

## **SOUTH CENTRAL RAILWAY**

Safety.387/Fly Leaf/01/2013

**Fly Leaf No. 01/2013**

### **Attention...**

#### **RULES & INSTRUCTIONS TO BE FOLLOWED SUBSEQUENT TO “TRAIN PARTING”**

“Train Parting” is an accident falling under the category of ‘Equipment Failure’ and classification ‘J’ of Accident Manual. Prominent reasons for train parting are equipment failure or enginemanship. Following are the consolidated summary of rules and regulations required to be followed by various designated staff based on the guidelines issued under GR&SR 6.08, 2.11, Appendix II of G&SR, BWM and Accident Manual.

##### **ROLE OF SM (GR&SR 6.08, BWM):**

- 1. When the SM notices a train running through the station is incomplete, he shall not exhibit stop hand signal; instead he should show Green flag /white light during day / night vertically as high and as low as possible (train parting/divided signal) to the GLP.**
- 2. He may also shout on walkie-talkie and try to attract the attention of the train crew.**
- 3. He shall give 000000 – 000 bell code to SM in rear (train divided signal) and 000000 – 00 bell code to SM in advance (train passed without tail board /lamp).**
- 4. The SM shall not grant / obtain line clear for a train. In case of Podanur push-button tokenless block instrument on single line sections, he shall remove the ‘shunt key’ and prevent the SM in rear from taking line clear without his knowledge.**
- 5. On double line / twin single line / multiple line sections, the SM shall ensure no train is entering on the adjacent unobstructed line.**
- 6. If it is confirmed that there was a train parting and the parted vehicles have not reached either to his station or to the station in rear, the SM shall arrange to send a relief engine with T/A 602 authority after a lapse of 30 minutes more than the running time of the slowest Goods train which has to be calculated from the time of the receipt of the bell code 000000 – 000.**
- 7. If the parted vehicle/s are closely following the front portion, the SM shall place 3 detonators on the line to attract the Guard’s attention who may apply handbrakes in the BV and stop the second portion/s and also if possible, set the points to vacant line / siding.**
- 8. The SM shall inform the occurrence to the SCOR, make red ink entry in the TSR and entry in the Station Diary.**

##### **ROLE OF LP (GR&SR 6.08):**

- 1. The design of the braking system will ensure stoppage of both the portions.**
- 2. However, as soon as the LP comes to know about train parting on run, if possible the LP should keep the front portion in motion till the rear portion comes to a halt to avoid**

possible collision. This does not mean that he can pass Gate Signal / IBS / Station Signal at 'on'; **in other words he has to obey the aspect of the signal.**

3. The LP shall alert the Guard and station staff by sounding the engine whistle code of one long, one short, one long, one short. If there is a banker engine, the LP of that banker engine shall apply the brake and stop the rear portion.
4. If both portions of the parted train has come to a halt and is possible to couple, the same shall be coupled up.
5. If not possible to couple the formation/s, the train can be worked as per 'divided train working' rules. **However, divided train working is not permitted for passenger carrying trains.**
6. If the train is running without Guard, the duties devolve on Guard is applicable to the LP.

**ROLE OF GUARD (GR&SR 6.08):**

1. On hearing the engine whistle code of one long, one short, one long, one short, he shall apply hand brake of the BV and ensure stopping of the second portion.
2. He shall exhibit the green flag / white light by day / night vertically as high and as low as possible to indicate train parting.
3. Once the rear portion is stopped, he shall protect both in front and rear as per GR 6.03.
4. After stopping of both the portions and is possible to couple up, the Guard shall jointly check along with the LP, the formation as per the VG including tonnage before restarting.

**ROLE OF GATEMEN (Appendix II of G&SR):**

1. On noticing a train parting, the Gateman shall never exhibit 'danger' signal.
2. Instead, he should show green flag / white light during day / night vertically as high and as low as possible to the train crew.
3. He should shout, whistle and attract the attention of the LP and Guard.
4. If there is sufficient time between two portions, he shall place 3 detonators to attract the Guard in the second portion.
5. Inform the SM on telephone about the unusual noticed.

**ROLE OF ANY OTHER RAILWAY SERVANT (GR&SR 2.11):**

1. On noticing a train parting, shall never exhibit 'danger' signal.
2. They should try to attract the attention of the crew by shouting and at the same time put both their hands together above their head and separate them smartly as an indication of train parting.

**CHIEF SAFETY OFFICER  
SAFETY ORGANISATION**