engine/self propelled vehicle/other vehicle sent from the other end, the Loco Pilot/Motorman/Guard/Station Master as the case may be, shall taking into consideration the importance of the train for which they are proceeding to get Line Clear, the distance from the nearest station, gradients to be encountered, the presence of

catch sidings, etc., decide to which of the two stations, the engines/self propelled vehicle/vehicles should proceed. Before proceeding, the engines or self propelled vehicles shall, if possible, be coupled up. If the engines/self-propelled vehicle cannot be coupled up, they should run at a safe speed and adequate distance apart. In the case of motor trolley/trolley/cycle trolley/moped trolley, meeting an engine and brake-van/diesel car/rail motor car/EMU rake, the motor trolley/trolley/cycle trolley/moped trolley shall, if possible, be loaded in the brake-van/diesel car/rail motor car/EMU rake.

8. On sighting the station to which the engine/self propelled vehicle/other vehicle running by itself or with another similar unit coupled together or separately, to which it is/they are proceeding, the leading engine/self propelled vehicle/other vehicle shall stop outside i.e., in rear of the FSS of the station. The engine or self-propelled vehicle or other vehicle following the leading engine/self propelled vehicle / other vehicle, shall stop at a safe distance behind the leading engine/self-propelled vehicle/other vehicle. The Station Master shall be advised of the stoppage outside the FSS either by using the engine whistle/horn of the self-propelled vehicle, if provided, or by sending a man if necessary. They shall not enter the station till permitted by the Station Master to do so either by taking 'off' the relevant signals or otherwise.
9. When the engine or engines/self propelled vehicle or self propelled vehicles/other vehicle or vehicles have been admitted into the station, the T/B 602 (Authority for opening communication during total interruption of communication on Single Line Section) shall be delivered to the Station Master on duty, who shall keep these documents in his safe custody. On the authority of the CLC message for the return journey, the Station Master on duty shall make out conditional line clear ticket (T/G 602 or T/H 602) and hand it over to the Loco Pilot/Motorman/Guard/Station Master to return to the block station from where he came with his engine (either light or attached to a train or another engine or a self propelled vehicle if one is waiting to proceed in that direction)/ self propelled vehicle/other vehicle.
10. In case of the engine or self-propelled vehicle or other vehicle returning to the station from which he was sent without reaching the next station, the T/B602 (Authority for opening communication during total interruption of communication on Single Line Section) shall be taken back by the Station Master on duty of the station from which this was issued and cancelled. The cancelled forms shall be pasted for record purpose.
11. The Station Master on duty before despatching the engine either light or attached to a train/self-propelled vehicle/other vehicle, on the return journey shall hand over to the Loco Pilot/motorman/Guard /Station Master, CLC message (reply) for the line clear enquiry message giving Line Clear for the train waiting at the other station, thereby authorising the Station Master at that station to start the train waiting there on complete arrival of the engine, either light or attached to a train/self-propelled vehicle/other vehicle at his end.
12. The CLC message (reply) shall be prepared on T/F 602 (Conditional Line Clear Message).
13. On the return journey, the engine either light or attached to a train/Diesel car/Rail motor car/EMU rake/train loaded with Motor trolley/trolley/Cycle trolley/Moped trolley may run at booked speed observing speed limits in the Working Time Table and other relevant rules. The Motor trolley/trolley/Cycle trolley/Moped trolley returning by itself may run at their normal speed observing the rules governing their running on Line Clear.

14. On reaching the station, the engine either light or attached to a train/self-propelled vehicle/other vehicle shall again stop outside (i.e. in rear of) the FSS of the station and thereafter be guided by the instructions from the Station Master who may arrange to receive in by taking 'off' the relevant signals or otherwise.
15. On arrival at the station, T/F 602 shall be handed over to the Station Master who shall prepare T/G 602 or T/H 602 (Conditional Line Clear Ticket) for the waiting train.
16. If there be an even flow of trains in both directions, T/E 602 for each succeeding train may be sent through the Guard of the preceding train.
17. The arrival and departure time of all trains, engines, trolleys etc., which are passed under the above rules, must be carefully recorded in the TSR.
18. If the Station Master at one end of the interrupted section has more than one train to despatch in the same direction before another train is normally expected from the opposite direction, he shall, in such cases, send the available engine of a train to obtain Line Clear not only for that train but also for the following trains which may be waiting or expected at his station. In T/E 602, it shall be stated that these latter trains will be despatched after the first train at intervals of 30 minutes. After the Loco Pilot returns with the Line Clear for the required number of trains to the station at which he had left the train, the Station Master shall despatch the first train on T/G 602 or T/H 602 and shall also endorse on T/G 602 or T/H 602 that a particular train (giving its number and description in full) shall follow at a specified interval. The Loco Pilots of the second and subsequent following trains shall be given a Caution Order restricting the speed to 25 KMPH over the straight when the view ahead is clear and to 10 KMPH when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause.

When dispatching a second and subsequent trains, the particulars of the last preceding train along with its time of departure will be endorsed on the T/G 602 or T/H 602 as also the particulars of the train which would follow. The T/G 602 or T/H 602 for the last train of the series should be endorsed with the particulars of the preceding train together with its time of departure.

While adopting this procedure, the Guard and the Loco Pilot should be instructed to keep a sharp look out and be prepared to stop short of any obstruction.

19. When a train is stopped in the block section the Guard shall immediately exhibit a Stop hand signal towards the rear and check up that the tail board or tail lamp is correctly exhibited. If the stoppage is on account of accident, failure or obstruction or other exceptional cause and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle to apprise the Guard of the fact, whereupon the Guard shall protect the train by placing one detonator at 250 metres from the train on the way out and 2 detonators, 10 metres apart, at 500 metres from the train, irrespective of the gauge. When a train is detained outside signals and if the detention exceeds or is likely to exceed 10 minutes it shall also be protected accordingly. In the absence of the Guard, the duty of protecting the train shall devolve on the Loco Pilot.
20. When trains follow one another, no train shall be backed. In exceptional circumstances when it may be unavoidable to back a train, the train shall be backed only after providing protection by placing one detonator at 250 metres and two detonators, 10 metres apart, at 500 metres from the point up to which the train is to be backed.
21. Trains must continue to work on this system until any one of the means of communications mentioned in para 1 is restored by the competent authority.

22. As soon as any one of the means of communications has been restored, the Station Master must send a message to the Station Master at the other end of the section on the prescribed form T/I 602.
23. Thereafter intimation about this shall be given to SCOR also on controlled sections, if communication with SCOR has also got restored and normal working resumed. If, however, communication with SCOR has not got restored along with restoration of communication between two stations, the SCOR shall be advised of the position immediately on restoration of communication with him.
24. On the section where total interruption of communications occurs, the Traffic Inspector of the section must scrutinise the train passing records of the station and submit his report to the DRM within 7 days of the resumption of communications.

S.R.6.02.5. On a double line section, if for any reason other than introduction of temporary single line working, it becomes necessary to run a train against the established direction of traffic, the line concerned shall be blocked as per GR 1.02 (8), indicating the station to which the train is to proceed, after obtaining the acknowledgement from the Station Master of the station at the other end, the Station Master intending to despatch the train, shall issue a block ticket (T/J 602) indicating the following :-

1. Speed at which the train is to run,
2. The precautions to be observed,
3. To ascertain the condition of the train/obstruction over the adjacent line,
4. To look out for possible obstruction and take action accordingly and
5. Report (in writing) at the next station.

The Station Master at the other end of the block section, after acknowledging the message vide GR.1.02 (8) shall not permit any obstruction outside the outermost points on the line at the end of the station nearest to the expected train.

The Loco Pilot after reaching the next block station will also certify (in writing) whether the line over which the train has passed on 'block ticket' is safe for introduction of single line working. The Station Master, on receipt of such certificate from the Loco Pilot, shall take steps to introduce TSL working, under the procedure detailed in SR. 6.02.1. Movement of train shall be restricted to one train only and the train shall not, in any case, be a passenger carrying train.

SR.6.02.6. Despatch of relief engine / relief train into an occupied /obstructed block section to assist the crippled or disabled engine / train.

1. When a block section between two block stations is occupied/obstructed due to accident/ disabled train, if it is required to despatch a relief engine / relief train into such block section, it can be despatched by issuing "Authority for Relief engine / train to enter into an occupied block section" (T/A.602), which contains the following:-
 - (i) 'Authority to proceed without line clear' – authorizes to proceed cautiously without Line Clear upto the point of obstruction at KM on up/down line and clear back to the station from which it is started or to the station at the other end of the affected block section.
 - (ii) 'Authority to pass signals in 'on' position' – authorises to pass the signal/signals in 'on' position with speed not exceeding 15 KMPH observing hand signals at the foot of the signal post/s, if it protects the points.

- (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:-