INDIAN RAILWAYS

(Open Lines)

GENERAL RULES
1976

TOGETHER WITH THE SUBSIDIARY RULES OF EAST COAST RAILWAY

(Revised - 2012)

(For Official use only)

FOR THE GUIDANCE OF RAILWAY SERVANTS

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

(Railway Board)
No. 69-RR/4 dt l l th Feb 1976
New Delhi

RESOLUTION

General (Amendment) Rules for Indian Railways (Open Lines) 1976 administered by the Government, and for the time being used for the public carriage of passengers, animals or goods.

1. The considerable advance made in recent years in methods of signalling and interlocking, modes of traction and introduction of new types of equipment necessitated a revision of the General Rules, which had been revised last in 1929, for working Open Lines of Railways in India. The revision of these rules was also advocated by the Railway Accidents Committee, 1962, and the Railway Accidents Inquiry Committee, 1968, who desired that the revision of the Rules should be consistent not only with the conditions obtaining at present but likely to obtain in the foreseeable future and emphasised the need for keeping the basic complexion of rules intact while at the same time providing for technological changes in recent years.

2. For this purpose, a committee composed of officers selected from the Traffic and Signal Departments was appointed by the Railway Board in 1968. The committee submitted a set of draft rules for consideration by the Board in February, 1970. The Commission of Railway Safety, whose comments were also invited, did not favour the adoption of these draft rules, which had proposed the abolition of certain existing fundamental concepts such as classification of stations, minimum equipment of signals for each class of station, etc. In the Annual Report for 1971-72, the Commission stated that a wholesale revision and re-arrangement of the rules which formed the basis of train working and safety of operations for over 100 years and which were

ingrained in the minds of thousands of railway staff, would not be desirable. Accordingly, the Commission conveyed to the Railway Board its inability to agree to the adoption of the new General Rules as drafted.

3. In consideration of the strong views expressed by the Commission of Railway Safety and the positive recommendations of the Railway Accidents Committee, 1962, and the Railway Accidents Inquiry Committee, 1968, Member Traffic, Railway Board decided in September, 1972, that the revision of the existing General Rules should be so undertaken as to be in consonance with these views and to cover such aspects only of the existing rules as require modification in the light of the technological changes or where certain existing rules have outlived their use. A fresh revision of the General Rules was accordingly taken up by the Safety Directorate in consultation with other Directorates of the Railway Board.

4. A provisional issue of the revised General Rules was circulated to the Railway Administrations; the Research, Designs and Standards Organisation; the Commission of Railway Safety; Railway Staff College, Vadodara; Indian Railways Institute of Signal Engineering and Telecommunications, Secunderabad; Indian Railways Institute of Advanced Track Technology, Pune; Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur, etc, for criticism and suggestions under Government of India, Ministry of Railways (Railway Board) letter No. 68- RR/ 2/Vol. V, dated 25-7-1974.

5. The exhaustive views and comments received from the Railway Administrations, the Commission of Railway Safety, other Railway Institutions and the Ministry of Law, having been considered by Member Traffic, Railway Board, in consultation with the concerned Directorates, a complete revised set of General Rules for Railways administered by the Government have now been framed, sanctioned and issued by the Central Government with Notification No. 69- RR/4 of this day's date to be brought

into use on such date as the Central Government may, by notification in the Official Gazette, appoint.

6. The Central Government desire that the said rules may be brought to the notice of the Administrations of the several railways not administered by the Government and that the Heads of Railway Administrations of such railways may be invited to submit a formal application for the adoption of the rules, with such a formal application for the adoption of the rules, with such modifications (if any) as may be considered necessary in each case.

Order.- Ordered that this Resolution, with its enclosures, be published under a Notification in the Official Gazette as required by section 60 of the Indian Railway Act, 1989 (24 of 1989), and that a copy thereof be kept open for inspection at railway stations as directed by sub-section (2) of the same section, also that a copy of this Resolution and of its enclosures be communicated to the Governments, Administrations and Officers for information.

B. M. KAUL

Ex. Member Traffic, Railway Board and
Ex-Officio Secretary to the Government of India
Date : 11.02.1976

PREFACE

1. The General Rules (1976) for Open Lines of Railways are amended by Railway board through Gazette notification from time to time. These general rules along with Subsidiary Rules of East Coast Railway are herewith published for the guidance of staff. This book supersedes the General (Amendment) rules and Subsidiary Rules Book (Edition 2010) dated 08.04.2010.

2. (a) General (Amendment) Rules are printed in bold type while Subsidiary Rules are in smaller type and are further distinguished by the prefix S.R.

(b) The Subsidiary Rules appear under the General Rules which they explain or amplify.

(c) The Subsidiary Rules shall be read in conjunction with the General Rules and are equally binding on the staff.

3. **Legal obligationof railwayservants:-**Under section101 (b) of the Indian Railways Act (24 of 1989) all Railway servants on the Railway are bound by the General Rules as well as the Subsidiary Rules, Manuals and Special Instructions. They must make themselves fully acquainted with all these rules and instructions and any revisions made from time to time. The addendum and corrigendum Nos. 1 to 5 of 2010 edition of ECo Railway have been incorporated in this book. A record of all Addenda & Corrigenda issued subsequent to the publication of this book shall be kept on the record pages at the end of the book.

4. **Care of Rules Book** :-This book of rules is to be studied carefully and kept ready for use. Any alterations or addition that may be notified from time to time are to be neatly entered. The book is the property of the Administration and shall be given up by the holder on leaving service by him/her.

5. **Orders not understood** :-Should any order not fully understood by any railway servant, he/she should obtain guidance from his/her immediate superior.

6. **Alteration of orders**:-No order contained in this book shall be varied, superseded or suspended, except under the

express authority of the Chief Operations Manager or such other authority as is duly nominated and notified by the General Manager from time to time.

7. **Application of Rules**:-Wherever the expression East Coast Railway is used in any Subsidiary Rule, it shall be understood to apply to all lines worked by the Administration of the East Coast Railway.

8. **Supplementary Rule Books** :-Separate books containing detailed instructions for working trains by Electrical Instruments entitled "Block Working Manual" is issued to all Staff responsible for receiving, despatching or passing trains. A separate book containing detailed instructions on matters pertaining to Accidents entitled "Accident Manual" is issued to all concerned staff. Standing orders, general instructions etc. have been embodied in a separate book entitled "Operating Manual". These manuals should be studied carefully by the staff.

9. Manuals like Permanent Way & Works Manual, Signal Engineering Manual etc. published by other departments should also be studied by the concerned staff and followed. They are bound as much by them as by General and Subsidiary Rules and other special instructions.

10. In case of any conflict in the rules and regulations stipulated in this G&SR and last edition of date 08.04.2010, the rules and regulations as stipulated in this edition shall be followed.

Chandrasekharpur,
Bhubaneswar

G.D. BRAHMA
Chief Operations Manager
(Authorised Officer)

Dated :19.11.2012

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CHAPTER I

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(1) These rules may be called the Indian Railways (Open lines) General (Amendment) Rules, 2011.

(2) They shall come into force on the date of their publication in the Official Gazette.

SR 1.01(1).01.- The General Rules apply to all Indian Railways. The Subsidiary Rules are prefixed SR and apply only to East Coast Railway.

SR 1.01(1).02.- General Rules are liable to be revised by the Government of India and the Subsidiary Rules by the Authorised Officer of this Railway appointed by the General Manager and shall be duly notified.

1.02. Definitions.- In these rules, unless the context otherwise requires,-

(1) **"Act"** means the Indian Railways Act, 1989 (24 of 1989);

(2) **"adequate distance"** means the distance sufficient to ensure safety;

(3) **"approach lighting"** means an arrangement in which the lighting of signals is controlled automatically by the approach of a train ;

(4) **"approved special instructions"** means special instructions approved of or prescribed by the Commissioner of Railway Safety;

(5) **"authorised officer"** means the person who is duly empowered by general or special order of the Railway Administration, either by name or by virtue of his office, to issue instructions or to do any other thing ;

SR 1.02(5).01. -(a) The nomination of Authorised Officer under this Rule is notified from time to time in the Official Gazette or/ and circular of this Railway;

(b) Power to issue working instructions is also delegated to the Divisional Railway Managers within their own Divisions and to their Senior Divisional, Divisional and Assistant Operating Officers personally acting on behalf of the Divisional Railway Managers. No other official has authority to issue Working Instructions except when necessary in an emergency and then only on behalf of the Divisional Railway Manager.

(6) **"authority to proceed"** means the authority given to the Loco Pilot of a train, under the system of working, to enter the block section with his train ;

(7) **"axle counter"** means an electrical device which, when provided at two given points on the track, proves by counting axles in and counting axles out, whether the section of the track between the said two points is clear or occupied;

(8) **"block back"** means to despatch a message from a block station intimating to the block station immediately in rear on a double line, or to the next block station on either side on a single line, that the block section is obstructed or is to be obstructed ;

(9) **"block forward"** means to despatch a message from a block station on a double line intimating to the block station immediately in advance the fact that the block section in advance is obstructed or is to be obstructed;

(10) **"block section"** means that portion of the running line between two block stations on to which no running train may enter until Line Clear has been received from the block station at the other end of the block section;

SR 1.02 (10).01. Demarcation of block-section.-

Class of station	Points at the station in rear from which 'Block section' commences	Points at the Station in advance at which "Block Section" ends.
'A' Class at both Double & Single line sections.	At the last stop signal	At the Starter signal
'B' Class Double line in Two-Aspect Signalling Territory.	At the Last Stop signal	At the Home signal
'B' Class Double line in Multiple Aspect or Modified Lower quadrant Signalling Territory	At the Last Stop signal	At the Outermost facing points or at the Block Section Limit Board where there are no facing points or the outer most points are trailing.
'B' Class Single line provided in Two Aspect Signalling Territory.	(i) At the Advanced Starter, if one is provided	(i) At the Advanced Starter for opposite direction, if one is provided
	Or	Or
	(ii) At the Shunting Limit Board, if there is no Advanced Starter ;	(ii) At the Shunting Limit Board for the opposite direction, if there is no Advanced Starter:

Class of station	Points at the station in rear from which 'Block section' commences	Points at the Station in advance at which "Block Section" ends.
	Or (iii) At the Home signal for the opposite direction, if there is no Advanced Starter or Shunting Limit Board :	Or (iii) At the Home signal, if there is no Advanced Starter or Shunting Limit Board for opposite direction:
	Or (iv) At the outermost facing points, if there is no Advanced Starter, Shunting Limit Board or Home signal.	Or (iv) At the outermost facing points, if there is no Advanced Starter or Shunting Limit Board for opposite direction or Home signal.
'B' Class-Single line provided in Multiple aspect or Modified Lower quadrant Signalling Territory.	(i) At the Advanced Starter, if one is provided:	(i) At the Advanced Starter for the opposite direction, if one is provided;
	Or (ii) At the Shunting Limit Board, if there is no Advacned Starter:	Or (ii) At the Shunting Limit Board for the opposite direction, if there is no Advanced Starter :
	Or (iii) At the outermost facing points, if there is no Advanced Starter or	Or (iii) At the outermost most facing points, if there is no Advanced

Class of station	Points at the station in rear from which 'Block section' commences	Points at the Station in advance at which "Block Section" ends.
	Shunting Limit Board.	Starter or Shunting Limit Board for opposite direction.
At 'C' Class provided in Two Aspect or Multiple Aspect or Modified Lower quadrant signalling Territory both on Double line and Single line sections.	At the Home signal	At an adequate distance beyond the Home signal (the adequate distance shall not be less than 400 metres).

(11) **"Centralised Traffic Control"** means a system by which the working of trains over a route, to which the system applies, is governed by fixed signals remotely controlled from a designated place ;

(12) **"Centralised Traffic Control Operator"** means the person on duty who may for the time being be responsible for the working of trains on the Centralised Traffic Control ;

(13) **"Commissioner of Railway Safety"** means an Inspector appointed to exercise any functions under the Act, and includes an Additional Commissioner of Railway Safety ;

(14) **"Competent railway servant"** means a railway servant duly qualified to undertake and perform the duties entrusted to him ;

(15) **"Connections"** when used with reference to a running line, means the points and crossings or other appliances

used to connect such line with other lines or to cross it ;

(16) **"Controller"** means a railway servant on duty who may for the time being be responsible for regulating the working of traffic on a section of a railway provided with the system of speech communication ;

(17) **"day"** means from sunrise to sunset ;

(18) **"direction of traffic"** means-

(a) on a double line the direction for which the line is signalled ;

(b) on a single line, the direction for the time being established under the system of working, to allow trains to move in that direction ;

(19) **"Loco Pilot"** means the engine Loco Pilot or any other competent railway servant for the time being in charge of driving a train ;

(20) **"electrical communication instrument"** means either a telephone or a Morse telegraph instrument ;

(21) **"facing and trailing points":** points are facing or trailing in accordance with the direction a train or vehicle moves over them. Points are said to be facing points when by their operation a train approaching them can be directly diverted from the line upon which it is running;

(22) **"fixed signal"** means a signal of fixed location indicating a condition affecting the movement of a train and includes a semaphore arm or disc or fixed light for use by day and fixed light for use by night;

(23) **"fouling mark"** means the mark at which the infringement of fixed Standard Dimensions occurs, where two lines cross or join one another;

SR 1.02(23).01.- Train or vehicle placed on either of the two lines must stand inside this "fouling mark" in order to avoid the risk of collision with a train or vehicle moving on the other line.

(24) **"Gangman"** means a railway servant employed on permanent way or work connected therewith;

(25) **"Gangmate"** means the person in charge of a gang of workmen employed on permanent way or work connected therewith;

(26) **"Gateman"** means a competent railway servant posted at a level crossing for working the gates;

(27) **"Goods train"** means a train (other than a material train) intended solely or mainly for the carriage of animals or goods;

(28) **"Guard"** means the railway servant in charge of a train and includes a Assistant Guard or any other railway servant who may for the time being be performing the duties of a Guard;

(29) **"Inspector of Way or Works"** means any Inspector or Assistant Inspector responsible for the construction or maintenance of permanent way, points and signals, bridges or other works connected therewith;

(30) **"Interlocking"** means an arrangement of signals, points and other appliances, operated from a panel or lever frame, so interconnected by mechanical locking or electrical locking or both that their operation must take place in proper sequence to ensure safety;

(31) **"Intermediate Block Post"** means a class "C" station on a double line, remotely controlled from the block station in rear;

(32) **"Intermediate Block Signalling"** means an arrangement of signaling on double line in which a long block section is split into two portions each constituting a separate block section by providing an Intermediate Block Post;

(33) **"Isolation"** means an arrangement, secured by the setting of points or other approved means, to protect the line so isolated from the danger of obstruction from other connected line or lines;

(34) **"Last Stop signal"** means the fixed Stop signal of a station controlling the entry of trains into the next block section;

(35) **"Level crossing"** means the intersection of road with railway track at the same level;

(36) **"Level crossing gate"** means any form of movable barrier, including a chain, capable of being closed across the road at the level crossing, but does not include a wicket or a turnstile for the use of pedestrians;

(37) **"Line Clear"** means the permission given from a block station to a block station in rear for a train to leave the latter and approach the former; or the permission obtained by a block station from a block station in advance for a train to leave the former and proceed towards the latter;

(38) **"Main line"** means the line ordinarily used for running trains through and between stations;

(39) **"Material train"** means a departmental train intended solely or mainly for carriage of railway material when picked up or put down or for execution of works, either between stations or within station limits;

(40) **"Mixed train"** means a train intended for the carriage of passengers and goods, or of passengers, animals and goods;

(41) **"Multiple-aspect signalling"** means a signalling arrangement in which signals display at any one time any one of the three or more aspects and in which the aspect of the every signal is pre-warned by the aspect of the previous signal or signals;

(42) **"Night"** means from sunset to sunrise;

(43) **"Obstruction"** and its cognate expressions includes a train, vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains;

(44) **"Overhead equipment"** means the electrical conductors over the tracks together with their associated fittings, insulators and other attachments, by means of which they are suspended and registered in position for the purpose of electric traction;

(45) **"Passenger train"** means a train intended solely or mainly for the carriage of passengers and other coaching traffic, and includes a troop train ;

(46) **"Point and trap indicators"** are not signals, but are appliances fitted to and working with points to indicate by day or by night the position in which the points are set;

(47) **"Running line"** means the line governed by one or more signals and includes connections, if any used by train when entering or leaving a station or when passing through a station or between stations;

(48) **"Running train"** means a train which has started under an authority to proceed and has not completed its journey;

(49) **"Shunting"** means the movement of a vehicle or vehicles with or without an engine or of any engine or any other self-propelled vehicle, for the purpose of attaching, detaching or transfer or for any other purpose;

(50) **"Special instructions"** means instructions issued from time to time by the authorized officer in respect to particular cases or special circumstances;

(51) **"Station"** means any place on a line of railway at which traffic is dealt with, or at which an authority to proceed is given under the system of working;

(52) **"Station limits"** means the portion of a railway which is under the control of a Station Master and is situated

between the outermost signals of the station or as may be specified by special instructions;

SR 1.02(52).01.- The demarcation of station limits at the stations shall be as follows :-

Section - Signalling arrangement

On Single line - The portion of the railway which lies between the –

(a) (i) Outers in Two-Aspect Lower quadrant signaling territory ; and

(ii) Distant signals in Multiple-Aspect/Modified Lower quadrant signalling territory.

(b) between the Up and Down first Stop signals in Automatic signalling territory.

On Double line -The portion of the railway which lies between the –

(a) Outermost signals on each direction (i.e. up or Down) separately, except on the section where there is more than one Distant Signal, this will be reckoned between the Inner Distant and the last Stop signal on each direction; and

(b) On Automatic signalling section the station limits shall be the portion of the railway which lies between the first Automatic signal in rear of the Home and the Advanced Starter or upto the Outermost points at the trailing end where no Advanced Starter is provided ;

(c) At station where the Automatic signal falls within the jurisdiction of the station in rear, the station limits shall be reckoned from the Home signal.

(53) **"Station Master"** means the person on duty who is for the time being responsible for the working of the traffic within station limits, and includes any person who is for the time being in independent charge of the working of any signals

and responsible for the working of trains under the system of working in force ;

(54) **"Station section"** means that section of station limits –

(1) at a class 'B' station provided with two aspect signals, which is included-

(a) on a double line, between the Home signal and the last Stop signal of the station in either direction ; or

(b) on a single line-

(i) between the Shunting Limit Boards or Advanced Starters (if any), or

(ii) between the Home signals if there are no Shunting Limit Boards or Advanced Starters, or

(iii) between the outermost facing points, if there are no Home signals or Shunting Limit Boards or Advanced Starters;

(2) at a class 'B' station provided with manually operated multiple-aspect or modified lower quadrant signals, which is included-

(a) on a double line-

(i) between the outermost facing points and the last stop signal of the station in either direction, or

(ii) between the Block Section Limit Board, where provided, and the last stop signal of the station in either direction; or

(b) on a single line-

(i) between the Shunting Limit Boards or Advanced Starters (if any), or

(ii) between the outermost facing points, if there are no Shunting Limit Boards or Advanced Starters ;

(55) **"Subsidiary Rule"** means a special instruction which is subservient to the General Rule to which it relates and shall not be at variance with any General Rule;

SR 1.02(55).01.-Subsidiary Rules binding on staff :- The Subsidiary Rules in this book shall be read in conjunction with the General Rules and are equally binding on the staff. Also, working rules and instructions issued in the form of Manuals or otherwise shall be read in conjunction with General and Subsidiary Rules and be binding on the staff.

(56) **"System of working"** means the system adopted for the time being for the working of trains of any portion of a railway;

(57) **"Track circuit"** means an electrical circuit provided to detect the presence of a vehicle on a portion of track, the rails of the track forming part of the circuit ;

(58) **"Train"** means an engine with or without vehicles attached, or any self-propelled vehicle with or without a trailer, which cannot be readily lifted off the track;

(59) **"Train Examiner"** means a railway servant duly qualified to examine trains and certify their fitness for safe running and includes any other railway servant who may for the time being performing the duties of a Train Examiner;

(60) **"Two-aspect signalling"** means a signalling arrangement in which each signal displays at any one time either of the two aspects.

1.03. Classification of stations.-

(1) Stations shall, for the purpose of these rules, be divided into two categories-block stations and non-block stations.

(2) Block stations are those at which the Loco Pilot must obtain an authority to proceed under the system of working to enter the block section with his train; and under the Absolute Block System consists of three classes-

Class 'A' stations- where Line Clear may not be given for a train unless the line on which it is intended to receive the train is clear for at least 400 metres beyond the Home signal, or upto the Starter;

Class 'B' stations- where Line Clear may be given for a train before the line has been cleared for the reception of the train within the station section; and

Class 'C' stations- block huts, where line clear may not be given for a train, unless the whole of the last preceding train has passed complete at least 400 metres beyond the Home signal, and is continuing its journey. This will also include an Intermediate Block Post.

(3) **Non-block stations or Class 'D' stations** are stopping places which are situated between two consecutive block stations, and do not form the boundary of any block section.

SR 1.03.01. - (a) Special Class station- Any station which cannot be worked under A,B,C or D class conditions is termed as "Special" class.

(b) The classification of each station on East Coast Railway shall be shown in the working Time Table.

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CHAPTER II

RULES APPLYING TO RAILWAY SERVANTS GENERALLY

2.01. Supply of copies of rules.- The Railway Administration shall supply-

(a) a copy of these Rules –

(i) to each station,

(ii) to each locomotive running shed, and

(iii) to such other offices as it may prescribe,

(b) to each railway servant on whom any definite responsibility is placed by the said rules, a copy of the rules, or of such portions thereof as relate to his duties, and

(c) to any railway servant a copy of these rules or translation of the said rules or of such portions thereof as relate to his duties, as may be prescribed by special instructions.

SR 2.01.01.- For supply of rule books the staff shall apply to their divisional head of the concerned branch through the supervising staff who shall make arrangement for the supply.

2.02. Upkeep of the copy of rules.- Every railway servant who has been supplied with a copy of these rules, as prescribed under rule 2.01 shall-

(a) keep it posted with all corrections,

(b) produce the same on demand by any of his superiors,

(c) obtain a new copy from his superior in case his copy is lost or defaced, and

(d) ensure that the staff working under him are supplied with all corrections and that they also comply with the provisions of this rule.

SR 2.02.01.- All correction slips to rule books or manuals shall be numbered serially and notified in the Railway Gazette. Staff to whom the rule books or manuals have been supplied shall make it a point to peruse this amendment notified in the Gazette and correction slips. Whenever copies of Gazette or correction slips of any serial number are not received by them, they shall obtain, the same from their supervisors. The supervisors may ask for the correction slips from the Divisional Railway Manager.

2.03. Knowledge of rules.- Every railway servant shall-

(a) be conversant with the rules relating to his duties whether supplied or not with a copy or translation of the rules relating to his duties and the Railway Administration shall ensure that he does so.

(b) pass the prescribed examinations, if any,

(c) satisfy himself that the staff working under him have complied with clauses (a) and (b), and

(d) if necessary, explain to the staff working under him, the rules so far as these apply to them.

2.04. Assistance in observance of rules.-Every railway servant shall render assistance in carrying out these rules and report promptly and breach thereof, which may come to his notice, to his superior officer and other authority concerned.

2.05. Prevention of trespass, damage or loss.-

(1) Every railway servant is responsible for the security and protection of the property of the Railway Administration under his charge.

(2) Every railway servant shall endeavour to prevent -

(a) trespass on railway premises,

(b) theft, damage or loss of railway property,

(c) injury to himself and others, and

(d) fire in railway premises.

2.06. Obedience to rules and orders.- Every railway servant shall promptly observe and obey-

a) All rules and special instructions, and

b) All lawful orders given by his superiors.

2.07. Attendance for duty.- Every railway servant shall be in attendance for duty at such time and places and for such periods as may be fixed in this behalf by the Railway Administration and shall also attend at any other time and place at which his services may be required.

2.08. Absence from duty.-

(1) No railway servant shall, without the permission of his superior, absent himself from duty or alter his appointed hours of attendance or exchange duty with any other railway servant or leave his charge of duty unless properly relieved.

(2) If any railway servant while on duty desires to absent himself from duty on the ground of illness, he shall immediately report the matter to his superior and shall not leave his duty until a competent railway servant has been placed in charge thereof.

2.09. Taking alcoholic drink, sedative, narcotic, stimulant drug or preparation.-

(1) While on duty, no railway servant shall, whether he is directly connected with the working of trains or not, be in a state of intoxication or in a state in which, by reason of his having taken or used any alcoholic drink, sedative, narcotic or stimulant drug or preparation, his capacity to perform his duties is impaired.

(2) No railway servant, directly connected with the working of trains, shall take or use any alcoholic drink, sedative, narcotic or stimulant drug or preparation within eight hours

before the commencement of his duty or take or use any such drink, drug or preparation when on duty.

SR 2.09.01.- When any railway servant is found intoxicated or suspected to be in a state of intoxication, the evidence of two independent witnesses and, if possible, a medical report regarding his condition, shall be obtained.

2.10. Conduct of railway servants.- A railway servant shall-

(a) wear the badge and uniform, if prescribed, and be neat and tidy in his appearance while on duty.

(b) be prompt, civil and courteous,

(c) not solicit or accept illegal gratification,

(d) give all reasonable assistance and be careful to give correct information to the public, and

(e) when asked, give his name and designation without hesitation.

SR 2.10.01.- Railway servants when on duty and in contact with public or in uniform shall not indulge in smoking on platform.

2.11.Duty for securing safety.-

(1) Every railway servant shall-

(a) see that every exertion is made for ensuring the safety of the public.

(b) promptly report to his superior any occurrence affecting the safe or proper working of the railway which may come to his notice, and

(c) render on demand all possible assistance in the case of an accident or obstruction.

(2) Every railway servant who observes-

(a) that any signal is defective,

(b) any obstruction, failure or threatened failure of any part of the way or works,

(c) anything wrong with a train, or

(d) any unusual circumstances likely to interfere with the safe running of trains, or the safety of the public, shall take immediate steps, such as the circumstances of the case may demand, to prevent accident; and where necessary, advise the nearest Station Master by the quickest possible means ;

Provided that in the case of a train having parted, he shall not show a stop hand signal but shall endeavour to attract the attention of the Loco Pilot or Guard by shouting, gesticulating or other means.

SR 2.11.01.- (a) in all cases of bad riding attributable to any defect in the permanent way, the Loco Pilots and other staff concerned shall act in the manner indicated in 6.07.01, 6.07.02, 6.07.03 & as below :-

(b) **Duties of Loco Pilot.**

(i) The Loco Pilot shall note as accurately as possible the kilometreage at which bad riding has occurred.

(ii) He shall while approaching the first block station, whistle frequently and bring his train to a stop in such a manner that the engine is in the front of station building or the cabin where block instrument is located. Handover a written memo to the Station Master or the Cabin Master, as the case may be specifying the exact location as far as practicable and the nature of defect noticed. On a single line section, the driver shall not surrender the 'Authority to proceed' till such time he has issued the message to the station master/ cabinman.

(iii) He shall also make a report of the occurrence to the crew controller on arrival at crew lobby.

(c) **Duties of Guard.**

In the event of a Guard feeling a heavy lurch or jerk which he considers dangerous for the passage of trains, he shall bring the train to a stand at the next station or block cabin by destroying the vacuum and report the matter in writing to the Station Master or Cabin

Master, as the case may be. If it is not so severe as to seem dangerous, he shall report it in writing to the Station Master of the next stopping station.

(d) Duties of Station Master and Cabin Master.

(i) A Cabin Master receiving such instructions from the Loco Pilot or Guard, shall immediately convey the same to the Station Master and shall not close the line until he receives a confirmation from the Station Master that necessary precaution has been taken to ensure safety of subsequent trains.

(ii) On receiving such a report from the Cabin Master, Loco Pilot or guard, the Station Master shall immediately convey the particulars to the Section Controller and to the Station Master of the station in the rear. He shall then communicate the full particulars to the JE/SE (P way) concerned, if head-quarterd at the same station, or to the Station Master of the station where the concerned JE/SE (P way) is head quartered. In addition the full particulars of the report should also be sent to the following persons :-

(1) Assistant Engineer

(2) DOM/DEN

(iii) Station Master at either end of the section (in case of single line section) S.M. at the station received the memo before despatching/following any train in the affected section should ensure that it is accompanied by an Engineering official not below the rank of JE (II) who will pilot the train after obtaining clear information from the Station Master with a caution order indicating the location and nature of defect (if possible).

He should stop the train short of the affected location, inspect the track and issue/do not issue necessary certificate for the affected location with speed restriction as considered necessary by him for safe movement of trains. He shall give a written memo to the Station Master on reaching to the next station indicating the speed at which the subsequent trains can run till permanent repairs are done. Station Master shall accordingly issue caution orders to drivers of subsequent trains.

(e) Duties of Loco Pilots of subsequent trains.

Loco Pilot(s) of subsequent train(s) shall be guided by the

caution order issued to him by the Station Master in (iii) above.

(f) Duties of Permanent way staff.

JE/SE (P way) or the Engineering Official first available (not below the rank of JE (II)shall on getting the information from the Station Master, proceed in all haste by trolly or by first available means of communication to the site/station concerned to pilot the first train over the affected location. He shall get the train stopped short of the affected location, inspect the track and issue/do not issue necessary certificate for the affected location with speed restriction as considered necessary by him for safe movement of train. He shall give a written memo to the Station Master on reaching to the next station indicating the speed at which the subsequent trains can run, till permanent repairs are done.

Note:- The same line of action shall be followed in the case of sleepers on fire.

SR 2.11.02.- (a) In the case engine hunting, lurching or swaying due to any defect attributed to engine, the Loco Pilot shall note carefully the exact kilometreage and proceed cautiously to the next station and report the facts in writing to the Station Master as well as Power/Traction Controller on control phone on the controlled section. The Loco Pilot shall also state in this report whether assistance is required or he will be able to continue the journey cautiously upto the next shed.

(b) The Station Master shall transmit the message to the section controller for onward transmission to DME/DEE/(RS),SSE (Loco), LI stating the nature of defects as reported and assistance required.

(c) The Station Master shall consult the Section Controller and ,on receipt of his advice, allow the engine, either light or with the train, upto the next engine changing station.

(d) Duties of Loco Staff.-

The SSE (Loco)/Section Engineer (RS) in case of electric engine after examining the engine carefully and carrying out any adjustment necessary, will communicate by telephone full particulars about the engine and adjustment made to Divisional Mechanical Engineer or Divisional Electrical Engineer (RS) in case of electric

engine (or in the absence from Headquarters, Assistant Mechanical Engineer/ Assistant Electrical Engineer (RS) for electric engine).

If the control springs, bogies slide and axle boxes clearance are found in order a trial should be conducted with the engine by Loco Inspector in case of electric engine to locate the defect. The engine may then be put back to normal service with the permission of the Divisional Mechanical Engineer or his Assistant and Divisional Electrical Engineer (RS) or his Assistant. If on the other hand, the Loco Inspector still considers the engine is not running satisfactorily and cannot locate the cause, the Divisional Mechanical Engineer or his Assistant and Divisional Electrical Engineer (RS) or his Assistant shall personally arrange to try the engine out and there after have the defect rectified. A further trial shall then be carried out before the engine is put back to normal service.

SR 2.11.03.- In the event of wheel-slipping of an electric/ diesel locomotive taking place while on run between stations, prompt action to ensure safety of track shall be taken as indicated below :-

(a) **Duties of the Loco Pilot -**

The Loco Pilot shall-

(i) Note carefully the kilometreage and the extent of damage,

(ii) Immediately ask for any assistance necessary by contacting the Traction Loco Controller/Power Controller,

(iii) Inform the Station Master of the next block station in writing about the full particulars of the occurrence, and

(iv) In case the track, in his opinion, is not safe for passage of trains at the normal speed, take necessary action as per SR 6.07.01.

(b) **Duties of Station Master and Cabin Master.-**

(i) On receipt of a report from the Loco Pilot regarding wheel slipping, the Station Master shall wire at once all relevant particulars, viz, kilometreage, the nature and extent of damage, if available, and the approximate time of occurrence to the JE/SE(P way) concerned, the TLC/Power Controller, the AEN,DEN,DME / DEE(RS),DOM & DSO.

(ii) In cases coming under (a) (iv) above, the Station Master and Switchman shall, in addition, take necessary action as per SR 6.07.01.

(c) **Duties of the Permanent Way Staff.-**

(i) JE/SE (P way) or Engineering official first available shall at once inspect the track on receiving information of such occurrence and take such steps as necessary to ensure safety of trains. Removal of the affected rails if considered necessary, and modification or removal of the Caution Order as the case may be, shall be the responsibility of the JE/SE (P way) concerned

(ii) Rails with wheel burns having a depth of 6mm or more and having a length or diameter of 50 mm or more, should be treated as a potential source of danger to the traffic, making it unfit for main lines. Such rails should be changed at once and speed restrictions should be lifted only after changing such rails.

In case of minor wheel burns, the number of such burns which have been formed on the rail table shall be indicated, with the date, on the web of the rail itself with white paint. These should be kept under careful watch.

(iii) The SE/SSE (P way) in-charge of the section shall submit a report on the wheel burns in the prescribed manner to the Assistant Engineer concerned.

SR 2.11.04.- Precautions for working of trains during storm/ cyclone wind.

(a) when a weather warning message forecasting cyclone, heavy storm or strong wind has been received and/or there is a reasonable doubt that severe storm is going to break out endangering the safety of passengers,trains,etc., the station Master shall in consultation with the Guard and the Loco Pilot of the train, detain the train and also refuse to grant line clear to a train coming to his station until the storm abates and it is considered that the movement of train is safe.

(b) Should a train be caught on the run in a cyclone, storm or strong wind of an intensity which in the opinion of the Loco Pilot, is likely to endanger the safety of the train, he shall immediately control the speed of his train and bring it to stop at the first convenient place taking care as far as possible to avoid stoppage of the train at places like sharp curve, high embankments and bridges (including

approaches there of). In controlling the speed and bringing the train to a halt, the Loco Pilot shall take care to avoid jerk. He shall re-start the train, in consultation with the guard only after the cyclone, storm or strong wind abates and it is considered safe for the train to proceed.

(c) As an added precaution it is also imperative that the station staff as well train staff shall try to see that doors and windows of the coaches are kept open by the passengers to allow free passage of wind through the coaches.

SR 2.11.05.- Precautions in the event of anemometer indicating wind velocity higher than the danger level :-

(a) In case of vulnerable locations and specially selected bridges where anemometers are installed at one of the stations adjacent to the bridges, the Station Master shall take the following action, if the anemometer is indicating the critical limit of wind velocity of 39 knots (72 Kmph).

(i) The Station Master shall immediately inform the section controller and the Station Master on the other side of the section about the need to control the movement of trains.

(ii) The Station Master shall not start or allow the movement of trains from his station and also shall not grant line clear to the adjacent station.

(iii) He shall resume normal running of trains in consultation with the section controller and the Station Master of the adjacent station after the wind velocity comes down below the danger level.

(iv) In addition the Station Master shall observe the working instructions prescribed by the division for each location.

(b) The Station Master will keep a watch on the wind velocity indication every half an hour or at lesser interval as may be required during the critical period (specially from May to August) and record it in his station diary besides intimating it to the section controller.

(c) If the needle of the apparatus fails to operate as prescribed, the Station Master will be required to use his judgement, if there is any apprehension of a severe storm or gale, and take the precautions as mentioned above.

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CHAPTER III

SIGNALS

A. General Provisions

3.01. General use of Signals. – The Signals prescribed in these rules shall be used for controlling the movement of trains in all cases in which exceptions are not allowed by approved special instructions.

3.02. Kinds of signals.- The signals to be used for controlling the movement of trains shall be-

(a) fixed signals,

(b) hand signals,

(c) detonating signals and

(d) warning signals.

3.03. Use of night signals by day.- The signals prescribed in these rules for use by night shall also be used by day in tunnels and in thick, foggy or tempestuous weather impairing visibility.

3.04. Placing of signals and signal arms; painting of signal arms.-

(1) Fixed signals shall be clearly visible to the Loco Pilots of trains approaching them and shall be placed immediately to the left of or above the line to which they refer unless otherwise authorised by special instructions.

(2) In the case of semaphore signals, signal arms shall be placed on left hand side of the post as seen by the Loco Pilot of any approaching train to which they refer.

(3) (a) Except as provided for in clauses (b) and (c), signal arms shall be painted the same colour as the light exhibited in the 'on' position with a white bar on the side facing trains to which they refer and white with a black bar on the other side. Such bars shall be parallel with end of the arms.

(b) In the case of a yellow arm, a black bar shall take the place of the white bar on the side facing trains.

(c) Calling-on arms shall be painted white with a red bar on the side facing trains to which they refer, white with a black bar on the other side.

B. Description of Fixed Signals

3.05. Use of fixed signals.-

(1) Except under approved special instructions, all railways shall be equipped with fixed signals as prescribed in these rules.

(2) The aspects of a semaphore signal shall be displayed by the position of the arm by day and by a light or lights by night.

Note.- In the illustrations given in this chapter, which are not drawn to scale, the day aspect of the semaphore signals is shown by the position of the arm and the night aspect is shown by the light or lights to the right of the signal concerned.

(3) The aspects of a colour light and position light signal both by day and by night shall be the same and shall be displayed by fixed light or lights.

(4) The arm of a semaphore signal shall work in

(a) the lower quadrant in two-aspect signalling, and

(b) the upper quadrant in manually operated multiple aspect signalling.

(5) The 'off'position of a semaphore signal shall be displayed by day by the inclined position of the arm from 45^0 to 60^0 below the horizontal in case of two-aspect lower quadrant signals and 45^0 or 90^0 above the horizontal in case of multiple-aspect upper quadrant signals.

3.06. Description of Warner signals and their indications.-

(1) A semaphore Warner signals has a fish-tailed arm.

(2) A Warner signal is intended to warn a Loco Pilot -

(a) of the condition of the block section ahead, or

(b) that he is approaching a stop signal.

(3) A Warner signal may be placed either-

(a) on a post by itself with a fixed green light 1.5 to 2 metres above it by night, or

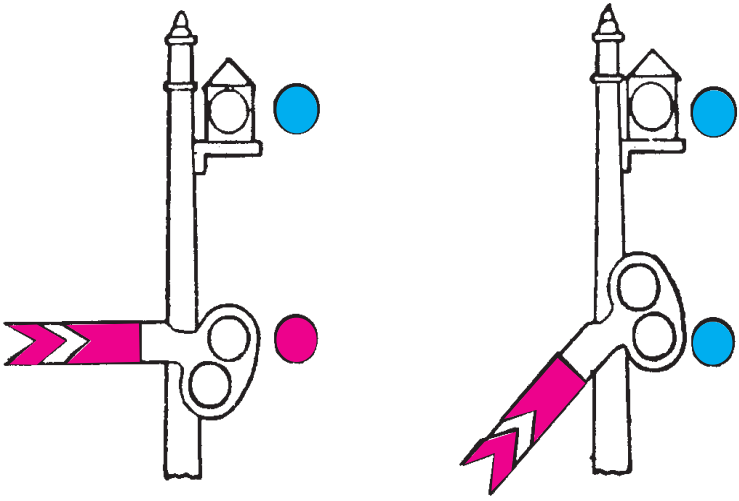
(b) on the same post below the first stop signal or the last stop signal.

(4) When placed in accordance with clause (b) of subrule (3), the variable light of the stop signal shall take the place of the fixed green light of the Warner signal be such that the Warner signal cannot be taken'off' while the stop signal above it is 'on'.

(5) The aspects and indications of a semaphore Warner signal are shown below:-

(a) **Semaphore Warner signal in Two-Aspect Signalling Territory- on a post by itself**

'On'position **'Off' Positioin**

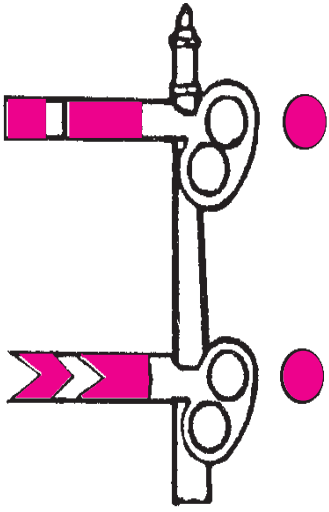


ASPECT:

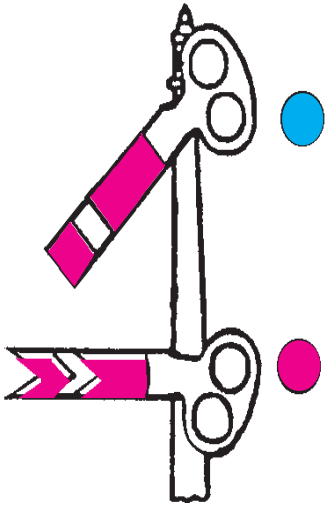
Proceed with caution	**Proceed**
Indication:	**Proceed**
Proceed with Caution and be Prepared to stop at the next Stop signal.	

(b) **Semaphore Warner signal in Two-Aspect Signalling Territory- below a stop signal**

'On position'



Off' Positioin



ASPECT :
Stop

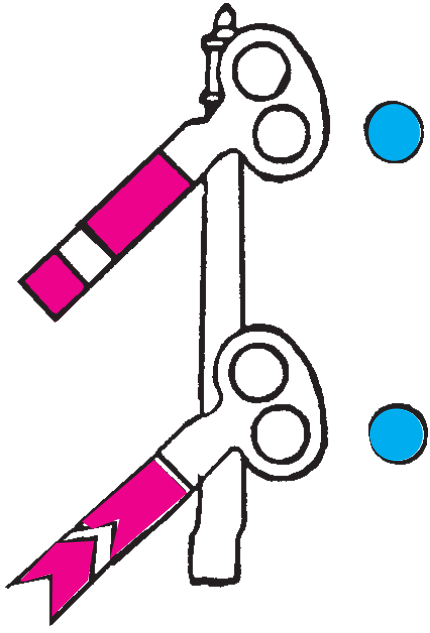
Indication:
Stop dead

Proceed with Caution

Proceed with Caution and be Prepared to stop at the next Stop signal

Semaphore Warner signal in
Two-Aspect signalling Territory- below a Stop Signal

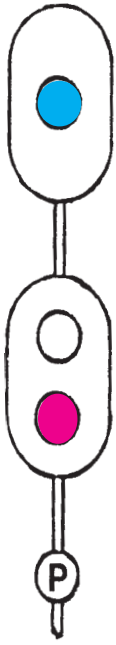
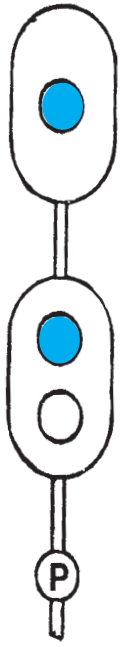
'Off position



ASPECT:	**Proceed**
Indication:	**Proceed**

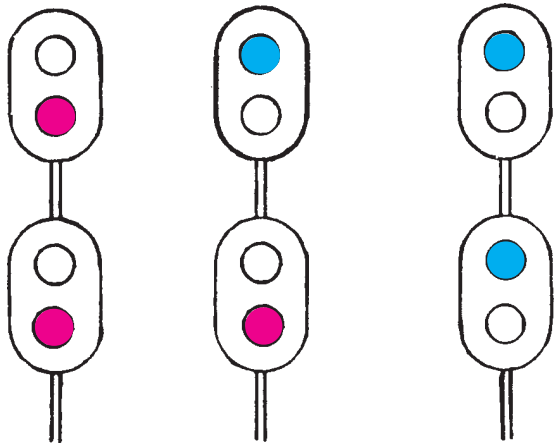
(6) The aspects and indications of a colour light Warner signal are shown below:-

(a) **Colour light Warner signal in Two-Aspect Signalling Territory-on a post by itself**

'On' position	'Off' Position
	
ASPECT: **Proceed with Caution**	**Proceed**
Indication : Proceed with caution and be prepared to stop at the next Stop signal	Proceed

(b) **Colour Light Warner signal in Two-Aspect Signalling Territory-below a Stop signal**

'On'Position **'Off' Position**



ASPECT:

Stop	**Proceed with caution**	**Proceed**
Indication:		
Stop dead	Proceed with caution and be prepared to stop at the next Stop signal	Proceed

(7) A Warner signal with a fixed green light above it by night, on a post by itself, shall be located at an adequate distance in rear of the stop signal, the aspect of which it prewarns:

Provided that when such a Warner signal applies to a gate stop signal, it shall not display the 'Proceed' aspect unless there is adequate distance between the gate stop signal and the first stop signal of the station ahead. The adequate distance in such a case shall never be less than 1200 meters.

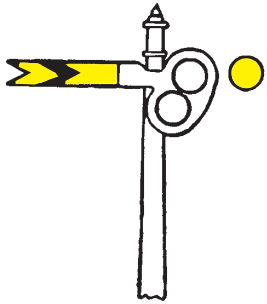
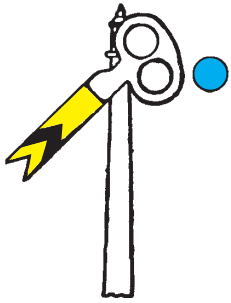
(8) Where special circumstances justify the use of an unworked Warner, it shall be secured in the 'on' position and not be coupled or duplicated for directing purposes.

3.07. Description of Distant signals and their indications.-

(1) A semaphore Distant signal has a fish-tailed arm.

(2) The aspects and indications of a semaphore Distant signal working in the lower quadrant are shown below.-

Semaphore Distant signal in Two-Aspect Signalling Territory

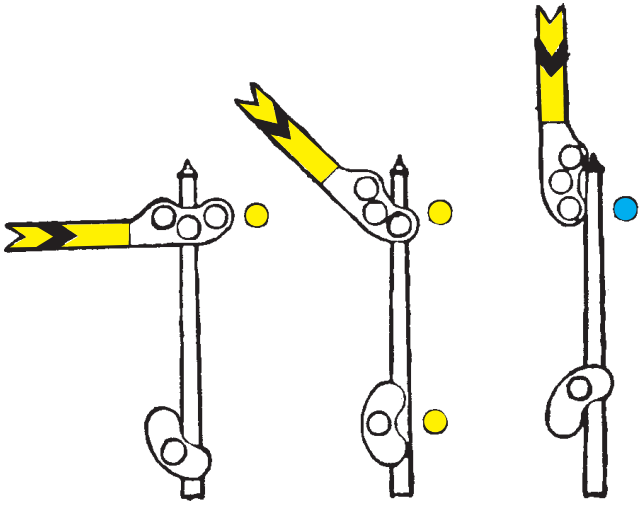
'On position	**'Off' position**
	
ASPECT:	
Caution	**Proceed**
Indication: Proceed and be prepared to stop at the next Stop signals	

Note.- This signal shall be provided only in Modified Lower Quadrant signalling.

(3) The aspects and indications of a semaphore Distant signal working in the upper quadrant are shown below:-

Semaphore Distant signal in Multiple-Aspect Signalling Territory

'On'position **'Off'position**



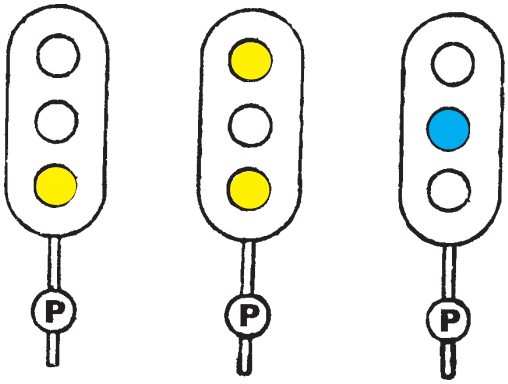
ASPECT:		
Caution	**Attention**	**Proceed**
Indication:		
Proceed and be prepared to stop at the next Stop signal	Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by special instructions	Proceed

Note.- The distance between the two yellow lights shall be 1.5 metres when this signal displays 'Attention' aspect at night.

(4) The aspects and indications of a colour light Distant signal are shown below:-

Colour light Distant signal in Multiple-Aspect Signalling Territory

‘On’ position ‘Off’position



ASPECT:		
Caution Indication:	**Attention**	**Proceed**
Proceed and be prepared to stop at the next Stop signal	Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by special instructions	Proceed

(5) A Distant signal shall be located at an adequate distance in rear of the stop signal, the aspect of which it pre-warns.

(6) Where necessary more than one Distant signal may be provided. In such a case, the outermost signal, to be located at an adequate distance from the first stop signal, shall be called the Distant signal and the other called the Inner Distant signal, with the distant signal capable of displaying ‘Attention’ or ‘Proceed’ aspect only.

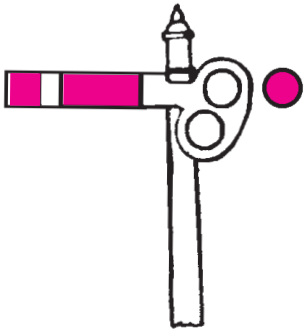
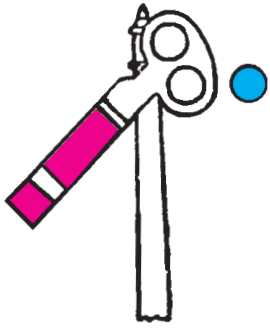
(7)Under approved special instructions, a colour light Distant signal may be combined with the last stop signal of a station in rear or with a stop signal protecting a level crossing. When a colour light Distant signal is combined with the last stop signal of the station in rear or with a stop signal protecting a level crossing, arrangements shall be such that the signal shall not display a less restrictive aspect than the 'stop' aspect till Line Clear has been obtained from the station ahead in the former case and until the level crossing gates have been closed and locked for the passage of trains in the later case.

3.08. Description of Stop signal and their indications.-

(1) A semaphore stop signal has a square ended arm.

(2) The aspects and indications of a semaphore stop signal working in the lower quadrant are shown below:-

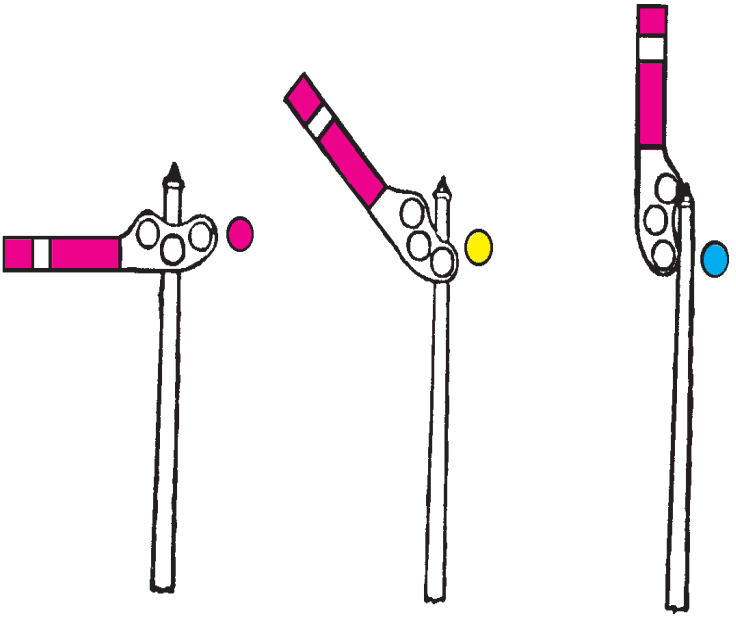
Semaphore Stop signal in Two- Aspect Signalling Territory

'On position	**'Off position**
	
ASPECT:	
Stop	**Proceed**
Indication:	
Stop dead	Proceed

(3) The aspects and indications of a semaphore stop signal working in the upper quadrant are shown below:-

Semaphore Stop signal in Multiple-Aspect Signalling Territory

'On' position **'Off' position**

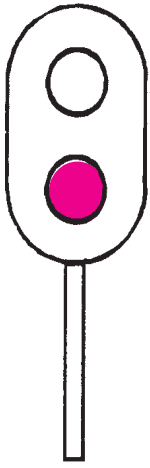


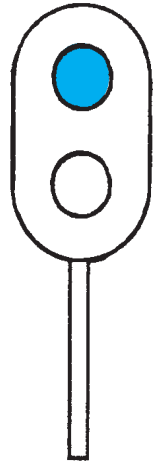
ASPECT:		
Stop	**Caution**	**Proceed**
Indication:		
Stop dead	Proceed and be prepared to stop at the next Stop signal	Proceed

(4) The aspects and indications of a colour light stop signal are shown below:-

(a) Colour light Stop signal in Two-Aspect Signalling Territory

'On' position **'Off' position**

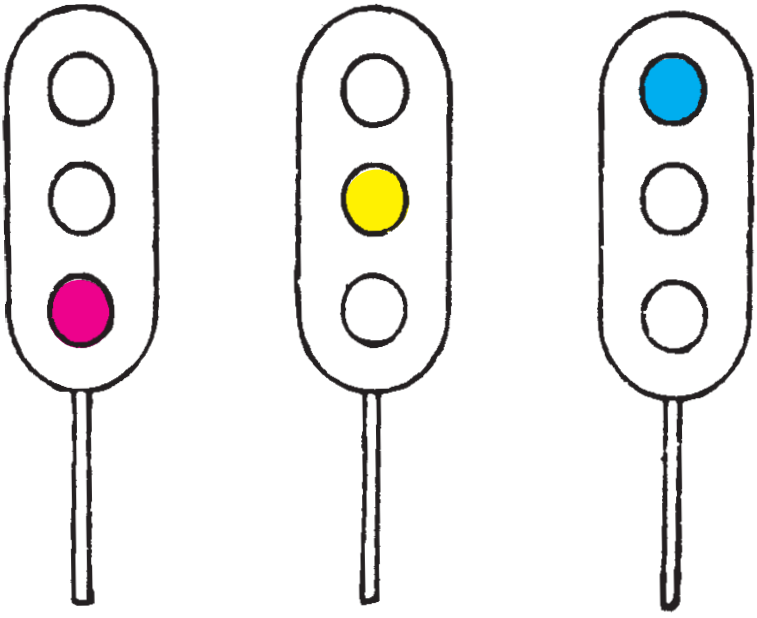




ASPECT:	
Stop	**Proceed**
Indication:	
Stop dead	Proceed

(b) Colour light Stop signal in Multiple Three-Aspect Signalling Territory

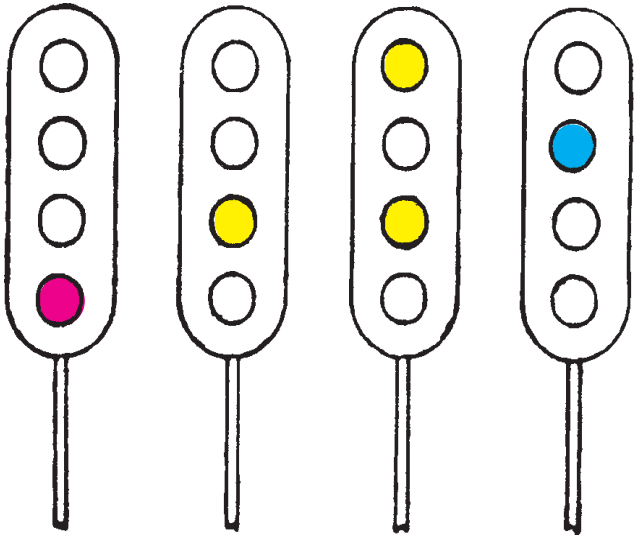
'On' position **'Off' position**



ASPECT:		
Stop	**Caution**	**Proceed**
Indication:		
Stop dead	Proceed and be prepared to stop at the next Stop signal	Proceed

(c) Colour light Stop signal in Multiple Four-Aspect Signalling Territory

'On' position **'Off' position**



ASPECT:			
Stop	**Caution**	**Attention**	**Proceed**
Indication:			
Stop dead	Proceed and be prepared to stop at the next Stop signal	Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by special instructions	Proceed

3.09. Kinds of fixed stop signals for approaching trains.-

(1) The stop signals which control the movement of trains approaching a station are of three kinds, namely-Outer, Home and Routing signals.

(2) The Outer signal, where provided, is the first stop signal of a station and is located at an adequate distance outside the point upto which the line may be obstructed after Line Clear has been granted to or obtained by the station in near.

(3) The Home signal is the first stop signal of a station at which an Outer signal is not provided and the second stop signal of a station at which at Outer signal is provided. It shall be located outside all connections on the line to which it refers.

(4) The Routing signal is a signal used to indicate to a Loco Pilot which of two or more diverging routes is set for him, when the Home signal is, in consequence of its position, inconvenient for this purpose.

3.10. Kinds of fixed stop signals for departing trains.-

(1) The stop signals which control the movement of trains leaving a station are of two kinds, namely-Starter and Advanced Starter.

(2) When a train leaving a station is guided by only one starting signal, it is the last stop signal of the station and is called the Starter.

(3) When a train leaving a station is guided by more than one Starter signal, the outermost starting signal is the last stop signal of the station and is called the Advanced Starter.

(4) The Starter, where only one such signal is provided, or the Advanced Starter, shall be fixed at the limit beyond which no train may pass, unless the Loco Pilot is given the authority

to proceed required under the system of working, and shall be placed outside all connections on the line to which it refers except where otherwise allowed by approved special instructions. Shunting operations beyond this limit shall be carried out only in accordance with special instructions.

(5) Where an Advanced Starter is provided, the Starter referring to any line shall be placed so as to protect the first facing points or fouling mark of the connections to another running line.

SR 3.10.01.- Last Stop signal.-

Where there is no Advanced Starter, the Starter is the last Stop signal. At a 'C' class station, in absence of a Starter, the Home signal is the last Stop signal.

3.11. Intermediate Block stop signal.- Intermediate Block Stop signal is the Home signal provided at an Intermediate Block Post.

3.12. Kinds of fixed Stop signals in Automatic Block territories.-

(1) Stop signals in Automatic Block territory shall be colour light signals and may be of the following kinds-

(a) An Automatic Stop signal which is not dependent upon manual operation but is controlled automatically by the passage of a train into, through and out of the automatic block signalling section;

(b) A Semi-Automatic Stop signal which is capable of being operated either as an Automatic Stop signal or as a Manual Stop signal, as required;

(i) When a Semi-Automatic Stop signal works as an Automatic Stop signal, it assumes 'on' and 'off' aspects automatically according to the conditions of the automatic block signalling sections ahead;

(ii) When a Semi-Automatic Stop signal works as a Manual Stop signal, it assumes 'on' aspect automatically on the occupation of the automatic block signalling section ahead, but assumes 'off' aspect when operated manually provided the relevant automatic block signalling sections ahead are clear;

(iii) When a Semi-Automatic Stop signal works as an Automatic Stop signal, the 'A' marker provided under the signal is illuminated. When the 'A' marker is extinguished, the signal shall be deemed to work as a Manual Stop signal; and

(c) A Manual Stop signal operated manually and which cannot work as an Automatic or a Semi-Automatic Stop signal.

2. Colour light signals in Automatic Block territory shall be three aspect or four aspect.

3.13.Calling-on signals.-

(1) A Calling-on signal is a subsidiary signal which has no independent aspect in the 'on' position and shall be-

(a) a short square ended semaphore arm, or

(b) a miniature colour light provided with a 'C' marker

(2) A Calling-on signal, where provided, shall be fixed below a stop signal governing the approach of a train. Under approved special instructions, a Calling-on signal may be provided below any other stop signal except the last stop signal.

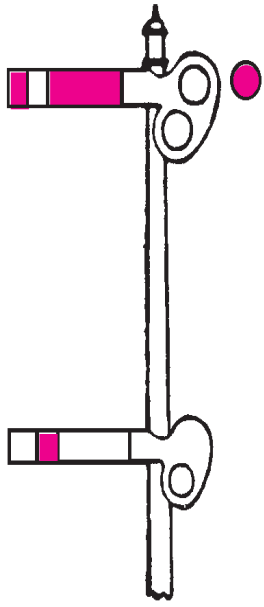
(3) A Calling-on signal, when taken 'off', calls on the Loco Pilot of a train to draw ahead with caution, after the train has been brought to a stop even though the stop-signal above it is at 'on' and indicates to the Loco Pilot that he should be prepared to stop short of any obstruction.

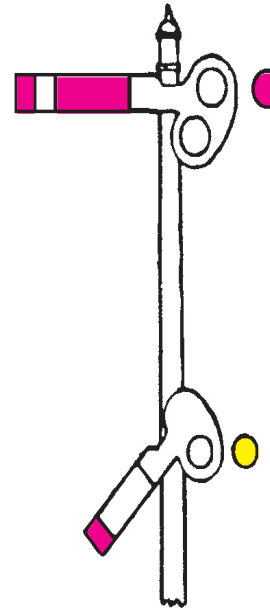
(4) A Calling-on signal shall show no light in the 'on' position.

(5) The aspects and indications of a semaphore Calling-on signal are shown below:-

(a) Miniature Semaphore Arm type Calling-on signal in Two-Aspect Signalling Territory

'On' position **'Off' position**



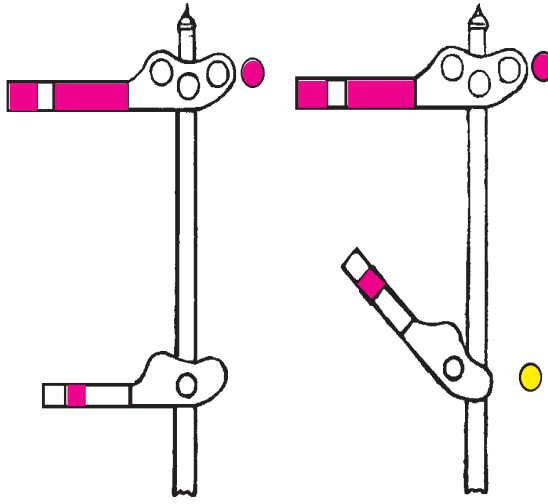


Loco Pilot shall obey the aspect of the Stop signal.

ASPECT:
Proceed slow
Indication:
Stop and then draw ahead with caution and be prepared to Stop short of any obstruction

(b) Miniature semaphore Arm type Calling-on signal in Multiple-Aspect Signalling Territory

'On' position **'Off' position**



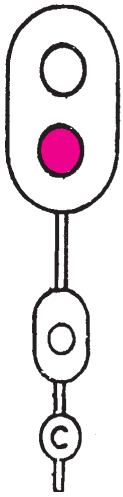
Loco Pilot shall obey the aspect of the Stop signal

ASPECT:
Proceed slow
Indication:
Stop and then draw ahead with caution and be prepared to stop short of any obstruction

6) The aspects and indications of a colour light type Calling-on signal are shown below:-

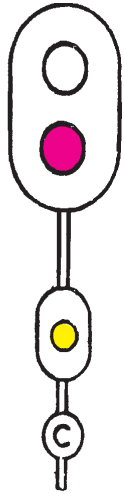
(a) Colour light type Calling-on signal in Two-Aspect Signalling Territory

'On' position



Loco Pilot shall obey the aspect of the Stop signal

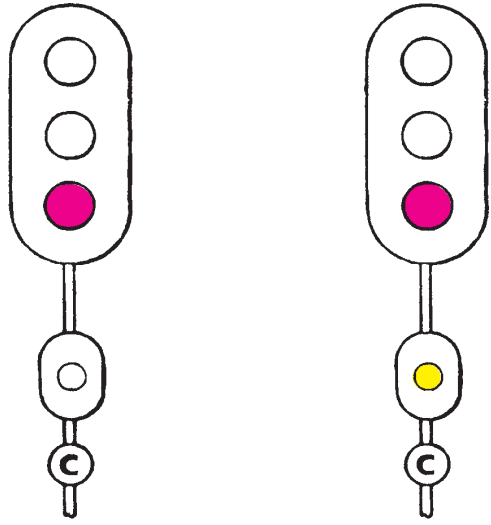
'Off' position



ASPECT:
Proceed slow
Indication:
Stop and then draw ahead with caution and be prepared to stop short of any obstruction

(b) Colour light type Calling-on signal in Multiple-Aspect Signalling Territory

'On' position **'Off' position**



Loco Pilot shall obey the aspect of the Stop signal

ASPECT:
Proceed slow
Indication:
Stop and then draw ahead with caution and be prepared to stop short of any obstruction

3.14. Shunt signals.-

(1) (a) A Shunt signal is a subsidiary signal and shall be either-

(i) a white disc with a red bar across it, or

(ii) a position light signal.

(b) Under special instructions, a shunt signal may be a miniature semaphore arm.

(2) Shunt signals control shunting movements.

(3) A shunt signal may be placed on post by itself or below a stop signal other than the first stop signal of a station.

(4) More than one shunt signal may be placed on the same post and when so placed the topmost shunt signal shall apply to the extreme left hand line and the second shunt signal from the top shall apply to the next line from the left and so on.

(5) When a shunt signal is taken 'off', it authorises the Loco Pilot to draw ahead with caution for shunting purposes although stop signal if any, above it is at 'on'

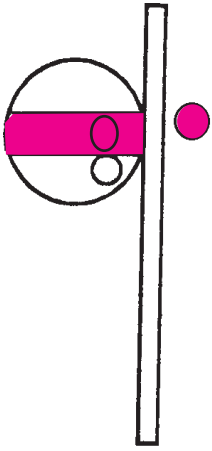
(6) When a shunt signal is placed below a stop signal, it shall show no light in the 'on' position.

(7) In case shunt signals are not provided, hand signals may be used for shunting.

(8) The aspects and indications of a disc type shunt signal are shown below:-

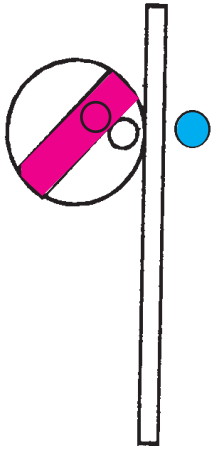
(a) Disc type Shunt signal in Two-Aspect Signalling Territory

'On' position



ASPECT :
Stop
Indication :
Stop dead

'Off' Position

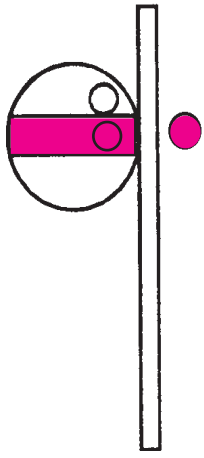


Proceed slow

Proceed with caution for shunting

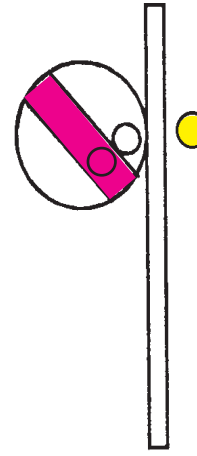
(b) Disc type Shunt signal in Multiple-Aspect Signalling Territory

'On' position



ASPECT :
Stop
Indication :
Stop dead

'Off' position



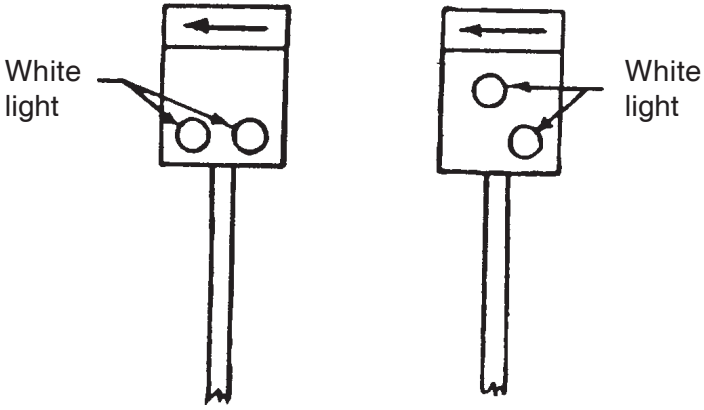
Proceed slow

Proceed with caution for shunting

(9) The aspects and indications of a position light type shunt signal are shown below :-

Position light type Shunt signal in Two-Aspect or Multiple-Aspect Signalling Territory

'On' position **'Off' Position**



ASPECT :

Stop **Proceed slow**

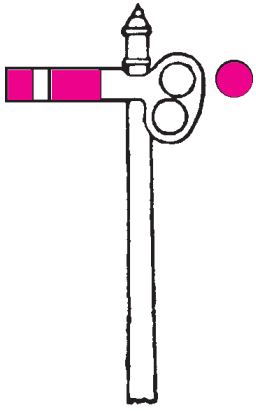
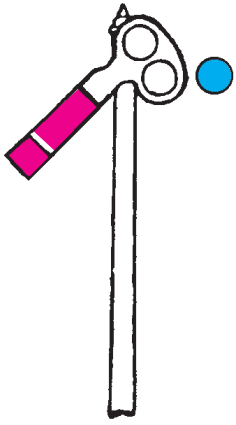
Indication :

Stop dead

Proceed with caution for shunting

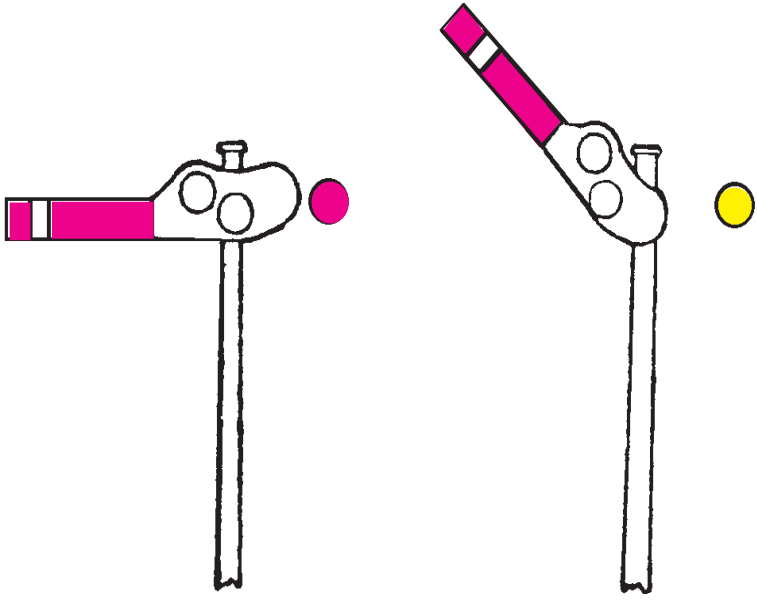
(10) The aspects and indications of a semaphore arm type shunt signal are shown below :-

(a) Miniature Semaphore Arm type Shunt signal in Two-Aspect Signalling Territory

'On' position	**'Off' Position**
	
ASPECT : **Stop**	**Proceed slow**
Indication : Stop dead	Proceed with caution for shunting

(b) Miniature Semaphore Arm type Shunt signal in Multiple-Aspect Signalling Territory

'On' position **'Off' Position**



ASPECT :
Stop
Indication :
Stop dead

Proceed slow

Proceed with caution for shunting

3.15. Co-acting signals –

(1) Co-acting signals are duplicate signals fixed below ordinary signals and are provided where, in consequence of the height of the signal post, or of there being an over-bridge or other obstacle, the main arm or light is not in view of the Loco Pilot during the whole time that he is approaching it.

(2) Co-acting signals shall be fitted at such height that either the main arm or light, or the Co-acting arm or light, is always visible.

3.16. Repeating signals :

(1) A signal, placed in rear of a fixed signal for the purpose of repeating to the Loco Pilot of an approaching train the aspect of the fixed signal in advance is called a Repeating signal.

(2) A Repeating signal shall be provided with an 'R' marker and shall be of –

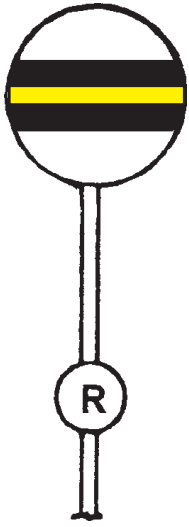
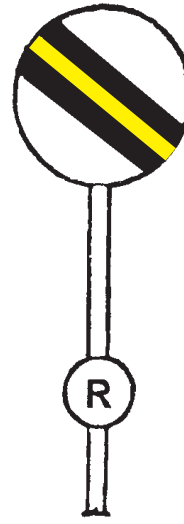
(a) banner type, or

(b) a square ended semaphore arm, or

(c) a colour light signal.

(3) The aspects and indications of a banner type Repeating signal are shown below :-

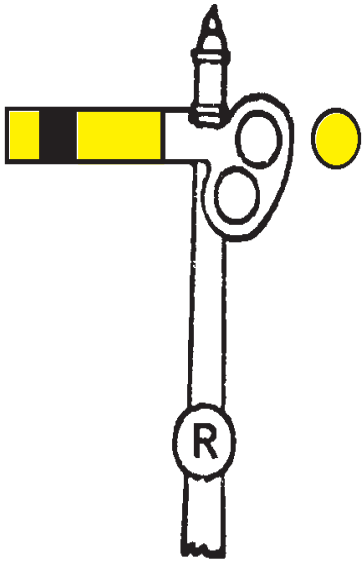
Banner type Repeating signal in Two-Aspect Signalling Territory

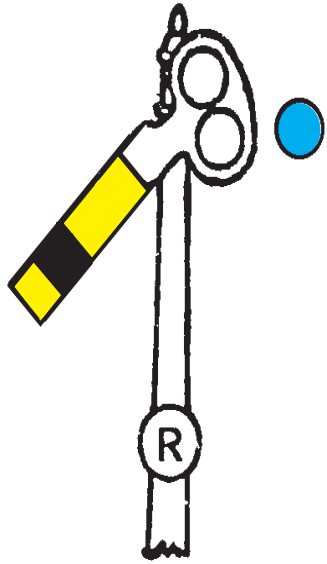
'On' position	**'Off' Position**
	
ASPECT :	
Signal 'On'	**Signal 'Off'**
Indication :	
Signal which it repeats is at 'on'	Signal which it repeats is 'off'

(4) The aspects and indications of a semaphore arm type Repeating signal are shown below :-

Semaphore Arm type Repeating signal in Two-Aspect Signalling Territory

'On' position **'Off' Position**





ASPECT :

Signal 'On' **Signal 'Off'**

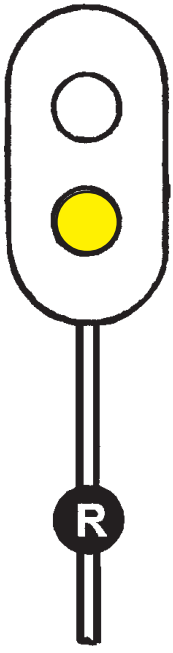
Indication :

Signal which it repeats is at 'on'

Signal which it repeats is 'off'

(5) The aspects and indications of a colour light type Repeating signal are shown below :-

Colour light type Repeating signal

'On' position	**'Off' Position**
	
ASPECT :	
Signal 'On'	**Signal 'Off'**
Indication :	
Signal which it repeats is at 'on'	Signal which it repeats is 'off'

SR 3.16.01. – (i) When a stop signal cannot be seen from the sighting distance on account of curves, over bridges or other local conditions, a Repeating signal shall be provided.

(ii) In regard to Two-Aspect Signals including Modified Lower Quadrant signals, the minimum visibility distance for various signals shall be as follows-

(a)	Home signals	- 400 metres
(b)	Main Starter signals	- 400 metres
(c)	Loop Starter signals	- 200 metres
(d)	Outer/Warner signals in Two-Aspects lower quadrant signalling territory only	- 1.2 Kilometres.

(iii) In regard to Multiple-Aspect signals. The minimum visibility distance of various signals shall be as under.

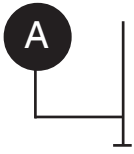
a) Distant signal - 400 metres

b) Inner Distant - 200 metres

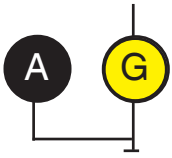
c) All stop signals - 200 metres

3.17. Distinguishing markers and signs for signals :-

(1) Where necessary, signals shall be distinguished by prescribed markers. Such markers shall be fixed on the signal posts below the signals as under :-

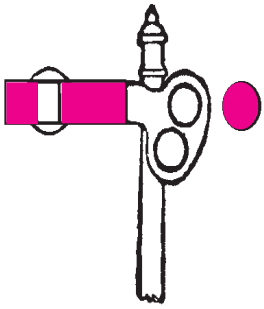
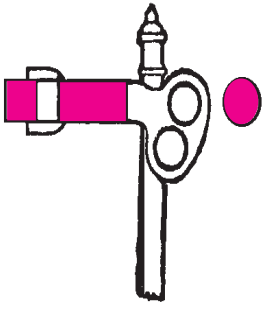
Appearance	Provided on	Description
	Automatic stop signal	Letter 'A' in black on white circular disc.
	Semi-Automatic stop signal	White illuminated letters 'A' against black background when working as an Automatic Stop signal, and letter 'A' extinguished when working as a Manual Stop signal.
	Colour light distant or on Warner signal on a post by itself	Letter 'P' in black white circular disc.

Note – Where a colour light Distant signal is combined with a last stop signal as provided for under sub-rule(7) of Rule 3.07, the marker shall be dispensed with.

Appearance	Provided on	Description
	Intermediate Block Stop signal	Letter 'IB' in black on white circular disc.
	Calling-on signal	Letter 'C' in black on white circular disc.
	Repeating signal semaphore signalling territory	Letter 'R' in in black on white circular disc.
	Repeating signal in colour light signalling territory	White illuminated letter 'R' against black background
	Gate Stop signal	Letter 'G' in black on yellow circular disc.
	Gate Stop signal in Automatic Block territory	Letter 'G' in black on yellow circular disc and white illuminated letter 'A' against black background.

Note – Letter 'A' shall be lit only when the gates are closed and locked against road traffic.

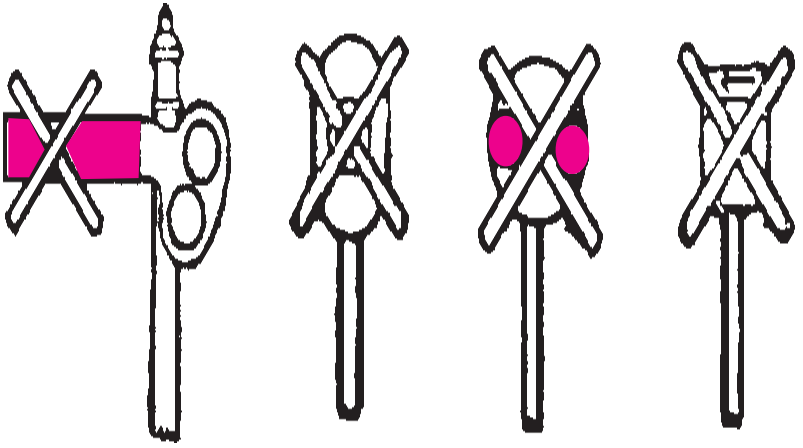
(2) Where necessary signal arms shall be distinguished by prescribed signs as under :-

Appearance	Provided on	Description
	Approach Stop signals for Goods running lines only	One black ring on semaphore arm.
	Approach Stop signal for Dock platform	Letter 'D' in black on semaphore arm.

(3) Other distinguishing markers or signs may be used with the approval of the Railway Board.

3.18. Signals out of use –

(1) When a fixed signal is not in use, it shall be distinguished by two crossed bars, each bar being not less than 1 metre long and 10 centimetres wide, as illustrated below:-



(2) A semaphore or disc signal when not in use shall be kept fixed in the 'on' position.

(3) Signals not in use shall not be lit.

3.19. Placing of Stop signals at diverging junctions:-

Unless otherwise permitted by approved special instruction, where two or more lines diverge, the signals shall be fixed on a bracket post or an approved type of route indicator shall be provided instead of separate signals ;

Provided that for speeds upto 75 kilometres per hour with manually operated multiple-aspect signals, only a single arm Home signal may be provided instead of separate signals on a bracket post or a route indicator. The facing points must be provided with point indicators.

3.20. Placing of Stop signals at converging junctions : – Unless otherwise permitted by approved special instructions, where two or more lines converge, signals shall be placed on separate posts. Where the number of signals is considerable, these may be provided on a bracket post or a signal bridge or gantry.

3.21. Signals on bracket post or signal bridge or gantry - Where signals are placed on a bracket post or a signal bridge or a gantry, these shall be -

(a) so grouped that the respective signals are easily distinguishable for each running line and are placed as nearly as possible over the running lines to which they refer.

(b) so placed that the signal referring to the main line is higher than the signal or signals referring to the other running line or lines, and

(c) so arranged that the extreme left hand signal refers to the extreme left hand line and the second signal from the left refers to the next line from the left and so on.

3.22. Placing of more than one signal on the same post. -

(1) Not more than one signal referring to trains moving in

the same directions, whether, on the same line or on separate lines, shall be placed on the same post, except-

(a) as prescribed in these rules for Calling-on, Shunt, Co-acting and Warner signals, or

(b) under approved special instructions.

(2) Where under approved special instructions, more than one signal is placed on the same post, the topmost signal shall apply to the extreme left hand diverging line and the second signal from the top shall apply to the next line from the left and so on.

Provided that in exceptional cases, where two home signals are placed on the same post, under approved special instructions, the top signal shall apply to the main line and the lower signals shall apply to the other lines.

3.23. Electric repeater.- The arm and light of any fixed signal which cannot be seen from the place from which the signal is worked shall be repeated to such place by means of an efficient electric repeater.

SR 3.23.01.- In the event of electric repeater fitted to any signal getting out of order, the signal to which if refers, shall be treated as out of use.

3.24. Back-lights.-

(1) Every semaphore or disc signal, the light of which cannot be seen from the place from which the signal is worked, shall be provided with a back-light to indicate whether the signal light is burning or not.

(2) Back-lights of signals shall show a small white light when 'on', and no light at all in any other position.

(3) Any fixed light used in conjunction with a semaphore signal shall show a back-light.

(4) Back-lights may not be provided when alternative arrangements are made at the place from which the signal is worked to indicate whether signal lights are burning or not.

C. Equipment of Signals

3.25. Obligation to provide fixed signals at stations.- Fixed signals prescribed in this sub-chapter shall be provided at every station, except -

(a) at stations between which trains are worked on the One Train Only System, and

(b) at stations which are exempted from the provisions of signals under approved special instructions.

3.26. Commissioning of fixed signals.- Fixed signals shall not be brought into use until they have been passed by the Commissioner of Railway Safety as being sufficient to secure the safe working of trains.

SR. 3.26.01.- No new signal shall be taken into use until it has been inspected by a Sighting Committee consisting of Divisional Transportation Inspector, Loco Inspector and JE/SE (S&T).

3.27. Minimum equipment of fixed signals at stations provided with manually operated multiple-aspect signalling.- The minimum equipment of fixed signals to be provided for each direction shall be as follows-

(a) at class 'B' stations .... a Distant, a Home and a Starter, and

(b) at class 'C' stations .... a Distant, and a Home,

3.28. Minimum equipment of fixed signals at stations provided with modified lower quadrant signalling.- Modified lower quadrant signalling may be introduced only where it is

expressly sanctioned by a special order of the Railway Board. The minimum equipment of fixed signals to be provided for each direction shall be as follows-

(a) at class 'B' stations ...	a Distant, a Home, a Warner below the Main Home, and a Starter, and
(b) at class' C' stations	a Distant and a Home.

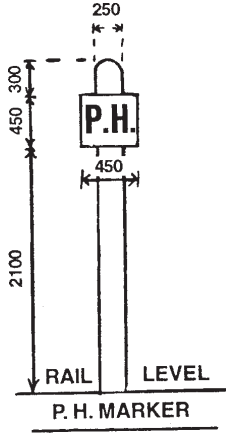
3.29. Minimum equipment of fixed signals at other stations provided with two-aspect signalling.- The minimum equipment of fixed signals to be provided for each direction shall be as follows-

(a) at class 'A' stations ...	a Warner, a Home and a Starter,
(b) at class 'B' stations ...	
on a single line ...	an Outer and a Home.
on a double line ...	an Outer, a Home and a Starter, and both on a single and a double line, a Warner shall be provided in accordance with Rule 3.06, if trains run through at a speed exceeding 50 kilometres an hour without stopping, and
(c) at class 'C' stations ...	a Warner and a Home.

3.30. Additional fixed signals at stations generally.- In addition to the minimum equipment of signals prescribed in Rules 3.27, 3.28, 3.29 and 3.32 such other fixed signals shall be provided at every station as may be necessary for the safe working of trains.

3.31. Signals at class 'D' stations.- At a class 'D' station, a train may be stopped in such manner as may be authorised by special instructions.

SR 3.31.01. (i) At a class 'D' station, a 'P. H' marker post shall be provided by the side of the track, on either approach to the station, at a distance of not less than 400 metres from the centre of the station.



(ii) The marker post shall be as per diagram given along side with 450 mm square board at a height of 2100 mm above the rail level, bearing the letters 'PH'. The face of the post and board shall be painted white with the lettering in black and the back painted in black

3.32. Provision of an Advanced Starter, Shunting limit Board or Block Section Limit Board.-

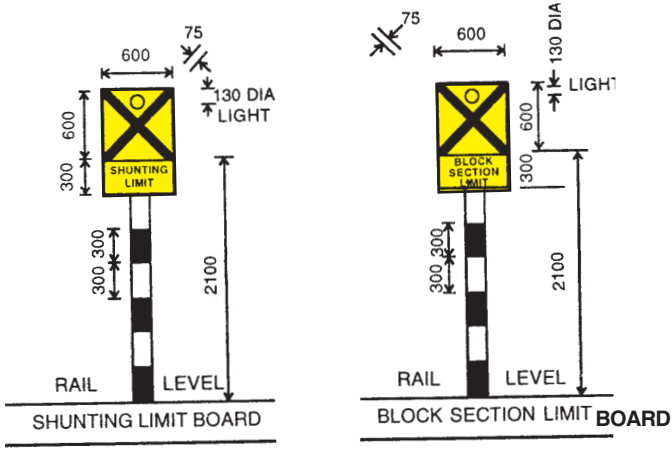
(1) On a single line class 'B' station worked on the Absolute Block System, if the obstruction of the line outside the Home signal or the outermost facing points in the direction of an approaching train is permitted under special instructions under Rule 8.09, a Shunting Limit Board or an Advanced Starter shall be placed at such shunting distance from the Home signal or the outermost facing points as local conditions may require, provided the distance between the Shunting Limit Board (bearing the words' Shunting Limit on the side which faces the station, and fitted with a lamp showing a white light in both directions to mark its position by night) or the Advanced Starter and the opposing first stop signal is never less than 400 metres in the two-aspect signalling territory and 180 metres in the

multiple-aspect or modified lower quadrant signalling territory. The location of such board or Advanced Starter shall mark the limit upto which shunting may be permitted.

(2) On a double line class 'B' station worked on Absolute Block System equipped with multiple-aspect or modified lower quadrant signalling and where there are no points or the outermost points at the approaching end are trailing, a Block Section Limit Board (bearing the words' Block Section Limit' on the side which faces the station and fitted with a lamp showing white light in both directions to mark its position by night) shall be provided. It shall be placed at a distance of not less than 180 metres in advance of the Home signal and shall protect the fouling mark of the outermost trailing points, if any. The location of such board shall mark the limit of the block section at such stations.

Note : The Shunting Limit Board and Block Section Limit Board are shown in SR 3.32.01.

SR 3.32.01.- The Shunting Limit Board and Block Section Limit Board shall be according to the diagrams as given below-'



3.33. Exceptions to rules 3.27,3.28,3.29 and 3.32:-

Notwithstanding anything contained in rules 3.27, 3.28, 3.29 and 3.32.-

(a) If the station has only one connection off the Main line, the station shall be worked in accordance with approved special instructions;

(b) On any section where traffic is light and speeds slow, one stop signal only in each direction may be provided at each station ; such signal to be located at an adequate distance outside the outer-most facing points of the station and trains worked in accordance with approved special instructions ; and

(c) On any Railway having very light traffic, all signals may be dispensed with and trains worked under approved special instructions;

Provided that at stations with manually operated multiple aspect signals, where the speed of trains through a station does not exceed 50 kilometres per hour, a Distant signal and a Home signal only may be provided in each direction under approved special instructions.

3.34. Fixed signals at level crossings.-

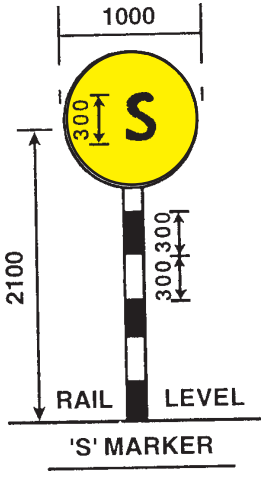
(1) Unless exempted under approved special instructions, every level crossing gate which closes across the line at a level crossing shall, except when interlocked with station signals, be provided with signals fixed at an adequate distance from the level crossing showing stop aspects in both Up and Down directions when the gates are open for the passage of road traffic.

(2) Except where otherwise prohibited under special instructions, a 'G' marker shall be provided on a gate stop signal.

SR. 3.34.01.-(a) A gate stop signal shall be placed ahead of the level crossing at a minimum distance of 400 metres in two-aspect signalling territory and 180 metres in multiple-aspect or modified lower quadrant signalling territory.

(b) Every gate signal shall be preceded by a Warner/Distant/ Warning Board. Where necessary, both the Warner signal and Warning Board in two-aspect signalling territory and both Distant and Warning Board in multiple-aspect or modified lower quadrant signalling territory shall be provided in conformity with the type of signalling provided in the adjacent stations.

3.35. Protection and Working of points of outlying sidings.- Where there are points in the main line at a place which is not a block station, provision for the protection of such points, by signals or otherwise, and for working them, shall be made in order to secure the safe working of trains, as laid down under approved special instructions.



'S' MARKER

SR 3.35.01.- Indication to Loco Pilots for points outside station limits.-An indication ('S' marker) as per diagram shown alongside shall be provided at a distance of 30 metres in the rear of the facing points of every outlying siding to indicate to Loco Pilots the location of such points.

The 'S' marker shall be preceded by a caution indicator fixed 800 metres in its rear. If there is any restriction in speed, a speed indicator shall be fixed below the 'S' marker on the same post and, in addition, an indication of speed given on the Caution Indicator Board also.

D. Working of Signals and Points.

3.36. Fixed signals generally. -

(1) Every fixed signal shall be so constructed that, in case of failure of any part of its connections, it shall remain at, or return to its most restrictive aspect. -

(2) A signal which has been taken 'off' for the passage of a train shall not be placed 'on' until the whole of the train which it controls has passed it, except-

(a) in case of emergency, or

(b) where arrangement is provided to restore the signal to 'on' automatically the control operating the signal shall not be restored to its normal position till the whole of the train has passed it.

(3) No fixed signal within station limits shall be taken 'off' without the permission of the Station Master, and in the case of a signal outside the station limits without the permission of such person as may for the time being be in independent charge of the working of such signal.

SR 3.36.01 – The staff responsible for working signals shall always see that the position of the signal arm or the aspect as repeated electrically corresponds with the position of the lever or the controlling device operating the signal.

SR 3.36.02 – Replacing signal to 'on' –

(a) If in an emergency a reception signal has to be put back to 'on' position when a train is approaching it, the route over which the train would pass shall not be altered until the train has come to a stand except to avert an accident.

(b) If the departure signal once taken 'off' for a train has to be put back to 'on' –

(i) On single line section, before changing the route or allowing any other movements, the “Authority to Proceed” if any, handed over to the Loco Pilot must be withdrawn.

(ii) At a station on double line section or on single line section having tokenless working, before changing the points or allowing any other movements, the Loco Pilot of the train concerned must be advised of the change in writing and his acknowledgement obtained. There after the Loco Pilot and staff so deputed shall immediately exhibit stop hand signal to the Station Master / trailing end cabin.

Provided that the above written advice need not be given to the Loco Pilots of starting trains in respect of movements in power signal and route relay yards or if the signals are interlocked with a mechanical / electrical time release.

SR 3.36.03- (a) The Station Master’s electric slide frames are provided with locking arrangements so that the machine can be locked in either normal or operated position of slide (s), by the removal of a lock up key. This key must be kept in the personal custody of the Station Master.

(b) Slide collars must be placed on the slides concerned of the Station Master’s electric slide frame for a line on which a train, an engine or a vehicle is left standing or if the line is otherwise obstructed.

(c) At key locked and non-interlocked stations, the points & signal keys when not in use, shall remain in the key box which shall be locked and the key of the pad lock shall remain in the personal custody of the Station Master.

(d) A starter or an Advanced starter on single line which is controlled by Block Token Instruments must not be taken ‘off’ when the block instrument is out of order or suspended. The Station Master must ensure that this signal is not taken ‘off’. When a lever key is provided for this signal, he must keep the key in his personal custody, unless it is held locked in the Block instrument.

SR 3.36.04.- Taking ‘off’ fixed signal.-

(a) Incoming trains.-

A fixed signal shall not be taken ‘off’ for a train earlier than necessary.

(b) Outgoing trains.-

(i) in case of through trains the starting signals may be taken 'off' at the same time as the approach signals are taken 'off' provided 'Line Clear' has been received from the station in advance.

(ii) In case of trains booked to stop, starting signals shall be taken 'off' after the train has stopped provided 'Line Clear' has been received. Where scheduled halt is long, starting signals shall be taken 'off' on completion of the station work.

(c) In case of suburban trains where the stoppage of the train at a station is one minute or less, starting signals may be taken 'off' as soon as 'Line Clear' has been received from the station in advance and even before the train has come to a stop at the station. It shall be the responsibility of the Loco Pilot/Motorman to stop the train at the station at which it is booked to stop according to Working Time Table although the starting signals at the station may have been taken 'off' earlier.

3.37. Normal aspect of signals.-

(1) Unless otherwise authorised under approved special instructions, fixed signals, except automatic signals, shall always show their most restrictive aspect in their normal position.

(2) The normal aspect of an Automatic Stop signal is 'Proceed'. Where, however, the signal ahead is manually operated, the aspect normally displayed may be 'Caution' or 'Attention'.

3.38. Points affecting movement of train.- The Station Master shall not give permission to take signals 'off' for a train until-

(1) (a) all facing points over which the train will pass are correctly set and locked,

(b) all trailing points over which the train will pass are correctly set, and

(c) the line over which the train is to pass is clear and free from obstructions.

(2) When a running line is blocked by a stabled load, wagon, vehicle or by a train which is to cross or 'give precedence to another train or immediately after the arrival of a train at the station the points in rear on double line sections and at either end on single line sections should be immediately set against the blocked line except when shunting or any other movement is required to be done immediately in that direction on that line.

SR 3.38.01.- Reception of a train at interlocked stations provided with end cabins.-

(a) At stations where Block Instruments are installed in the cabins, the Assistant Station Master / Cabin Master on duty at the Cabin shall obtain permission from, the Station Master on duty at the station supported by a Private Number before granting "Line Clear" for a train.

(b) (i) The Station Master on duty at the station where end cabins are provided, shall nominate a clear line for reception of the train and shall direct the facing end Assistant Station Master / Cabin Master / Cabin man to set and lock the nominated route. Station Master shall also give the number and description of the train to be received and whether the train will stop at the station for any work or will pass through to the Asstt. Station Master/ Cabin Master /Cabinman.

(ii) Similarly Station Master shall intimate the trailing end Assistant Station Master/Cabin Master/Cabin man giving the particulars of line nominated, number and description of the train and direct him to set and lock the nominated route and to operate the concerned slot. He shall also advise him whether the train will stop at the station for any work or will pass through.

(c) The facing end Assistant Station Master/Cabin Master/ Cabin man shall acknowledge the directive of the Station Master by repeating the line number, and the number and description of the train. He must stop all non-isolated shunting and ensure that the nominated line is clear and free from obstruction at his end. He shall

set and lock the concerned points, traps, derails etc. for the nominated route. He shall then give a Private Number to the Station Master as an assurance for the compliance of the orders given to him.

(d) The trailing end Asstt. Station Master/Cabin Master/Cabin man shall acknowledge directive of the Station Master by repeating the line number, number and description of the train. He must stop all non-isolated shunting at his end. He shall ensure that the nominated line is clear and free from obstruction including the clearance of sand hump, snag dead end or over-run line where required. He shall set and lock all the relevant points, traps, derails etc. for the nominated route. He shall operate the slot lever and give a Private Number thereafter to the Station Master as an assurance that the orders given to him have been complied with.

(e) After getting the assurances both from facing and trailing end Asstt. Station Masters/Cabin Masters/Cabin men, the Station Master shall authorise the facing end Assistant Station Master/Cabin Master/Cabin man to take off the reception signal (s) by issuing a Private Number and by operating the S.M's control slide (where provided).

(f) The facing end cabin shall give a Private Number to the Station Master as an assurance that the train has arrived complete and is standing clear of the fouling mark, except where Block Instrument is provided in the cabin.

(g) A record of the Private Numbers exchanged shall be kept both at the station and in the concerned cabins.

SR 3.38.02.- Procedure for reception of trains at stations on Automatic Signalling section, provided with end cabins.-

(a) The Station Master on duty at the station on receipt of departure report of the train from the Station in rear shall after nominating a clear line, advise the facing end Cabin Master/Cabin man to set and lock the nominated route, giving the number and description of train and the line number nominated.(b) Similarly, he shall also advise the trailing end Cabin Master/ Cabin man to set and lock the nominated route and to give the relevant slot for the nominated route, giving the number and description of the train and line number nominated.

(c) The facing end cabin shall repeat the instructions of Station Master, see the clearance of the nominated route, set and lock it and

stop all non-isolated shunting at his end. He shall then give a Private Number to the Station Master as an assurance of the compliance of the orders.

(d) The trailing end cabin shall repeat the instructions of the Station Master, see the clearance of the nominated route, set and lock it, stop all non-isolated shunting at his end give the relevant slot. He shall then give a Private Number to the Station Master as an assurance of the compliance of the orders.

(e) The Station Master shall then give a Private Number to the facing end cabin to take 'off' the reception signal (by pulling the relevant slide control where provided).

(f) The facing end cabin shall give a Private Number for the stopping train to the Station Master as an assurance that the train has arrived complete.

SR 3.38.03.- Procedure for reception of trains at interlocked stations where points and signals are operated from central cabin.-

(a) The Station Master on duty after giving 'Line Clear' shall nominate a clear line and after ensuring that the nominated route is clear and free from obstruction, shall advise the Cabin man to set and lock the nominated route with the following instructions:-

(i) Number and description of the train

(ii) The line number nominated ;

(iii) Whether the train will stop or pass through.

(b) The Cabin man in turn shall repeat the instructions of the Station Master and where possible shall see the clearance of the nominated route including the clearance of sand hump/snag dead end/ over-run line and shall set and lock the nominated route. Thereafter, he shall give a Private Number to the Station Master as an assurance of the compliance of the orders given to him.

(c) The Station Master shall order the Cabinman to take 'off' reception signal (s) by pulling Station Master's control slide supported by a Private Number.

Note :-In case of failure of interlocking, Line Label and Badge system shall be introduced for reception and despatch of trains in terms of SR 3.39.02.

SR 3.38.04.- Procedure for reception of trains at interlocked stations where points are operated from one place and signals are operated from the Central Cabin.-

(a) The Station Master on duty shall nominate a clear line and after ensuring that the nominated route is clear and free from obstruction shall call two Pointsmen or unless otherwise mentioned in Station Working Rules, and order them to set and lock the both end points with the following instructions :-

(i) Number and description of the train

(ii) Line nominated ;

(iii) Whether the train will stop or pass through.

(b) Each pointsman in turn shall repeat the instructions of the Station Master and proceed to the respective end of the nominated route walking along side and shall see that it is clear and free from obstruction and on arrival at the respective end shall contact Station Master on telephone provided at each end goomty.

(c) The Station Master shall transmit the respective route key electrically to each end pointsman to set and lock the route at their ends.

(d) The respective end Pointsman extract the concerned route key from the electrical transmitter and set and lock the points and transmit the key extracted from each end route to the Station Master.

(e) The Station Master having possession of both end route keys of the nominated route, shall hand over the route keys and the Station Master's control key for the respective Home signal to the Cabin man to take 'off' the reception signals.

Note - At stations where electrical key transmitters are not provided, the route keys shall be handed over to Pointsman before they leave for points, likewise they shall also take the relevant route keys of the nominated route from the points to the Station.

SR 3.38.05.- Rules for the working trains at stations provided with Rudimentary interlocking.

(a) **When only train is to be received and despatched-**

(i) The Station Master on duty shall select a clear line and call a Pointsrnan and give him verbal instructions for setting the trailing points with the following informations :-

The number and the description of the train, the line number on which the train is to be received and whether the train will stop at the station or pass through.

(ii) The Pointsman in turn shall repeat the instructions given by the Station Master and then proceed to the trailing points walking along the nominated route and see that is clear and free from obstruction, shall set the trailing points walking along the nominated route and exchange 'GREEN' hand signal with the Station Master. He shall then return to the station.

(iii) The Station Master then shall depute the Pointsman with the facing points control key to set and lock the facing points of the nominated route.

(iv) The Pointsman shall proceed with the points control key walking along the nominated route and see that it is clear and free from obstruction, set the facing points in the desired position, lock it by inserting the key in the points lock and take out the required route key from points lock. He shall then insert it in the lock fitted on the Home signal post and operate and take out another key from the signal lock and return to the station and hand over the signal key to the Station Master.

(v) The Station Master shall retain the signal key in his personal custody and order the Pointsman to take 'off' signals by giving the relevant signal control key. On arrival of the train, the Station Master shall ensure that the train has arrived complete and stopped clearing the fouling mark, return the signal key to the Pointsman to unlock the facing points.

(b) **When there is a crossing of trains.-**

(i) The Station Master on duty after selecting clear lines for the trains from respective directions shall call the Pointsman and give him the following instructions :-

The number and description of each train, the line number selected on which each train is to be received, number of the train that is to be received first and also whether the second train will stop at the station or pass through.

(ii) The Pointsman in turn shall repeat the instructions of the Station Master.

(iii) The Station Master shall hand over the points control key to the Pointsman to set and lock the facing points for the second train by setting the trailing points against the first train and locking it where required.

(iv) The Pointsman shall proceed with facing points control key for the second train walking along the nominated route for the first train, and set the trailing points against the first train, lock it by inserting the key if required, and take out the required route key from the points lock and set and lock the facing points for the second train inserting the required key and take out the key from the lock for insertion to the lock fitted in the Home signal post and shall take out another key from the signal lock and return to the station and hand over the signal key to the Station Master. While returning the Pointsman shall walk along the nominated route for the second train and see that it is clear and free from obstruction.

(v) The Station Master shall retain the signal key received from the Pointsman in his personal custody and shall hand over to the Pointsman the points control key to set and lock the facing points in favour of the first train.

(vi) The Pointsman shall proceed to the facing points walking along the nominated route for the first train and see that it is clear and free from obstruction, set the facing points, lock it by inserting the points control key and shall take out the required key from the points lock and insert the same in the lock fitted on the Home signal post, shall take out another key from the Home signal lock and return to the station and hand over the same to the Station Master. While returning to the station the Pointsman shall walk along the nominated route for the second train and see that it is clear and free from obstruction.

(vii) The Station Master on receipt of the signal key from the Pointsman, shall hand over the signal key to the Pointsman and order him to take 'off' the signals for the first train.

(viii) The Station Master shall see that the correct signals are taken 'off'.

(ix) On arrival of the first train, the Station Master shall hand over to the Pointsman the Complete Arrival Register and the signal key for first train to return to the Home signal post and to bring back the points control key after setting the trailing points in favour of the second train.

(x) The Pointsrnan after getting the Guard's certificate in the Complete Arrival Register and ensuring that the first train has stopped clearing the foulling mark, shall proceed to the facing points and release the points and set the trailing points in favour of the second train and return to the station with the points control key.

(xi) The Station Master on receipt of the released points control key of trailing points for the second train shall order the Pointsman to take 'off' the signals for the second train by handing over the concerned signal key. Station Master shall see that the correct signals are taken 'off'.

(xii) On arrival of the second train, the Station Master shall hand over to the Pointsman the signal key for setting the trailing points in favour of the first train.

(xiii) The Pointsman shall proceed to trailing points and insert the signal key and release the key for points lock and unlock the points, set the trailing points in favour of the first train to despatch.

(xiv) During failure of Rudimentary interlocking the procedures detailed in SR 3.39.02 shall be followed.

3.39. Locking of facing points.- Facing points, when neither interlocked nor key locked, shall be locked for the passage of a train either by a clamp, or by a through bolt, with a padlock. It is not sufficient to lock the lever working the points.

SR 3.39.01.-Points giving access to the line selected for reception of a train.-

(a) All points from any adjoining line, giving access to the line selected for reception of a train, must be set against access to the selected line, before signals are taken 'off' for the reception of a train.

(b) Before the Station Master of a station where signals and points are not interlocked, takes 'off' signals for any train, he must himself, except when exempted by the Station Working Rules, inspect personally the correct setting for all points and locking of facing points for the selected route. The key (s) shall, in such case, be kept under his personal custody.

(c) In the event of the interlocking going out of order when a train is being admitted or despatched without taking 'off' the necessary signals, the facing points concerned shall be locked either by a clamp

or by a through bolt with a padlock. If, however, any of these points are key-locked and the Station Master is in possession of the key or keys ensuring the points being set and locked in the required position, such key locked points need not be clamped and padlocked.

SR 3.39.02.- Rules for reception and despatch of trains at Non-interlocked stations-Line Label badge system.

(a) **Applicability.-**

(i) At all non-interlocked stations where the facing points are not locked by means of route keys, "Line Label and Badge" system of working shall be observed for the locking of points.

(ii) 'Line Label and Badge' system shall also be observed at interlocked stations, in the event of failure or suspension of interlocking, as provided for in the Station Working Rules.

(b) **Description .-**

(i) For the purpose of the 'Line Label and Badge" system, the reception lines at the station shall be known by distinctive numbers as shown in the signal diagram.

(ii) (a) Metallic Labels, one each for each line and direction shall be provided and shall be known as 'Line Labels". Each label shall be readily distinguishable from the others and have clear and distinguishing indications that it is the Station Master's label and refers to a specific running line for the specific Up or Down direction, as the case may be. The set for one direction shall be different in shape from that for the other direction

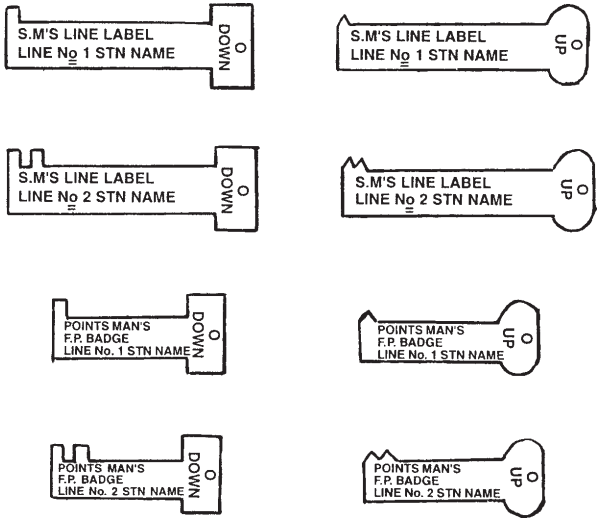
(b) The "Line Labels" should remain in the personal custody of the Station Master except when any label is handed out.

(iii) (a) Metallic badges, one each for each line and direction shall be provided and shall be known as 'Line Badge". Each badge shall be readily distinguishable from other badges. It shall have clear and distinguishing indication and inscription, in English as well as in regional language, to indicate that it is the Pointsman's badge and refers to a specific running line for the specific Up or Down direction, as the case may be. The set for one direction should be different in shape from that for the other direction.

(b) These sets should remain in the personal custody of the Pointsman on duty at the facing points for the relevant direction, except

when any badge has been handed out.

(iv) The sets for main and branch lines should be separate and distinguishable by shape and specifications. Rough diagrams of the badges for a two line station are given below.



(c) **Reception and Despatch of Trains.-**

When only one train is to be received and despatched.-

(i) The Station Master gives verbal instructions to the Pointsman (one for the facing points and the other for the trailing points, unless otherwise prescribed in the Station Working Rules) in the presence and hearing of each other, regarding the number of the line nominated for the reception of a train with the given description and from a particular direction also whether the train is to stop or run through.

(ii) Hands over the appropriate 'LINE LABEL" along with keys of the facing points' padlock to the Pointsman.

(iii) The trailing points Pointsman proceeds to the trailing points, sets them as instructed by the Station Master and in addition sets and locks the facing points as required if any enroute. Then he shall exchange green hand signals with the Station Master.

(iv) The facing points Pointsman proceeds to the outermost facing points accompanied by a Porter, setting the route on his way sets the outermost facing points and locks them.

(v) The facing points Pointsman arranges to hand over his appropriate "LINE BADGE" to the Station Master through the Porter accompanying him.

(vi) The facing points Pointsman remains at the points to man them and shows 'GREEN" hand signal to the Station Master.

(vii) Both the facing and trailing points Pointsmen while going on their way to the respective ends shall see the clearance of the nominated line, walking alongside it.

(viii) The Station Master on receipt of the appropriate "Line Badge" from the Pointsman at the facing points and on seeing the 'GREEN' hand signals exhibited by the Pointsmen at both the ends, shall exchange ALL RIGHT SIGNALS first with the Pointsman at the trailing points and then with the Pointsman at the facing points.

(ix) The Station Master shall then authorise the Pointsman or Token Porter to take off the relevant Home, if any, and Outer signal by giving the relevant Home/Outer signal lever padlock key. The Station Master shall be responsible for keeping the other Home/Outer signal lever padlock key in his personal custody.

(x) After the train has arrived and is ready to start again, the Station Master shall exchange hand signals with the Pointsman at the trailing points for their correct setting for the despatch of the train. (In such a case, the Pointsman shall normally remain at the points until departure of the train). He shall then take steps to despatch the train.

(xi) After the passage of the train, the facing points Pointsman and the trailing points Pointsman shall set the facing and trailing points in their normal position.

(xii) Then both the Pointsmen shall return to the station (the Pointsman at the trailing points may return earlier, if required, after setting the trailing points). The facing points pointsman shall return to the Station Master the Station Master's "LINE LABEL" and the keys of padlocks of the facing points and get back his own 'Line Badge'.

(d) **When there is a crossing of goods trains.**

(i) The Station Master gives verbal instructions to two Pointsmen (one for each end unless otherwise prescribed in the Station Working Rules) in the presence and hearing of each other, regarding the number of the line nominated for the reception of the

respective trains with description, direction, including which of the two trains is to be received first, and whether the second train will be stopping or run through.

(ii) The Station Master shall hand over appropriate "LINE LABEL" along with keys of facing points padlocks to the Pointsmen.

(iii) Both the Pointsmen shall proceed to the outermost facing points setting & locking the facing points and setting the trailing points on the way, set the outermost facing points and lock them. in favour of the respective trains.

(iv) While on the way to the respective outermost facing points, the Pointsmen shall walk alongside the nominated routes and shall see their clearance.

(v) The Pointsmen shall return their appropriate "LINE BADGES" to the Station Master through a Porter deputed for the purpose.

(vi) The pointsmen shall remain at their respective facing points to man them and show GREEN hand signals to the Station Master.

(vii) The Station Master on receipt of the appropriate "LINE BADGES" from both the Pointsmen at the facing points and on seeing GREEN hand signals exhibited by them at both ends, shall exchange "ALL RIGHT" signals with them.

(viii) The Station Master shall then authorise the taking 'off' of the relevant Home (if any), and Outer signals for the first train by giving the relevant key, keeping the padlock key for the signal (s) for the opposite directions in his personal custody.

(ix) After the complete arrival of the train the Pointsman concerned shall unlock and set the trailing end points for the reception of the second train and exchange GREEN hand signal with the Station Master.

(x) The Station Master shall then authorise the taking 'Off' of the relevant Home (if any), and Outer signals for the second train by giving the relevant signal lever padlock key after the reception signal (s) for the first train have been put back to normal.

(xi) After the complete arrival of the second train, the Pointsman concerned shall unlock and set the trailing end points for

the departure of the first train and exchange GREEN hand signals with the Station Master.

(xii) After the departure of the trains, both the Pointsmen shall set the points to normal, return to the Station Master the Station Master's "Line Labels" and keys of padlocks for facing points and take back their own "Line Badges.'

Note :- The possession with the Pointsman of Station Master's "Line Labels" for the line assigned for the reception of the train, shall be deemed to make him responsible for the setting of the trailing points for the despatch of other trains also.

(e) **Reception and despatch of passenger trains :-**

The procedure detailed above for the exchange of Labels and Badges shall not apply to passenger trains. For the reception of passenger trains, the Station Master shall be personally responsible for the locking of facing points. He shall also be responsible for the locking of facing points. He shall also be responsible for personally ensuring the locking of facing points in case of a goods train, if it is to be crossed with passenger train which has arrived at the station first. The trailing end points shall be set by the pointsman, who shall exhibit GREEN hand signal to the Station Master on setting the trailing end points in the desired position.

SR 3.39.03.-Non-interlocked facing points, manning and exhibition of hand signal.

(a) All non-interlocked facing points set for reception and despatch of trains shall be locked. In addition, the outermost facing points shall be manned and the person manning the facing points shall exhibit 'proceed' hand signal to the approaching train till it completely passes the facing points.

(b) At road side stations when there is no train at the station and none approaching, the points shall remain set in their normal position. The SWR diagram shall show the normal setting of points.

SR 3.39.04 - (a) Custody of keys at non-interlocked stations:- The Station Master on duty shall be responsible for safe custody of the keys of all points, point locks, and signal level frame as well as Station Master's set of line labels. These keys, when not in use, shall be kept in the key-box which shall always remain padlocked. The key of the padlock being in the personal custody of the Station Master on duty.

(b) During the passages of passenger trains into, out of, or through station yard, the keys of facing points affected thereby must be retained by the Station Master.

SR 3.39.05.- Points of sick sidings.-

(a) The points of sick sidings shall be locked with two clamps and two padlocks, the key of one padlock shall be in charge of the Station Master or the Yard Master and the key of the other in charge of the Train Examiner so that it is not possible to open the points except by the co-operation of the Train Examiner and the Station or Yard Master.

(b) The points shall normally be locked against any engine or vehicle going into the sick siding.

SR 3.39.06.- Points of sidings or lines leading into traffic yard.

Points of non-interlocked and key-locked sidings and the trap points and derails shall normally be set and locked against entrance to traffic yards and the keys of the locks shall remain in the custody of the Station Master. Cabin worked siding points shall be set to the normal position.

SR 3.39.07.- Loss of siding keys of stations.-

(a) Station Master shall report loss of siding key at once by wire to Divisional Safety Officer, Divisional Signal and Tele-communication Engineer, Divisional Transportation Inspector and SE/SSE (S&T). Until the recovery or replacement of the lost key that particular line shall be worked as non-interlocked, if the siding key is lost when the points are set for sidings, the points must be clamped and padlocked for any movement over them in the facing direction.

(b) If the lost key is found subsequent to the supply of a new key, the fact must be reported by wire to the above officials and the old key shall be returned to the SE/SSE (S&T) who shall take it in his imprest stock.

SR 3.39.08 - a) Every Railway Staff operating or issuing instructions for operation of points and signals and yard shall be thoroughly conversant with the working of points and signals and interlocking at the station/yard/branch lines/siding where they work. Before they are allowed to take up independent charge or when there is any major change in the working of points and signals/interlocking, such staff shall be examined by competent authority and after being satisfied that the staff concerned is thoroughly conversant with the

working of points and signals and understands the interlocking in force such authority shall issue a competency certificate for working of points and signals in favour of such staff under signature in the prescribed form. The authority competent to issue competency certificate in prescribed form to safety category operating staff working in different grades are cited below :

i) SS/SM/CYM/YM incharge/DTI shall examine and issue competency certificate to all TPs, TPMs, shunting staff working at his station in prescribed form no. OP/T 1A.

ii) At other than PI/RRI/EI stations, sectional DTI shall examine and issue competency certificate to all SM/SS/SMR/CYM/YMs of his section irrespective of grades in prescribed form no. OP/T 1A.

iii) At PI/RRI/EI stations, Panel Competency Certificate to ASM/SM/SS/SMRs shall be jointly issued by DTI and SE/SSE(Signal) of the section in prescribed form no. OP/T 1C.

b) The competency certificate for working of points and signals shall be valid for a period of three years from the date of issue and shall be renewed before the expiry of the period of validity. This certificate shall be kept pasted staff wise in the competency certificate register of the station/yard concerned.

c) The staff working at more than one station/yard/siding shall hold this competency certificate for each such station/yard/siding.

Proforma for competency certificate for working points & signals

OP/TI/A

Competency certificate for working Points & Signals.
(Office Foil)

No ..... Date .....

Certified that Sri _____

Designation_____was examined on_____

and found fit and qualified to perform the duties of__

_____at the following station/yard_____

siding_____ section _____

SS/CYM/SM/YM/DTI

(*_____)

Date_____

OP/TI/A

Competency certificate for working Points & Signals.
(Station Foil)

No ..... Date .....

Certified that Sri _____

Designation_____was examined on_____

and found fit and qualified to perform the duties of_____

_____ at the following station/yard_____

siding _____ section _____

SS/CYM/SM/YM/DTI

(*_____)

Date _____

'Write full name.

Note :-(i) The staff may be examined in the duties of more than one capacity (eg. a Pointsman as Shuntman, Shunting Jamadar etc.) and certified for the duties of different categories.

(ii) A staff may be examined in the working of more than one station/siding where he may be called upon to work and certified for all such stations/sidings.

(ill) In urgent cases the Station Master / AYM may examine the staff and if found competent, may temporarily put the staff to work in a particular capacity but he must be examined by the competent authority and certified fit within seven days. The SM/AYM must make a diary entry of his having examined such staff and found competent.

(iv) This certificate is valid for 3 years.

Proforma for competency certificate for working Panel/Route Relay /Electronic Interlocking (SSI)

OP/TI/C

Competency certificate for working Points & Signals at station provided with Panel/Route Relay / Electronic Interlocking (SSI)

(Station foil)

No ..... Date .....

Certified that Sri _____

Designation _____was examined on _____ and found fit and qualified to perform the duties in operation of Panel /Route Relay/ Electronic Inter locking (SSI) of_____station.

_____

DTI

(* _____)

Hd. Quarter _____

SE/SSE (Signal)

(* _____)

Hd. Quarter _____

*Write full name

OP/TI/C

Competency certificate for Working Points & Signals at station provided with Panel/Route Relay / Electronic Interlocking (SSI)

(Office foil)

No ..... Date .....

Certified that Sri _____

Designation _____was examined on _____ and found fit and qualified to perform the duties in operation of Panel /Route Relay/ Electronic Inter locking (SSI) of_____station.

_____

DTI

(* _____)

Hd. Quarter _____

SE/SSE (Signal)

(* _____)

Hd. Quarter _____

*Write full name

3.40. Conditions for taking'off'Home signal.-

(1) When a train is approaching a Home signal otherwise than at a terminal station, the signal shall not be taken 'off' until the train has first been brought to a stand outside it,

unless-

(a) on a double line, the line is clear for an adequate distance beyond the Starter; or

(b) on a single line, the line is clear for an adequate distance beyond the trailing points, or under approved special instructions for an adequate distance beyond the place at which the train is required to come to a stand.

(2) Where a train has first been brought to a stand outside the Home signal, the signal may be taken 'off' if-

(a) on a double line, the line is clear upto the Starter, or

(b) on a single line, the line is clear upto the trailing points or under approved special instructions upto the place at which the train in required to come to a stand.

(3) Except under approved special instructions, the adequate distance referred to in sub-rule (1) shall never be less than-

(a) 180 metres at stations equipped with two-aspect

lower quadrant or two-aspect colour light signals, or

(b) 120 metres in the case of stations provided with rnuitiple-aspect signals or modified lower quadrant signals.

(4) Where a sand hump of approved design, or under approved special instructions a derailing switch, has been provided for the line on which a train is to be received, they shall be deemed to be efficient substitutes for the adequate distance referred to in sub-rule (3).

SR 3.40.01.- It is forbidden to obstruct a sand hump which is a substitute for the adequate distance for taking 'off' the Home signal, at any time whether a train is expected or not. If it is obstructed through an accident or other unavoidable cause, it ceases to be a substitute for the adequate distance.

SR 3.40.02 - (a) When trains are to be received on a loop or Goods loop with trap point isolation or on a loop or Goods loop with a trap siding, the far end of which terminates in a buffer stop which is less than the adequate distance required vide GR 3.40 (3) beyond the trailing points on the single line or beyond the Starter on the double line :- The trap point must be closed and the points at the far end of loop or Goods loop line shall be set to connect with the main line and the line shall be clear for an adequate distance as prescribed in GR 3.40 (3) beyond the starting signal on the double line or beyond the outermost trailing points on the single line or such other points as are specified in the Station Working Rules. When two trains are to be crossed at such station on the single line, the points at the far end of loop line, or Goods loop line shall still remain set for the main line and the line shall be kept clear as specified above. Signals may be taken 'off' for reception of the train to be received on the loop or Goods loop line provided signals for the train from the opposite direction are kept in the 'on' position. Signals are to be taken 'off' for the reception of only one train at a time.

(b) When trains are to be received on a loop or Goods loop line with a trap siding the far end of which terminates in a standard sand hump or buffer stop which is not less than the adequate distance as prescribed in GR 3.40 (3) beyond the trailing points on the single line or beyond the Starter on the double line :-

On a single line, the points at the far end of the loop or Goods loop shall be set for the sand hump siding or dead end siding as the case may be.

On double line, the points at the far end of the loop or Goods loop shall be set to connect with the main line and the line must be clear for an adequate distance as prescribed in GR 3.40(3) beyond the starting signal. If however, another train is to be despatched in the same direction from the main line, the points at the far end of the loop line shall be set for the sand hump siding or dead end siding and the line must be clear upto the sand hump or dead end, as the case may be .

SR 3.40.03.-Trains carrying passengers shall not be admitted into a goods yard or on the goods loop or the line for which a ringed semaphore signal has been provided. If for any reason a train carrying passengers is required to be admitted on goods loop or in goods yard, the Station Master, when time permits, shall advise the station in rear to issue caution order to the Loco Pilot and Guard stating that the train shall be received on Goods yard or Goods loop. In case the station in rear cannot be advised, the Station Master shall send a memo in duplicate to the Loco Pilot informing the facts and obtain his acknowledgement. In both the cases, the train shall be stopped at the first stop signal and then the signals shall be taken 'off'. The Loco Pilot must limit the speed to 10 KMPH while the train is entering in the Goods Yard or Goods loop.

3.41. Conditions for taking 'off' Outer signal.-

(1) When a train is approaching the Outer signal otherwise than at a terminal station, the signal shall not be taken 'off' until the train has first been brought to a stand outside the signal, unless the line on which the train is to be received in the station is clear-

(a) in the case of double line, upto the Starter signal, and

(b) in the case of a single line, for an adequate distance beyond the first facing points.

(2) Where the train has first been brought to a stand outside the Outer signal, the signal shall not be taken 'off' unless the line is clear upto the first facing points, or upto the Home signal at a station where there are no facing points.

SR 3.41.01.- At stations having both Outer & Home, the Outer signal shall be taken 'off' only after the relevant Home has been taken 'off'.

SR 3.41.02.- Procedure for reception of trains at a single **line station having only Outer signals.-**

1. For trains booked to stop.-

(i) If the station section is clear the Outer signal shall be taken

'off' and a green flag (by day) or a green light (by night) shall be shown at the facing points. Should the facing points not be manned, Loco Pilots shall come to a stop before reaching the points and wait till the points are manned.

(ii) If the station section is not clear, the train shall be stopped at the Outer and, if necessary, be piloted into the station.

3.42. Conditions for taking 'off' last stop signal or Intermediate Block stop signal.- The last stop signal or Intermediate Block Stop signal shall not be taken 'off' for a train unless Line Clear has been obtained from the block station in advance.

SR 3.42.01. - (a) (i) On double line sections, where Block Instruments are installed in the Cabins, the Station Master on duty at the station shall direct the Cabin Master/Asstt. Station Master of the departure end cabin to obtain 'Line Clear' for the outgoing train giving the number and description of the train and the line from which the train is to be started and to set and lock the route for the train concerned on receipt of 'Line Clear'. These instructions shall be supported by a Private Number.

(ii) The Cabin Master/Assistant Station Master shall acknowledge the instructions of the Station Master by repetition. He shall stop all non-isolated shunting at his end and after ensuring clearance of the line, set and lock the relevant points, traps and derails etc. for the passage of the train, obtain 'Line Clear' for the train and give a Private Number thereafter to the Station Master as an assurance for the compliance of the actions mentioned above.

(iii) The Station Master on receipt of this assurance from the departure end Cabin Master/Assistant Station Master shall authorise him with a Private Number to take 'off' the departure signals.

(b) (i) On double line, where Block Instruments are not provided in the cabins or on single line, the Station Master on receipt of 'Line Clear' for outgoing train shall direct the departure end Cabinman to set and lock the route for outgoing train, giving the number and description of the train and line number from which the train is to be started.

(ii) The departure end Cabinman shall acknowledge instructions of the Station Master by repetition. He shall stop all non-

isolated shunting at his end and after ensuring clearance of the line shall set and lock the relevant points, traps and derails etc. for the passage of the outgoing train. After complying with the instructions the Cabinman shall give a Private Number to the Station Master as an assurance.

(iii) The Station Master on receipt of this assurance from the departure end Cabinman shall authorise him to take 'off' the departure signals by releasing his control slide for the last stop signal.

(c) (i) At stations having end cabins worked under Automatic Block system, the Station Master shall advise the departure end Cabin Master/Cabinman to set and lock the route giving the number and description of the train and the line from which the train is to start.

(ii) The Cabin Master/Cabinman after complying with the instructions given by the Station Master shall give a Private Number as an assurance of having carried out the order given by the Station Master.

(iii) The Station Master shall then give a Private Number to the departure end Cabin Master/Cabinman to take 'off' the departure signals.

SR 3.42.02. - Sequence of lowering through signals at stations for run-through trains provided with Advanced Starter.-

(a) (i) Where lower-quadrant signals are provided-

If the main line of station section and the section ahead are clear, Main Home, Outer, Advanced Starter, Main Starter and Warner signals may be taken 'off' in the order given.

(ii) Where multiple-aspect upper quadrant signals are provided-

The Main Home, Main Starter, Distant (raised to 90^0 from the horizontal) and Advanced Starter may be taken 'off'.

(iii) Where modified lower quadrant signals are provided-

Main Home Distant, Advanced Starter, Starter and Warner may be taken 'Off'.

(iv) Where Colour light signals are provided-

Main Home, Advanced Starter and Main Starter may be taken 'off'.

SR 3.42.03.-Sequence of lowering signals at a station for a stopping train—

If the station section is clear but the section ahead is not clear, only the reception signals shall be taken 'off' irrespective of type of signalling arrangements.

SR 3.42.04.- Procedure of taking 'off' departure signals after the train has stopped at the station.-

Where a train has been brought to a stand at Starter signal and on completion of its work at the station, if the section ahead is clear and 'Line Clear' has been obtained, the Advanced Starter and then Starter may be taken 'off'.

SR. 3.42.05.-Working of Intermediate Block Stop signals.-

The last stop signal of the station in rear shall be taken 'off' on the clearance of the line provided either with track-circuit or axle-counters between the last stop signal of the station in rear and the Intermediate Block stop signal. A train may be allowed to proceed upto the Intermediate Block Stop signal even when 'Line Clear' has not been received from the station in advance. The Intermediate Block Stop signal shall be taken 'off' by the station in rear, only when 'line Clear' has been received on the Block instrument.

3.43. Conditions for taking 'off' Warner signal.- A Warner signal shall not be taken 'off' for a train that is booked to stop or for a train that has to be stopped out of course.

3.44. Conditions for taking 'off' gate stop signal.- A gate stop signal shall not be taken 'off' until the concerned level crossing or crossings is or are free from obstruction and the gates of such level crossing or crossings are closed and locked against road traffic. Where a gate stop signal is interlocked with station signals it shall be worked in accordance with special instructions.

SR 3.44.01.-Where a gate signal is interlocked with station signals, the working of such signals shall be incorporated in the Station Working Rules.

3.45. Condition for taking 'off' Calling-on signal.- A Calling-on signal shall not be taken 'off' until the train has been

brought to a stand at the stop signal below which the Calling-on signal is provided.

3.46. Use of fixed signals for shunting.

(1) The Outer, Home and the last stop signal of a station shall not be taken 'off' for shunting purposes.

(2) At stations where Advanced Starters are provided, Starters may be taken 'off' for shunting purposes, except where the interlocking interferes with this practice, in which case hand signals shall be used where Shunt signals are not provided.

3.47. Taking 'off' signals for more than one train at a time.-When two or more trains are approaching simultaneously from any direction, the signals for one train only shall be taken 'off', other necessary signals being kept at 'on', until the train for which the signals have been taken 'off' has come to a stand at the station, or has cleared the station, and the signal so taken 'off' for the said train have been put back to 'on', except where under special instructions, the interlocking or the layout of the yard renders a contrary procedure safe.

SR 3.47.01.- Setting of Points during crossing of trains at stations on single line.

(a) When 'Line Clear' has been given to two trains to approach a station on single line from opposite directions, the Station Master shall decide which train is to be received first and the line on which it is to be received.

(b) He shall set and lock the facing points in favour of and set the outermost trailing points against the first train at non-interlocked stations and at interlocked stations where the interlocking permits this being done. Station Working Rules of an interlocked station will show if interlocking permits the setting of trailing points to conform to this rule.

(c) When a stopping train is to be received on a loop line, the line shall be set for sand hump or the over-run line and dead-end where provided.

(d). At non-interlocked station where route locking is provided, the Station Master shall satisfy himself that the correct keys of both facing and trailing points as per rule above are in his possession before permitting the necessary signals to be taken 'off'.

(e) At a 3-line station if one of the lines is already occupied, care shall be taken to see that the trailing points referred to above are set for the clear line on which the second train is to be received.

SR 3.47.02.- Berthing and crossing of passenger and goods trains at a station with only one platform.-

(a) When two passenger trains cross at a station where there is only one platform having a height of over 46 cm, and both trains are booked to make a halt, the following procedure shall be followed in such cases.

The first train shall be admitted on the station platform line and after passengers have detrained and entrained it shall be backed and drawn forward on to non-platforrn line to enable the second passenger train to be admitted on to the station platform line. The first train shall thereafter be started from the non-platform line.

(b) When two passenger trains cross at a station having only one rail level platform or a platform of 46 Cm or less in height, and both trains are booked to make a halt, the train which is expected to arrive first shall be received on the platform line and that which is, expected to arrive next shall be received on the second line. Both the trains shall be taken forward far enough to leave a space between the rear brakevans without fouling the crossing at either end of the running line. If the train expected first is delayed and the train expected later actually arrives first, both trains shall still be received on the lines first arranged for them and no change in this arrangement is permissible. However, if owing to the train that is expected first being delayed the train in the opposite direction is actually received first, the delayed train which is to be received on the platform line shall be detained at the first stop signal until all passengers leaving by or alighting from the train on the second line have entrained or detrained and the platform line is clear of passengers and all carriage doors shut. Before shunting and prior to the receipt of the second train, passengers and vendors shall be warned about the movement by the Guard and the station staff.

(c) If one of the two crossing passenger trains is not booked to halt at the station, the train booked to halt shall be admitted first on the platform line and the train that is booked to run through shall then be passed over the other line.

(d) If one of the two crossing trains is a nonstopping passenger train and the other goods train, the passenger train shall always be received on the platform line and the goods train on the other line.

(e) If one of the two crossing trains is non-stopping passenger train and other a goods train, the non-stopping passenger train shall be passed through over the main line.

(f) Crossing of two non-stopping trains whether goods or passenger shall be arranged in the following manner without regard to the platform or non-platform line.

(i) The train which will arrive first shall be admitted and stopped on the loop and the other train shall be passed through on the straight.

(ii) When a passenger train is stopped on a non-platform line for this purpose the Guard of the train and the station staff should warn the passengers and vendors about the approaching through train.

3.48. Stoppage of trains out of course at station provided with two-aspect signalling. - When a train which is booked to run through has to be stopped out of course at a station equipped with two-aspect signals, it shall not be received until -

(a) at stations provided with working Warners but not provided with Starters, the working warner is kept at 'on',

(b) at Stations provided with Starters but not provided with working Warners, the relevant Starter is kept at 'on',

(c) at stations provided with both working Warners and Starters, both signals are kept at 'on'; and

(d) at stations provided with neither a working Warner nor a Starter, the first Stop signal is kept at 'on', and the train brought to a stand outside it.

SR .3.48.01. - Procedure for stopping a train out of course at stations provided with only one Outer. –

If a run through train is required to stop at the station, the Outer signal shall be kept at 'on'. When the train has come to dead stop at the Outer signal, the the Outer signal shall be taken 'off' and the train brought to a stand at the station by exhibiting Stop hand signal.

3.49 Care and lighting of signal lamps –

(1) The Station Master shall see that lamps of fixed signals, indicators and boards such as Shunting Limit Board, Block Section Limit Board and Stop Board at his station are lighted at sunset, and are not put out until after sunrise, or at such earlier or later time as may be prescribed by special instructions.

(2) Sub-rule (1) shall not apply to

(a) approach lighted signals,

(b) colour light and position light signals which shall be kept lit throughout the day and night, and

(c) the sections where no trains is scheduled to run at night.

(3) The Station Master shall ensure that the lamps of fixed signals, indicators and boards such as Shunting Limit Board, Block Section Limit Board and Stop Board, when lit, are burning brightly and that the lenses of lamps and spectacle glasses are properly cleaned and back-lights clearly visible.

(4) Whenever night signals are used the Station Master shall not grant Line Clear unless he has ensured, either personally or in the manner prescribed under special instructions, that the lamps of fixed signals at his station which are not approach lighted and which apply to the train are burning. If signal lights cannot be kept burning he shall, before giving Line Clear, initiate action in accordance with the procedure prescribed in Rule 3.68 to 3.72.

(5) Before lighting a semaphore signal or indicator lamp, the railway servant deputed for lighting it, shall inspect the lenses and spectacle glasses. In case he finds the red roundel broken, cracked or missing, he shall not light the lamp and shall report the fact immediately to the Station Master who shall treat the signal as defective.

(6) Every railway servant incharge of signal shall see that the greatest care is taken in the focusing, cleaning and trimming of signal lamps.

SR 3.49.01. – Lighting and extinguishing of signal lamps.

(a) Except on certain branch line sections where no train runs during the night, all signal lamps, indicator and the lamps or boards as indicated in GR 3.49(1) are to be ordinarily lit and extinguished in accordance with the timings shown below –

	Lighting time				Extinguishing time			
Divisions	Feb to Apl H.M.	May to Jly H.M.	Aug to Oct H.M.	Nov to Jan H.M.	Feb to Apl H.M.	May to Jly H.M.	Aug to Oct H.M.	Nov to Jan H.M.
Khurda Road	17.30	18.10	17.30	17.00	6.10	5.20	5.55	6.00
Waltair	17.35	18.15	17.15	17.05	6.35	5.25	6.00	6.05
Sambalpur	17.30	18.10	17.10	17.00	6.30	5.20	5.55	6.10

(b) In the event of the weather not being clear due to storm, fog or for any other reason lighting and extinguishing of lamps shall be arranged earlier or later as necessary.

(c) Semaphore signals shall be tested by the Station Master when the lamps are first lighted.

(d) No signal is to be tested after giving line clear and taking 'off' for a train.

(e) The railway servant who lights the signals shall inspect the roundels for cracks or breakages and if any defect is noticed

immediately report the matter to the Station Master on duty who shall enter the report in the Station Diary and Signal Failure Register and Caution order Register, Such signals shall be treated as defective during the period they are required to be kept burning and action shall be taken in accordance with the procedure prescribed in General Rules 3.68, 3.69 & 3.70 and Subsidiary Rules made thereunder. In case of crack or breakage of red roundel, the signal shall not be allowed to remain lit and a railway man shall be deputed to show stop hand signal to the approaching trains from the foot of the signal.

(f) After heavy storms, particularly hail storms, cyclones etc. the Station Master on duty shall have the signals checked and note the conditions of the roundels. If any roundel is found cracked or damaged, the relevant signal shall be treated as defective and action taken in accordance with the rules applicable to defective signals.

SR 3.49.02. – Warning to lampman. –

Any direct contract of close proximity to 25 KV live conductor is dangerous. The Station Lampman climbing up the signal post for removal or fixing or cleaning or lighting the signal lamp shall not carry any long article which may accidentally touch or come in close proximity to live conductors. The lampman shall not bring any part of his body near live conductor (safe distance 2 meters).

3.50. Traps, Slip sidings and catch sidings. – The Station Master shall take steps to ensure that the points of all traps, slip sidings and catch sidings, and other points are set against the line which they are intended to isolate, except when it is not necessary that they should be open for the purpose of isolation.

SR 3.50.01 – Except when the setting of Catch Siding or Slip Siding or derailing switch points is indicated by fixed signals, a Loco Pilot shall not pass over these points, whether facing or trailing, unless the points are manned and proper hand signal exhibited.

SR 3.50.02 – Stopping of train short of catch siding controlled by stop signals. –

(a) It is not necessary to stop the train at the Stop signal

controlling points leading to the catch sidings provided the following conditions are satisfied :-

(i) Line Clear has been obtained from the block station ahead.

(ii) The train is to be received on the main line and the line is clear.

(iii) The gradients in the block section ahead are such that the trains can be brought under control easily,

(iv) Points leading to the catch sidings as well as points required for a run through train are set for the main line and the relevant facing points are locked immediately after granting line clear to the block station in rear, and

(v) Warner signal in the lower quadrant signalling territory is not taken 'off' and Distant signal in MAUQ signalling territory is maintained in 'ON' position.

(b) In all other cases before the points leading to the catch sidings are set for the main line, it shall be ensured that the train has come to a Stop outside the Stop signal placed short of the Catch sidings.

However, in cases where run through is to be allowed the consent of Sr. DME/DME in regard to clause (iii) above, shall be obtained and incorporated in the Station Working Rules. In case of electrified section DEE (OP)'s consent shall also be obtained.

3.51. Points -

(1) All Points shall normally be set for the straight except when otherwise authorised by special instructions.

(2) The railway servant concerned with the, operation of points and signals shall not while on duty, leave the place of operation of points or signals which are under his charge except under special instructions.

(3) No railway servant shall interfere with any points, signals, or their fittings, signal wires or any interlocking or block gear for the purpose of effecting repairs, or for any other purpose, except with the, permission of the Station Master.

SR 3.51.01. - (i) The railway servant operating points and signals in the cabins or at stations shall not leave his duty without being relieved by a competent person and without the knowledge and permission of Station Master.

(ii) If at any time during his duty hours, the Station Master/ Cabin Master/Cabinman in charge of a Signal Cabin is required to go out of the cabin, he shall padlock the cabin before leaving.

SR 3.51.02. - A signal in the 'off' position indicates that the points are correctly set for the route to which it applies, and if the signal cannot be taken 'off', the setting of the points on the route and the wire adjustment of the signal shall be inspected by the Station Master/Cabin Master/Cabinman, as the case may be, before the signal is declared as defective.

SR 3.51.03. - Once the leading wheels of an engine or vehicle or any part of a train have entered the points the person responsible for operation of points and signals must not operate the points until the engine and all the vehicles have passed completely clear of such points. If however, he notices any unusual condition which is likely to endanger safety, he shall exhibit Stop hand signal and try to draw the attention of the Loco Pilot by shouting and gesticulating.

SR 3.51.04. - Repairing, renewal or installing signals and point gears :-

When it is necessary to do any work in connection with the repairing, renewing, overhauling or installing signals and point gears, either interlocked or non-interlocked, at any station which will endanger the safe working of trains the official in charge of signal department/ Civil Engineering department shall prepare and hand over the 'Disconnection Notice' on form T-351 by S&T Official and/or a written memo (by engineering officials) and obtain signature of the Station Master on the record foil of the 'Disconnection Notice/Written Memo. At stations having only Cabin Master the 'Disconnection Notice' shall be made over to the Cabin Master and his signature obtained. The official in charge of Signal/Civil Engineering department shall not interfere with any signal or point gear until the 'Disconnection Notice' has been acknowledged.

The Station Master or the Cabin Master shall not give his signature, if signals have already been taken 'off' for reception/ despatch of a train until the said train has arrived/passed clear of the

signals and points mentioned in the 'Disconnection Notice' or if 'Line Clear' has been given for a train, until the train has passed the said signal(s) and points.

The Station Master/Cabin Master shall, immediately after signing the record foil of 'Disconnection Notice'/written memo make an entry in the Caution Order Register, Remarks columns of the Train Signal Register and Station Diary in red ink and the Disconnection Notice/Written Memo to be kept in a separate register specially maintained for the purpose.

The Station Master shall inform the Cabin Master/Cabin man on duty at either end of the station, giving details of the signal(s) and/ or the points which are to be repaired, overhauled, renewed or in any way interfered with, supported by a Private Number. The Cabin Master/ Cabinman shall acknowledge this information supported by a Private Number and place lever collar(s) on the concerned levers of the points and signals. The Cabin Master at either end shall make an entry in remarks columns of Train Signalling Register in red ink to this effect.

The Station Master/Cabin Master shall advise the Station Master of the Block Station and Notice Station in rear by issuing a message supported by a Private number, to issue caution orders to all Loco Pilots and Guards that the trains will be piloted in, if the signal(s) and points under repair, overhauling etc. related to the line on which the trains are required to pass. He shall obtain acknowledgement of this advice by a message supported by a Private Number from the block station and Notice station in rear. The points shall be clamped/through bolted and padlocked and trains will be piloted in during the period the reception signal(s) and points are disconnected on the route on which the trains are to be admitted. Similar procedure shall be followed for outgoing trains if departure signal(s) and any points on the departure route for a train are involved. However, during when specific instructions are issued, overhauling of lever frame or non-interlocking at an interlocked stations, signals may be taken 'OFF' for reception of trains provided the relevant points are set, clamped and padlocked for the nominated route. A competent railway staff shall also be deputed to display hand signal, at the foot of the stop signal. The Signal staff shall mention to this effect in the T-351and assist traffic staff in setting the points in the desired position. The traffic staff shall be responsible for clamping and padlocking.

On completion of the work the official in charge of S & T/ Civil Engineering department will hand over the relevant portion of the 'Re-connection Notice' /memo to the Station Master/ Cabin Master and obtain his signature on the record foil of the 'Re- connection Notice'.

The Station Master or the Cabin Master shall not sign the record foil of the 'Disconnection Notice' until he has tested the signal(s) and points concerned and he is satisfied that they are in good working order.

He shall then cancel the entry in the Caution Order Register and make an entry in the Train Signal Register, Station Diary to this effect. The Station Master shall then advise completion of the work to Cabin Master/Cabinman (where end'Cabins are provided) and to Block Station and Notice Station in rear under a message by exchange of Private Numbers. The Reconnection Notice/Written Memo handed over by the S & T/Civil Engineering Official incharge, after the Completion of the work should be kept in the register specially maintained for the purpose along with the concerned Disconnection/ Written Memo.

SR 3.51.05.- The Station Master/Cabin Master while giving the key to S & T Maintainer for oiling and cleaning the interlocking gears inside the cabin shall obtain his signature in a Register which shall be maintained at the Station or Cabin. Signal Maintainer shall not carry out any test even if required, when a train has been signalled till the train passes the signal and then with the consent of Station Master or Cabinman.

SR 3.51.06.- (a) When a running line is blocked by stabled load, wagon, vehicle or by a train which is to cross or give precedence to another train or immediately after the arrival of a train at the station etc, the points in rear on double line sections and at either end in single line sections should be immediately set against the blocked line except when shunting or any other movement is required to be done on that line.

(b) If all the lines at a station happen to be blocked, when line clear has been granted to a train, the points should be set for the line occupied by a stabled load or a goods train in that order so that, in

case of mishap, the chances of casualties are minimised. In case all the lines are occupied by passenger train, points should be set for a loop line, to negotiate which the speed of the incoming train would-be reduced which in turn, would minimise the consequences/ casualties. While doing so, points may be set for a loop occupied by a train, if any, whose engine is facing the direction of approach of the incoming train rather than for a loop occupied by a train where a passenger coach, will, in the case of collision, receive the impact.

(c) These precautions shall be taken in addition to the observance of other precautions as contained in SR 5.04.01 and SR 5.23.01.

E. Hand Signals

3.52. Exhibition of hand signals.-

(1) All hand signals shall be exhibited by day by showing a flag or hand and by night by showing a light as prescribed in these rules.

(2) During day a flag or flags shall normally be used as hand signals. Hands shall be used in emergencies only when flags are not available.

(3) During night a hand signal shall normally be given by showing a red or green light. A white light waved violently shall be used as a Stop signal only when the red light is not. available.

(4) Red or green light refered to in sub-rule (3) shall be either a static or flashing type.

SR 3.52.01. - Flags must be mounted on sticks, red and green separately.

SR 3.52.02. - (i) The arrangement of Red and Green slides in Hand signal lamps must be in uniform. Holding the lamp with the front facing away, the Green slides should be on the left hand side and the Red on the right. Every railway servant using a lamp must see that the slides are in the correct sides.

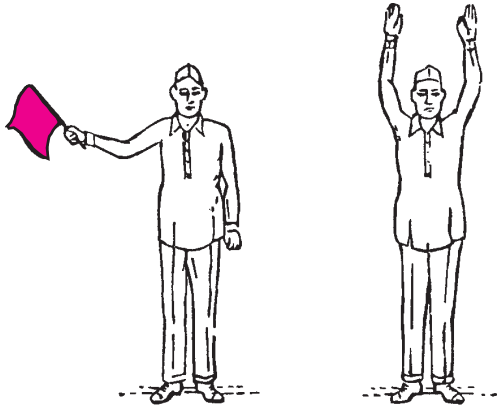
(ii) Hand signal lamps should be cleaned daily for efficient working of their slides, burners, wicks and reflectors.

3.53. Stop hand signal.-

Indication : Stop dead

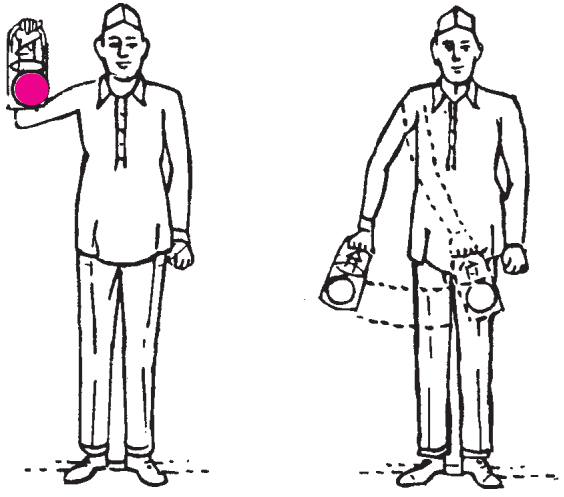
How given by day :

By showing a red flag or by raising both arms with hands above the head as illustrated below :



How given by night :

By showing a red light or by violently waving a white light horizontally across the body of the person showing the signal as illustrated below :

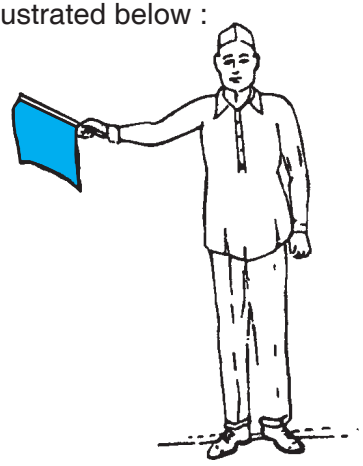


3.54. Proceed hand signal.-

Indication : Proceed

How given by day :

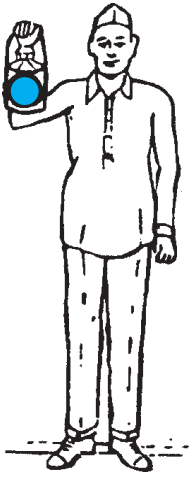
By holding a green flag or by holding one arm steadily as illustrated below :





How given by night :

By holding a green light steadily as illustrated below :

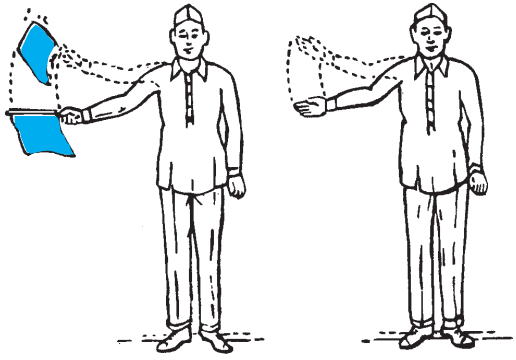


3.55. Proceed with caution hand signal. –

Indication : Proceed slowly reducing speed further if the signal is given at a progressively slower rate.

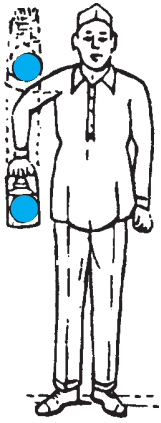
How given by day :

By waving a green flag vertically up and down or by waving one arm in a similar manner as illustrated below :-



How given by night :

By waving a green light vertically up and down as illustrated below :



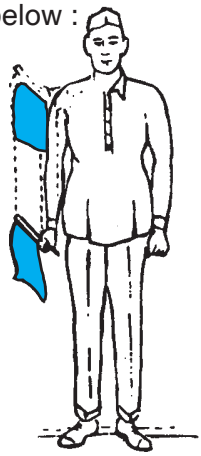
NOTE : When the speed is to be reduced further, this signal shall be given at a slower and slower rate and when a stop is desired, the stop hand signal shall be shown.

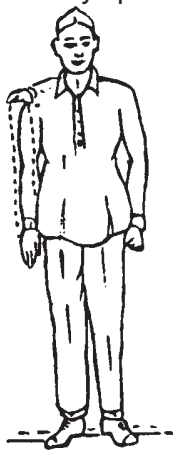
3.56. Hand signals for shunting . - The following hand signals shall be used in shunting operations in addition to the stop hand signal :-

(a) **Indication :** Move away from the person signalling

How given by day :

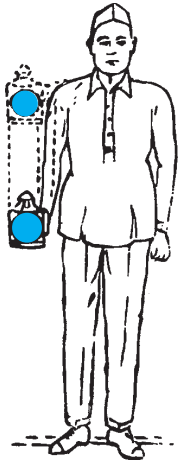
By a green flag or one arm moved slowly up and down as illustrated below :





How given by night :

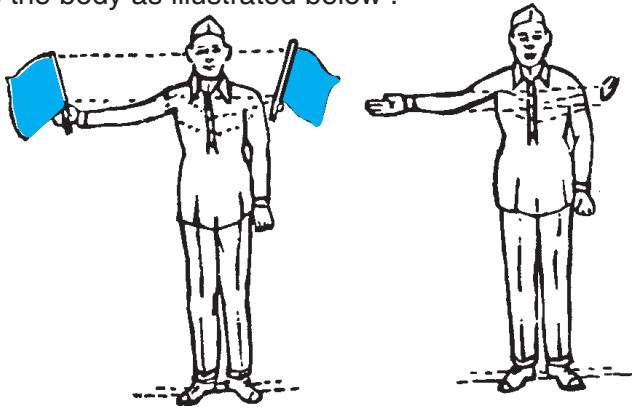
By a green light moved slowly up and down as illustrated below :



b) **Indication :** Move towards the person signalling

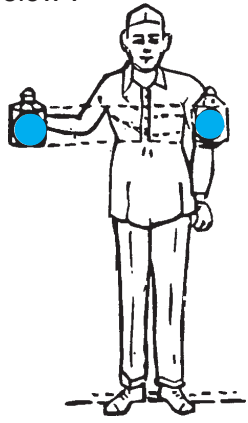
How given by day :

By a green flag or one arm moved from side to side across the body as illustrated below :



How given by night :

By a green light moved from side to side across the body as illustrated below :

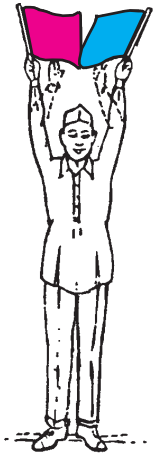


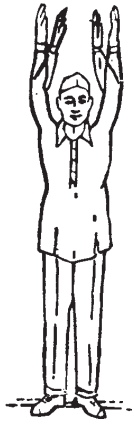
NOTE : The hand signals for 'Move away from the person signalling' and 'Move towards the person signalling' shall be displayed slower and slower, until the Stop hand signal is given if it is desired to stop.

(c) **Indication :** Move slowly for coupling

How given by day :

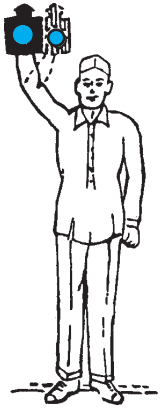
By a green and a red flag held above the head or both hands raised over the head and moved towards and away from each other as illustrated below :





How given by night:

By a green light held above the head and moved by twisting the wrist as illustrated below:



SR 3.56.01. - Shunting signals are to be given by the Station Master, Guard/Assistant Guard of a train, Yard Master, Shunting Jamadar or Pointsman, or such duly authorised person. To avoid conflicting signals only one such person at a time shall control the shunting of a train or engine by exhibiting signal which shall be clearly visible to the Loco Pilot.

SR 3.56.02. - A red or 'Stop' hand signal given by any one supersedes all other signals and bars movement beyond such danger signal.

3.57. Banner flags.-A banner flag is a temporary fixed danger signal, consisting of a red cloth supported at each end on a post and stretched across the line to which it refers.

3.58. Knowledge and possession of hand signal.-

(1) Every railway servant connected with the movement or trains, shunting-operations, maintenance of installations and works of any nature affecting safety of trains shall have –

(a) a correct knowledge of hand signals; and

(b) the requisite hand signals with him while on duty and keep them in good working order and ready for immediate use.

(2) Every railway servant shall see that the staff under him concerned with use of hand signals are adequately supplied with all necessary equipment for hand signalling and have a correct knowledge of their use.

(3) A red flag and a green flag by day or a lamp, which is capable of showing red, green and white lights by night, shall constitute the requisite equipment for hand signalling.

(4) Every Station Master shall see that his station is adequately supplied with all necessary equipment for hand signalling.

F. Detonating Signals

3.59. Description of detonating signals - Detonating signals, otherwise known as detonators or fog signals are appliances which are fixed on the rails and when an engine or a vehicle passes over them, they explode with a loud report so as to attract the attention of the Loco Pilot.

3.60. Method of using detonators. -

(1) A detonator when required to be used shall be placed on the rail with the label or brand facing upwards and shall be fixed to the rail by bending the clasps around the head of the rail.

(2) In case of a mixed gauge, detonators shall be placed on the common rail or on one rail of each gauge.

3.61. Placing of detonators in thick, foggy or tempestuous weather impairing visibility.-

(1) In thick, foggy or tempestuous weather impairing visibility, whenever it is necessary to indicate to the Loco Pilot of- an approaching train the locality of a signal, two detonators shall be placed on the line, by a railway servant appointed by the Station Master in this behalf, about 10 metres apart, and at least 270 metres outside the signal or signals concerned.

(2) (a) The Station Master may comply with the provisions of sub-rule (1) at his discretion; but shall always do so when visibility conditions from any cause prevent him from seeing a prescribed visibility test object from a distance of not less than 180 metres or a lesser distance if expressly sanctioned by the Railway Board.

(b) The visibility test object may be -

(i) a post erected for the purpose and lighted at night;

or

(ii) the arm by day and the light or the back-light by night of a fixed semaphore signal specified by special instruction;

or

(iii) the light of a fixed colour light signal both by day and night specified by special instructions.

SR 3.61.01. (a) The visibility test object shall be specified in the Station Working Rules.

(b) Visibility test post shall be provided at all stations except where Station Working Rules earmark a particular signal or the light or the back-light of a signal to serve as visibility test object. At stations, situated in localities where fog, or dust storms or heavy rains are generally prevalent, such posts shall be provided separately.

(c) Visibility test post shall be 2.1 metre in height and painted alternately black and white and illuminated during night, and fixed vertically in the ground 180 metres from the centre of Station Master's office at each end of the station.

(d) In foggy or tempestuous weather or in dust storm when station signals cannot be seen, the Station Master on duty shall personally ensure that the station signals are lit, and then send two trained men to act as Fog signalman, one in each direction, to the fog signal posts, which are erected at all stations 270 metres from the first stop signal. No fog signal posts are to be provided at stations with double distant signals and at stations which do not qualify for placement of detonators.

NOTE : Placing of detonators shall be dispensed with in following cases :

i) In Automatic signaling territory.

ii) At stations which are provided with double distant signals.

iii) In sections provided with fog safe device.

iv) On gate signal.

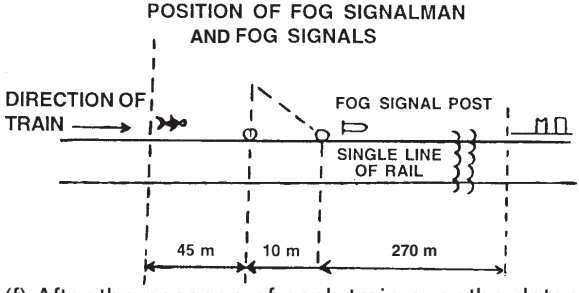
v) On Departure signal.

vi) At the sites of temporary speed restriction imposed due to maintenance of Track/OHE/Signal,

vii) Where maximum speed allowed in the station section is upto 15 kmph even at stations where pre-warning signal is not available, but a warning board exists.

viii) Where speed of the section is less than 50 kmph (but more than 15 kmph) and the first signal of a station is not a stop signal.

(e) Each of these man shall be provided with 20 detonating (fog) signals or such lesser number as shall be prescribed under special instructions. The Fog Signalman shall, on reaching the fog signal post, place two fog signals on the rail about 10m, apart so that the same on explosion under the wheels of an engine, will warn the Loco Pilot of his proximity to the first stop signal of the station. The position of the fog signal post, the fog signals and the Fog Signalman are shown in the diagram below -



(f) After the passage of each train over the detonating (fog) signals, which have been so placed on the rails, the Fog Signalman shall immediately replace them by the fresh detonators and collect the used cells.

(g) Each of the trained men sent out with fog signals, shall carry a lighted hand signal lamp. If the Fog Signalman be aware of any obstruction on the line, he shall show a stop hand signal in accordance with General Rule 3.53, in the direction in which a train is expected or approaching. On Single line sections for trains leaving a station, the Fog Signalrnan deputed to place detonators shall show to the Loco Pilot a 'Proceed' (Green) hand signal in accordance with GR 3.54.

(h) As soon as it is necessary for the Station Master on duty to take action under SR 3.61 (d) he shall immediately call on duty, two of Station class IV staff who are off duty. The Station Master on duty may either utilise the two men called from off duty or two of the men already on duty for the purpose of seeing the signals are lit and for sending two men trained in fog signalling duties to either end of the Station limits, or he may utilise, if available, two trained Trackmen detailed for the purpose by the JE/SE/SSE(P way), but in any event the trained men sent out to the fog signal posts shall be regular employees of the railway and not "Substitutes" or "Casual labour".

(i) The procedure in sub-rule (i) refers to action to be taken by the Station Master on duty in an emergency.

Divisional Railway Manager shall notify the names of stations at which fog prevails persistently. At each such station, four of the station Class IV staff (or if this number is not available it may be made up by one or a maximum of two Trackmen per station being deputed by the JE/SE (P way) shall be posted and detailed to work as a Fog Signalman. All four men shall be fully trained in fog signal duties and shall be regular employees of the railway, and not "Substitutes" or "Casual labour". The four employees detailed as Fog Signalman shall be replaced by the appointment of two or more class-IV staff at the station and by one or two temporary men in the engineering gang from which the permanent men have been withdrawn.

(i) At a double line station if the fog appears for about 7 days in the month, it shall be treated as persistent fog and separate fog signalman shall be appointed. If the fog is for less than 7 days in the month, the Station Master shall act according to sub-rule (i). The off duty staff who are utilised for such purpose, shall be paid overtime.

(ii) At single line station where the station porters are required to deliver token also, Divisional Operations Manager, shall examine both the duration of fog and the number of days in a month on which it appears. After taking into consideration the over all work, he shall determine whether separate Fog Signalmen are required or not. If fog appears on one or two days in a month and for a short duration, it shall not be necessary to engage separate Fog Signalmen and the procedure laid down in sub-rule (i), shall be followed.

(j) On branch lines or sections on which traffic is light instead of a Fog Signalman remaining continuously on duty at each fog-signal post, a Fog Signalman may be sent out to place detonators for each individual train. This procedure may only be adopted under "special instructions". In such cases, "Line Clear" shall not be given for a train, unless the Fog Signalman has been sent out at least 30 minutes before the train is due to leave station in rear.

(k) The Station Master shall ensure that fresh supplies of fog signals are sent to the man in replacement of those used.

(l) A "Station Detonator Register" in form OP/T124 (as prescribed) shall be maintained at each station and shall show the

names of Fog Signalmen on duty, periods of duty, the stock of detonators, the number of detonators sent out with each Fog Signalman, the number of each train under which detonators have been exploded, and the number of unused detonators and used cases (including those which have failed to explode) returned each time by Fog Signalmen to the Station Master on duty.

(m) The Station Master shall explain the procedure of placing detonators to all men deputed and/or posted at his station and obtain their signatures or thumb impressions in the "Station Detonator Register" as an acknowledgement that they have understood the rules relating to the fog signalling of trains.

Instructions for Fog Signalmen are contained in SR 3.64.07.

(n) In the case of temporary speed restrictions on account of the line being under repairs or due to any other engineering work being in progress, if thick fog or tempestuous weather is encountered which reduces the visibility distance of the caution indicator to less than 180 m. whether by day or by night, the JE/SE (P way) or the Gang Mate concerned shall promptly arrange for regular Trackmen to place two detonators on the rail, about 10m. apart, at a distance of 270. m. in the rear of the caution indicator, in each direction and to keep replacing the same after the passage of every train until the visibility conditions have improved sufficiently.

3.62. Placing of detonators in case of obstruction.-

(1) Whenever in consequence of an obstruction of a line, it is necessary for a railway servant to stop approaching trains, he shall proceed, plainly showing his stop hand signal, to a point 400 metres from the obstruction and place on the line one detonator and then proceed to a point 800 metres from the obstruction and place on the line three detonators about 10 metres apart, at such place:

Provided that on the broad gauge the first detonator shall be placed at 600 metres and three detonators at 1200 metres from the obstruction about 10 metres apart from each other.

(2) If the said railway servant is recalled before the obstruction is removed, he shall leave down three detonators and, on his way back, pick up the intermediate detonator.

3.63. Replacement of detonators on the line. - Every railway servant placing detonators on the line shall see that they are,

when necessary, replaced immediately after a train has passed over them.

3.64. Knowledge and possession of detonators.-

(1) (a) All Station Masters, Guards, Loco Pilots, Gangmates, Gatemen and all other railway servants on whom this duty is laid by the Railway Administration, shall keep a stock of detonators.

(b) The Railway Administration shall be responsible for the supply, renewal, periodical testing and safe custody of such detonators, and for ensuring that their use is properly understood.

(2) Every railway servant concerned with the use of detonators shall have a correct knowledge of their use and keep them ready for immediate use.

(3) Every railway servant shall see that the railway servants in his charge concerned with the use of detonators have a correct knowledge of their use.

SR 3.64.01.- (a) **Stock of detonators. -** A case containing 10 detonators shall form part of equipment when on duty, of every Guard, Loco Pilot, Gangmate, Gateman, patrolman, Keyman, Stationery Watchman, Lineman of Traction Department, Technician (S&T). Every Push trolley, motor trolley, lorry and tower Wagon shall be equipped with a case of 10 detonators.

(b) The Divisional Railway Managers shall prescribe the number of detonators which shall be kept in stock at stations, in each SE/SSE (P way) office and Running Sheds, OHE Depots, SE/SSE (S&T) office and also the minimum number below which the stock shall not be allowed to fall.

(c) Station Masters, Crew Controllers, Loco Inspectors, SE/SSE(TrD), SE/SSE (P way) and SE/SSE (S&T) shall be responsible for seeing that the stock of detonators is never allowed to fall below the minimum.

SR 3.64.02. - Supply of detonators. -

(a) Station Masters shall supply detonators to Guards

headquartered at their stations and to Gatemen working under their control.

(b) SE/SSE (P way) shall supply detonators to Gangmates, Keymen, Gatemen of Engineering level crossing gates, Bridge Watchmen, Stationary Watchmen and Patrolmen.

(c) Crew Controllers & Loco Inspectors shall supply detonators to Loco Pilots.

(d) SE/SSE (TrD) shall supply detonator to Linemen, Drivers of Tower wagons and -such other staff working under them.

(e) SE/SSE (S&T) shall supply detonators to the Technicians (S&T) working under them.

(f) The users of push trolley, motor trolley, lorries etc. shall arrange to get the supply of detonators either from the Divisional Railway Managers/or through the Station Master, SE/SSE (P way) or Crew Controllers, Loco Inspectors or SE/SSE (S&T) of their Headquarters stations as may be prescribed by the Divisional Railway Managers.

SR 3.64.03.- Storage of Detonators. -

(a) Detonators shall be handled with care as they are liable to explode if handled roughly.

(b) Detonators shall be kept in the tin cases in which they are supplied. They shall be stored in dry places and not left in contact with brick walls, damp wood, chloride of lime or other disinfectants, nor exposed to dampness or steam or other vapours. On sections where the climate is humid, “Silicagel” bags may be kept in the containers to absorb moisture. These ‘silicagel’ bags should be heated periodically in order to expel the absorbed moisture.

(c) Fog signals shall not be exposed to sun rays except when used .on the track, as this can be dangerous.

(d) The month and year of manufacture are shown on the label outside each tin case and are also stamped on each detonator. Detonators shall be used up in the order on the date stamped on them, those of the oldest manufacture being used first. They shall always be stored in such a way as to facilitate ready withdrawal in the correct sequence. This shall also apply to the arrangement of detonators in individual tin cases kept with the users like Gangmates,

Keymen, Trackmen and patrolmen, where the same tin case may, at any given time, contain detonators of different dates of manufacture.

SR 3.64.04.- Use of detonators -

(a) A detonator shall be placed over the rail closest to the inner side of the rail and be fixed with the help of lead strips bending inside the rail and the label/brand should face upward.

(b) When a railway servant has placed one or more detonators on the line, he shall withdraw beyond the safety radius of 45 metres from the detonator or detonators before they are exploded by an approaching engine or train. He shall be responsible for warning as far as circumstances permit, any person in the vicinity to stand beyond the safety radius.

Staff in observing the safety radius of 45 metres shall place themselves as far as possible in rear of the locomotive, train or wagon passing over the detonators.

(c) Station Masters, Loco Inspectors, Crew Controllers, SE/SSE (P way), Transportation Inspectors and SE/SSE (S&T) shall be responsible for ensuring that the detonators in the possession of the staff under their control are tested regularly as prescribed in SR 3.64.05 and that the staff know when and how to use them. All such staff as are expected to use detonators shall be tested once in three months by the controlling senior subordinates or by inspecting officials in regard to their knowledge of the use of detonators.

(d) Each station master, Loco Inspectors, Crew Controllers, SE/SSE (TrD), SE/SSE(P way) and SE/SSE(S&T) shall maintain a register of receipts, use and testing of detonators supplied to them.

(e) The life span of detonators is 7 years from the year of manufacture."

(f) Railway servants in possession of detonators shall be responsible for ensuring that they are not put to any improper use.

SR 3.64.05. - Testing of detonators. -

(a) Station Masters, Crew Controllers, Loco Inspectors, SE/SSE (P way) and SE/SSE (S&T) and other officials holding stocks of detonators supplied to them for issuing to staff under their control as well as for their own' use shall be responsible for testing, once in 12 months, at least 2 detonators drawn at random from each batch of

detonators received by them. Particular care shall be taken to ensure that the oldest detonators remaining unused with the staff to whom they were issued are tested without fail..

(b) Detonators shall be tested under the wheels of any empty wagon pushed by a locomotive at a restricted speed of 8 to 12 kmph. The tests shall be carried out under the direct supervision of an official not below the rank of Transportation Inspector, SE/SSE (P way), Loco Inspectors, SE/SSE (TrD) or SE/SSE (S&T) Station Masters of Guards' Hd-quarters stations are, however, authorised to test detonators in their charge including those issued by them to the Guards.

(c) During testing no person shall be allowed to approach within a radius of 45mts. of the detonators being tested, except for the engine crew who shall also keep themselves well within the cab. The official incharge of the testing shall, before commencement of the operation, post sufficient men to ensure that no person trespasses the prescribed safety radius until the testing is completed. The men posted for this purpose shall also observe the prescribed safety radius and shall place themselves as far as possible in the rear of the wagon used for the test for greater safety against flying splinters.

(d) After the test is completed, the results thereof shall be communicated to the officer issuing the detonators by the official conducting the test.

(e) A record of the number of detonators tested shall be kept in a special register maintained for the purpose.

(f) Deficiencies resulting from withdrawal of detonators, for the purpose of testing, from the staff to whom they were issued shall be made good by issue of detonators from a lot which has been tested and found to be effective.

(g) If any of the detonators tested fails to explode, the entire batch it represents shall be withdrawn and replaced by fresh stock.

(h) Detonators bearing any sign of rust on the surface or appearing unsatisfactory in any way and those failing to explode in actual working shall also be returned promptly to the issuing officer for replacement.

SR 3.64.06. – Disposal/destruction of time expired Detonators (fog signals). -

Time expired detonators shall be destroyed by the following methods :-

(a) by soaking them in light mineral oil for 48 hours and throwing them one by one into fire with due precautions;

(b) by burning them in incinerator ;

(c) by detonating them under the wagons during shunting operations

(d) by throwing them in deep sea.

The destruction of time barred detonators shall be arranged in the presence of a Railway servant who shall preferably be a Gazetted Officer and in no case below the rank of a Senior Subordinate. He shall ensure that during destruction, every care is taken to see that the splinters of detonators do not cause any injury to life and property

It may be noted carefully that in no case the detonators, shall be burried or thrown in water at such places where they could be recovered by human beings.

SR 3.64.07.- Instructions for the supply and use of Fog signals at stations to indicate to the Loco Pilots of approaching trains, the location of a signal.

(a) Recruitment. - Fog Signalmen shall be detailed for duty at stations, being recruited partly from the Station Traffic staff and partly from Engineering Trackmen and must not be substitutes or casual labour but regular employees of the railway.

(b) Relief. - Divisional Operations Manager shall arrange for a Relief Force for relieving Fog Signalmen at stations in area in which fogs are prevalent when such men are absent on account of sickness or authorised leave.

(c) Supply and method of use. - (i) Each Fog Signalman, while being sent to the fog signal post, shall be given 20 detonating (fog) signals or less as may be prescribed under special instructions. The Station Master shall ensure that fresh supplies of Fog signals are sent out, as necessary, to the men in replacement of those used.

(ii) One Fog Signalman shall be sent to each of the fog signal posts which are erected at all stations in rear of (i.e. outside) the outermost signal.

(iii) Each Fog Signalman on reaching the fog signal post shall at once place and secure on the rails two fog signals about 10 metres from each other, one being opposite and on the rail next to the fog signal post and the other beyond it and in the direction from which the incoming train would come.

(iv) He shall then stand himself 45 metres behind the fog signal post.

(v) Fog Signalman shall never leave their post until relieved by another trained Fog Signalman except when he has to report to the Cabinman or the station.

(vi) A Fog Signalman shall never sleep while on duty at the fog signal post. He must realise that the lives of many people depend on his alertness and devotion to duty.

(vii) If a train is approaching at the time a Fog Signalman is being relieved at a fog signal post, both men shall allow the train to pass and explode the fog signals already placed and secured on the line. As soon as the train has passed or if no train is approaching, the Fog Signalman who is being relieved, shall pick up the last two detonators he had placed on the line and take them with any unexploded detonators or exploded cases he has, back to the station. The Fog Signalman coming on duty shall place two fresh detonators on to the lines.

(d) Exception for branch lines. - On branch lines or sections, on which traffic is light, the Station Master on duty may, under "special instructions", send a Fog Signalman to the fog signal post for reception of each individual train. This procedure shall only be permitted if it is provided in the Station Working Rules.

(e) Method of securing. - Fog signals shall be placed on the line with the label or brand upwards, and shall be secured by bending the clasps round the head of the rail.

(f) Placing Fog signals on a mixed gauge. - Where the use of Fog signals is necessary under these rules on a mixed gauge, Fog signals shall be placed on one rail of each gauge, or on the rail common to both.

Examples

(i) Where one rail is common to both gauges.

(1) (1) A ←10 metres → A

(2) (2) - (2) _____

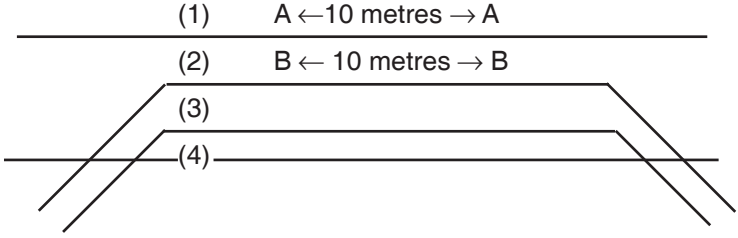
(3) (3) - (3) _____

(1) Rail common to broad gauge and metre gauge

(2) Metre gauge rail.

(3) Second broad gauge rail

(ii) Where there is no rail common to the two gauges.



1 & 4 Two broad gauge rails.

2 & 3 Two metre gauge rails.

(iii) In case (i) the fog signal shall be placed at

A ... ... A.

NOTE - The fog signals shall always be placed on the rail common to both gauges, irrespective of whether it is nearest to the fog signal post or not.

(iv) In case (ii) the detonating (fog) signals must be placed at A... ... ... A and B... ... ... B.

(g) To know the location of first stop signal of a station during foggy weather, the kilometer chart of first stop signal location of every station be mentioned in Working Time Table for information of loco pilot.

(h) Renewal of detonating (fog) signals.- On both double lines, detonating (fog) signals shall be placed on the rails for each train and shall be renewed each time a train passes over them.

(i) Hand signals. - (a) The Fog signalman shall always carry a lighted hand signal lamp in foggy or tempestuous weather or in a dust storm.

(b) If the Fog Signalman is aware of any obstruction on the line, he shall show a 'Stop' hand signal to an approaching train. Under no other circumstances shall a Fog Signalman show a hand signal to the Loco Pilot of an approaching train, but on single line sections, for a train leaving a station, the Fog Signalman shall show a "Proceed" (green) hand signal to the Loco Pilot.

(j) Acknowledgement of rules— The station Master shall explain to each Fog Signalman at his station relating to the duties of fog signalling and obtain his assurance in the month of October of every calendar year in the Fog Signal Register.

(k) Record of fog signals and exploded cases -

(i) The station Master on duty shall be responsible for ensuring that the Fog Signalman before going on duty to the fog signal posts, count the number of fog signals issued to them. This number shall be entered in the "Station Detonator Register' in part Ill of the register. Station Master on duty and the Fog Signalman shall jointly sign this entry.

(ii) As each train has passed over the fog signals placed for it, the Fog Signalman shall collect the exploded cases (not omitting the cases of detonators which have failed to explode) and when his period of duty is over, or when he is recalled on the weather clearing up he shall bring all the used fog signals and any unused he still has, and make them over to the Station Master on duty. The Station master on duty shall enter in the "Station Detonator Register' the number of used fog signals and unused fog signals and both the Station Master and Fog Signalman shall sign against this entry If the Fog Signalman .is illiterate, the Station Master shall take his thumb impression.

STATION DETONATOR REGISTER.

At .....

Instructions

1. This register contains the following parts

Part I.	Particulars of Fog Signalmen posted at the station from time to time.
Part II.	Particulars of receipt and stock of detonating (fog) signals at the station, to be filled in whenever detonators are used or received.
Part III.	Periods of fogs, Fog Signalmen on duty, and details of detonators used.
Part IV.	Particulars of issue and testing of Fog signals at Depot, Station, Loco Shed etc.

2. As soon as a man is posted to or detailed for duty at a station as a Fog Signalman, the Station Master must satisfy himself that the man is fully acquainted with and understands the rules relating to the placing of detonating (fog) signals at stations during thick or foggy weather. As an assurance of this, the Station Master shall take the signature or thumb impression of such men in the appropriate column of Part 1 of this register.

3. The Station Master, shall ensure that the information to be maintained in this register is kept upto date and is accurate in all respects.

4. Transportation Inspectors shall check the register, as also the stock of detonators on hand, each time they visit a station and initial with date as an indication of their having done so.

EAST COAST RAILWAY OP/T124

PART I

Fog Signalman Posted at ..... Station

Period for which worked at the station		Name of Fog Signalman	Substantive post of Fog Signalman.	Assurance of Fog Signalman.	Signature of Station Master.	Date of testing of the Fog Signalman.	Signature of Fog Signal man	Signature of the Station Master
From	To							

EAST COAST RAILWAY OP/T124

PART II

Stock of Detonators

Date	Opening balance of Fog signal.	Stock received on date.	Particulars of receipt	Stock used during day.	Closing balance of detonators on hand.	Signature of Station Master

EAST COAST RAILWAY OP/T124

PART III

..... Station.

Date	Duration of Fog.		Name of Fog Signalman on duty.	Time Fog Signalman sent out.	Number of detonating (fog) signals issued			Signature/ thumb impression of fog Signalman	Signature of Station Master.	Train for which used.
	Time commenced & control advised	Time cleared and control advised			To F/S man.	Sent out for renewal				
						No.	Time			
	H/M	**H/M**		**H/M**			**H/M**			

Fog Signal Man returned to station.	Number of detonators returned to Station Master on duty				Signature/ thumb impression of		Remarks
	Unused detonators.	Shells of exploded detonators which failed to explode	Balance of detonators not accounted	Explanation for not accounted for detonators.	Fog signalman	Station Master on duty.	
H/M							

EAST COAST RAILWAY

PART IV

..... Station/Shed/Office

OP/T124

Sr. No.	NAME	Designation	P.F. No. Date of issue.	No. of detonators issued.	Year & Month of manufac-ture of detonator	Number used.	Date used.	Month & Year of manufac-ture of the replaced detonators.	No. of detonators tested.	Date and Month of testing	Year of the detonators tested.

G. Signals to warn incoming train of danger ahead

3.65. - The signals to be used to warn the incoming train of an obstruction shall be a red flashing hand signal lamp at night or a red flag during day.

3.66. Use of Warning signals. - When it becomes necessary to protect an obstruction in a block section, a signal may be used as prescribed by special instructions under GR 3.65 while the Railway servant proceeds to place detonators.

3.67. Knowledge and possession of Warning signals.-

(1) (a) All concerned railway servants on whom this duty is laid by the Railway Administration shall keep a stock of such signal as may be prescribed by special instructions under GR 3.65.

(b) The Railway Administration shall be responsible for the supply, renewal and safe custody of such signals as may be prescribed by special instructions under GR 3.65 and for ensuring that their use is properly understood.

(c) The Railway Administration shall supply every Guard, Loco Pilot, Patrolman and Gateman working on the Double or Multiple line, Ghat, suburban or Automatic Block Territories with such signals as may be prescribed by special instructions under GR 3.65.

(2) Every railway servant concerned with the use of signals as prescribed by special instructions under GR 3.65 shall have a correct knowledge of their use and keep them ready for immediate use.

(3) Every railway servant shall see that the railway servants in his charge concerned with the use of Warning signals as prescribed by special instructions under GR 3.65 have a correct knowledge of their use.

H. Defective fixed Signals and Points

3.68. Duties of Station Master generally when a signal is defective.-

(1) As soon as a Station Master becomes aware that any signal has become defective or has ceased to work properly, he shall-

(a) immediately arrange to place the signal at 'on' if it is not already in that position;

(b) depute competent railway servants with such hand signals and detonators as may be required to give signals at the foot of the defective signal until he is satisfied that such signal has been put into proper working order;

(c) take action in accordance with Rules 3.69 and 3.70 as may be required for movement of trains past the defective signals; and

(d) report the occurrence to the railway servant responsible for the upkeep of the signals, and if the section is controlled, the Controller also.

(2) When the Station Master receives information of any defect in a signal not pertaining to his station from the Loco Pilot or the Guard or any other railway servant, he shall immediately inform the Station Master concerned of the fact and keep the Controller advised, where the section is controlled.

(3) In case of signals becoming defective at stations situated on Centralised Traffic Control territories, the Centralised Traffic Control Operator on becoming aware of such defects, shall take action in accordance with special instructions.

SR 3.68.01.-(a) Station Masters are strictly prohibited from interfering or allowing the station staff to interfere with Signalling & Interlocking equipment, except for the provision laid down in SR 3.68.02(a).

(b) In no circumstances may a signal be taken 'off' by pulling the wires by hand or in any way other than the prescribed method.

(c) A signal in the 'off' position is the final indication that the points are correctly set for the route for which it applies, and if it is found impossible to take 'off' a signal, the setting of points on the route to which it applies shall be inspected by Station Master/ Cabin Master/Cabinman before the signal is declared as defective irrespective of what is indicated by the position of the switches and route levers, points levers or lock lever.

(d) If on inspection it is found that the defect is due to presence of ballast or other obstructions causing a gap in the points, the obstruction shall be removed and the signal taken 'off' and normal working continued.

(e) In case of failure of track circuit for the line to which the signal applies, the aforesaid railway servant shall also inspect the entire route so as to ensure that the route is clear of all obstructions.

(f) If a signal which is not relevant to the operation comes 'off' while taking 'off' the signal for a relevant route, both these signals shall be deemed as defective.

SR 3.68.02.- As soon as the Station Master has become aware that any signal has become defective or has ceased to work properly, the following procedure shall be followed :-

(a) The Station Master shall take measures either by disconnecting the wire or by other means to place the signal at 'on' position if not already in that position;

(b) If this signal cannot be kept in the 'on' position, a competent Railway servant in uniform shall be deputed to exhibit a stop hand signal at the foot of the defective signal post and to place a detonator 90 metres outside it provided it is a stop signal. The aforesaid railway servant shall replace the detonator every time it is passed over by a train. He shall not leave his post until relieved by another competent railway servant. Relief shall be arranged every four hours in such cases. If this condition happens at night or if it continues after dark, the green glass of the signal arm in question shall be so broken as to prevent a green light being seen, to ensure that a Loco Pilot may not mistake it for a signal lowered for his train. If it is a Routing signal (not Home), Starter or Advanced Starter, a detonator need not be used. If it is a Warner/ Distant GR 3.71 shall be complied with.

SR 3.68.03.- If the defective signal is in 'on' position a competent railway servant in uniform shall be deputed if action is to be initiated to receive trains in accordance with the provision prescribed in SR 3.69.02.

SR 3.68.04. - (a) As soon as the Station Master becomes aware that any signal at his station governing the movement of trains, has become defective he shall immediately report such defect with complete particulars either in writing or by telephone to the Technician (Sig) concerned, JE/SE /SSE (Sig) Asstt. Signal & Telecom. Engineer (where posted). Divisional Transportation Inspector, Station Master of the adjacent Block station in rear and Notice stations concerned shall also be informed. On controlled section the Section Controller shall also be informed over phone.

(b) He shall make necessary entries in Signal Failure-Register, Train Signal Register, Diary and Caution Order Register.

(c) On receipt of a written or telephonic report from the Station Master, the concerned staff of the Signal department shall attend to the reported defects and issue disconnection notice in form T-351 where necessary and obtain acknowledgement from the Station Master and then carry out the work.

(d) When the defect has been rectified, the official of the signal department shall issue a reconnection memo on the relevant portion of the form T-351 to the Station Master as a certificate for rectification of the defect and obtain his signature. The Station Master before acknowledging such memo shall test the signal and satisfy himself that the signal is in proper working order.

(e) Thereafter the Station Master shall make necessary entries in the Failure Register, Train Signalling Register, Diary and Caution Order Register.

(f) Station Master and official of the Signal department who rectifies the defect shall issue rectification message to the officials mentioned in para (a).

SR 3.68.05 - Failure of signal lights, where colour light signals are provided :-

(a) At station provided with colour light signals where lights can not be kept burning due to power failure including failure of stand by arrangements, the Station Master must inform the station on either

side and the section controller, immediately, who shall inform the Sr. DEE/DEE and Sr. DSTE/DSTE concerned.

(b) Before despatching a train to such a station, Station Master of the station in rear shall issue T-409 (Caution Order) to the Loco Pilot advising him of the absence of any light on the signals and therefore for keeping a good vigil and look out and to stop at the foot of the first stop signal post of the station where signal lights are out.

(c) T-369(3b) (Authority to pass defective reception Signals) should be issued to the Loco Pilot by the Station Master of the station where the failure has occurred, at the foot of the first stop signal and T-369(3b) Authority to pass defective departure signal) at the foot of the starter signal.

Provision of GR 3.69 (1) for the issue of Authority to pass defective signals T-369 (1) by Station Master in rear and the last nominated station shall not be applicable in such a case.

It will be worth mentioning that as and when supply is resumed and signal is "lit" again, the advise as indicated in (a) above shall be cancelled and the Loco Pilot of the train shall be guided by the aspect of the signal.

3.69. Duties of Station Master when an approach stop signal is defective.-

(1) In the event of an Outer or a Home or a Routing signal becoming defective, the Station Master shall advise the station in rear and the nominated station in rear, save in a case where a signal post telephone or a Calling-on signal is provided on the defective signal, in order that the Loco Pilots of approaching trains may be warned of the defective signal and issued a written authority to pass such signal on receipt of Proceed hand signal at the foot of the defective signal.

(2) The Station Master in rear as referred to in sub-rule (1), on receiving the advice of the defective signal, shall immediately acknowledge it and advise the Station Master of the station where the signal has become defective, of the number of the first train which will be notified of the defective

signal and again on receipt of the advise that the defective signal has been put into proper working order, shall advise the number of the train so notified last.

(3) The Station Master of the station where the signal has become defective shall, before authorising a train to pass the defective signal, ensure that the conditions for taking 'off' that signal have been fulfilled. He shall then authorise the Loco Pilot to pass the defective signal at 'on' in one of the following manners-

(a) When the Loco Pilot of an approaching train has been advised of the defective signal at a station in rear by deputing a competent railway servant in uniform under clause (b) of sub-rule (1) of Rule 3.68 to exhibit Proceed hand signal at the foot of the defective signal to the approaching train. In such cases, the Station Master shall not give Line Clear to the station in rear unless the conditions for taking 'off' the signal which has become defective, have been complied with; or

(b) When the Loco Pilot of an approaching train has not been advised of the defective signal at a station in rear-by having a written authority, authorising the Loco Pilot to pass the defective signal at 'on', delivered at the foot of the defective signal through a competent railway servant; or

(c) by taking 'off' the Calling-on signal where provided;

or

(d) by authorizing the Loco Pilot to pass the defective signal at 'on' over the signal post telephone where provided, in accordance with special instructions.

(4) When the Home signal becomes defective, the Outer shall also be deemed to be out of order and the procedure prescribed in sub-rules (1), (2) and (3) shall be followed.

SR 3.69.01.- If at an interlocked station, the Home signal for any route is out of order and it remains in the 'ON' position but does not affect the interlocking of any other route, it is permissible to admit trains direct into the station on to the other lines by taking 'off' the other relevant Home signals and (in conjunction there-with) the outer signal, where provided.

SR 3.69.02. - (a) (i) The Station Master of the station at which Outer, Home or Routing signal has become defective shall advise the station in rear and also the last stopping stations for Mail/Express and Passenger trains, except in case where a signal post telephone or Calling-on signal is provided on the defective signal so that the Loco Pilot s of all approaching trains may be issued with the written authority on form T-369(1). The stations receiving the message shall acknowledge the same supported by a private number and also intimate the number of the first train to which T-369(1) is being issued;

(ii) If the station in rear of the affected station, happens to be a Block-Hut, the advice for issuing T-369(1) shall be sent to the station in rear of such Block-Hut or Block-Huts;

(iii) in case of goods trains, form T-369(1) shall be issued and handed over to the Loco Pilot at the station preceding the station at which the signal is out of order. For this purpose, such trains shall be stopped out of course;

(iv) the Station Master after sending the advice to the station in rear, shall depute a Jamadar/pointsman/Token Porter in uniform at the foot of defective signal with hand signals;

(v) If the Outer is defective, the railway servant mentioned in sub-rule (iv) shall display hand signal according to the aspect of Home signal i.e. if the Home is in 'off' position, he shall display proceed hand signal to the approaching train;

(vi) if both the Outer and Home become defective or Home itself is defective, the aforesaid railway servant shall display stop hand signal from the foot of the Outer signal till such time proceed hand signal is displayed from the facing end cabin or from the station platform where end cabins are not provided. The exhibition of proceed hand signal by the aforesaid railway servant as well as from the Cabin/ Station platform as the case may be, shall continue till such time the train has passed the place of showing such signals.

Possession of T-369(1) and exhibition of proceed hand signal at the foot of first stop signal by the railway servant shall be authority for the Loco Pilot to pass such signals in defective position;

(vii) When the station in rear or the last stopping station has been advised to issue T-369(1), the Station Master shall not give 'Line Clear' to the station in rear for any train unless all points have been set correctly and facing points clamped and locked for the nominated route which shall be clear of all obstructions upto the distance prescribed in GR 3.40 (1).

(b) The procedure detailed in sub-rule (a) (i) to (vi) shall not apply to stations worked under Automatic Block system or when the signal becomes defective in 'off' position. In such case trains shall work in accordance with the procedure detailed in SR 3.69.03 and 3.69.04.

SR 3.69.03. - At a station where Outer/Home/Routing signal is defective and the stations in rear have not been advised to issue T-369(I) to the approaching trains in terms of GR 3.69 (2) (b), the following procedures shall be adopted for reception of a train .-

(a) When it is necessary to admit a train past fixed signal/ signals which are defective, except in case of shunting operation, the Station Master on duty shall depute a Jamadar/Pointsrnan/Token Porter to pilot the train giving him a written authority on form T-369(3b). Before handing over the written authority to the Pilotman the Station Master shall have the correct point set, clamped and padlocked for the nominated line and take possession of pad-lock key. The railway servant deputed shall not hand over the written authority to the Loco Pilot unless the train has been brought to a stop outside the first stop signal. Thereafter the Loco Pilot shall proceed provided he is in possession of the T-369(3b) and the Pilotman has boarded the engine and displays proceed hand signal to pass the defective signal/signals in defective position.

(b) At station where cabins are provided at either end, before handing over the written authority to the Pilotman,the following procedure shall be observed -

(i) The Station Master on duty shall personally supervise the correct setting, clamping and padlocking of the facing points and clearance of the nominated route for admission of a passenger train or a goods train when a passenger train is standing on the adjacent line.

(ii) The Cabin Master/Cabinman shall be responsible for correct setting, locking (by lock bar where possible), clamping, padlocking and clearance of the nominated route for admission of a goods train. After complying with the procedure stated above, the Cabin Master/ Cabinman shall give a Private Number to the Station Master as an assurance of having done so. The Station Master shall, then hand over the written authority T-369(3b) to the Pilotman for piloting the train.

(c) At a station where end cabins are not provided, the correct setting, clamping and padlocking of facing points on nominated line shall devolve on the Station Master for all trains except where Line Label and Badge system has been brought into force, in which case the procedure as laid down in SR 3.69.02 shall be followed.

(d) The procedure detailed in sub-rule (a), (b), (c) shall also apply for receiving a train on a non-signalled line.

SR 3.69.04. Where telephone is provided below the first stop signal which has become defective, the train shall be stopped outside such signal and Loco Pilot shall contact the Station Master on telephone who shall after complying with the procedure laid down in SR 3.69.03 (b), (c) give a private number to the Loco Pilot and arrange to display proceed hand signal either from station platform or from the cabin till the train has arrived complete. The Loco Pilot on receipt of private number and on seeing the proceed hand signal, as mentioned above, shall pass the defective signal as prescribed in GR 3.80 (2).

SR 3.69.05. (a) When the Home or Inner Home signal becomes defective, the Outer shall also be treated as defective.

(b) When the outer signal is defective (in case when advice has not been sent to the station in the rear to issue written authority in advance), the Station Master shall depute a Jamadar/Pointsman/ Token Porter in uniform with a written authority on form T-369(3b) to Loco Pilot in the train. After the train has come to a stop at the Outer signal, the Pilotman shall exhibit 'proceed' hand signal to the Cabin Master/ Cabinman who shall then take 'off' the Home signal. After the train has stopped at Outer signal and on seeing the Home signal in 'off' position, the Pilotman shall hand over the written authority on form T-369(3b) to the Loco Pilot to proceed, and give a proceed hand signal.

(c) In case the Station Master has advised the station in rear to issue a written authority in advance and acknowledgement has been received, the Jamadar or Pointsman or Token Porter shall be deputed to the Outer signal. The Pilotman shall display proceed hand signal at the foot of the Outer signal to the approaching train only after seeing the Home signal in 'off' position. If the Home signal is in the 'on' position, the Jamadar or Pointsman or Token Porter shall exhibit stop hand signal to stop the train till the Home signal is taken 'off'.

3.70. Duties of Station Master when a departure Stop signal is defective. -

(1) In the event of a Starter becoming defective, the Station Master may authorise the Loco Pilot to pass such signal by a written authority which shall be handed over to the Loco Pilot at the station where the defective signal is located and in addition thereto, a competent railway servant shall show hand signals to the departing train in accordance with the instruction of the Station master or by taking 'off' the Calling-on signal, if provided under sub-rule (2) of Rule 3.13, after the train has been brought to a stand at the defective signal.

(2) In the event of an Advanced Starter becoming defective, hand signals may be dispensed with and the Station Master may authorise the Loco Pilot to pass such signal by a written authority, which shall be handed over to the Loco Pilot at the station, where the defective signal is located;

Provided that in exceptional circumstances where under approved special instructions, an Advanced Starter protects any points, hand signals shall not be dispensed with,

(3) For the purpose of handing over the written authority mentioned in sub-rules (1) and (2) the train shall be stopped at the station where the defective signal is located. The written authority to pass a defective departure stop signal shall not be

handed over to the Loco Pilot unless all the conditions for taking 'off' such signal have been fulfilled.

(4) Where under approved special instructions a Calling-on signal has been provided below a departure stop signal, other than the last stop signal, the Calling-on signal shall not be taken 'off' unless the conditions for taking 'off' the departure stop signal above it have been fulfilled.

SR. 3.70.01.- At a station when the Starter signal has become defective, the Station Master shall issue a Written authority in form T-369(3b) to the Loco Pilot to pass the defective Starter and in addition he shall depute a Jamadar/Pointsman/Token Porter at the foot of such signal to exhibit proceed hand signal to the Loco Pilot . (Before handing over the written authority to the Loco Pilot , the procedure detailed in SR 3.69.03 (b) (i), (ii) and (c) shall be complied with.)

SR.3.70.02.- In case the Advanced Starter becomes defective, such signal shall be passed on the written authority in form T-369(3b). Proceed hand signal, in this case, shall be dispensed with only where the Advanced Starter does not protect any points.

3.71. Warner or Distant signals defective in the 'off' position.-

(1)(a) If a Warner signal on a post by itself or a Distant signal is out of order and cannot be kept in the 'on' position, a stop hand signal shall be shown at the foot of the signal. At night, the light or lights of the signal shall be extinguished and the train, after being first brought to a stand, may then be hand-signalled past the signal. Advice of the defective signal shall be given to the Loco Pilots of trains at the station in rear warning them to stop at such signal.

(b) If a warner signal placed below a stop signal becomes defective and cannot be kept in the 'on' position, the stop signal above it shall be treated as defective and by night the light of the Warner signal shall be extinguished.

(2) if the Warner or Distant signal of an Intermediate Block Post is defective and cannot be kept in the 'on' position, the intermediate Block Stop signal shall also be kept at 'on' and treated as defective and action taken as per Rule 3.75.

3.72. Warner not to be used when stop signal is defective. - Whenever a stop signal is defective or ceases to work properly at a station provided with warners, the warner applying to the line to which the defective stop signal applies shall be kept at 'on' until the defective stop signal is rectified.

3.73. Passing of a gate stop signal at 'on' . -

(1) When a Loco Pilot finds a gate stop signal at 'on', he shall sound the prescribed code of whistle and bring his train to a stop in rear of the signal.

(2) (a) If the gate stop signal is provided with a 'G' marker, the Loco Pilot shall wait at the signal for one minute by day and two minutes by night, and if the signal is not taken 'off' within this period, he may draw his train ahead cautiously up to the level crossing, and

(b) If the gateman is available and exhibiting hand signals, proceed further past the gate cautiously, or

(c) If the gateman is not available, or, is available but not exhibiting hand signals, he shall stop short of the level crossing, where he shall then be hand-signalled past the gate by the gateman, if there is one or in the absence of a gateman, by one of the members of the engine crew of the train after ascertaining that the gates are closed against road traffic.

(3) If the Loco Pilots finds, after stopping at the signal, that there is no 'G' marker, he shall proceed further only in accordance with the procedure laid down under special instructions .

3.74. Absence of a fixed signal or a signal without a light. -

. (1) (a) if there is no fixed signal at a place where a fixed signal is ordinarily shown, or

(b) if the light of a signal is not burning when it should, or

(c) if a white light is shown in place of a colour light, or

(d) if the aspect of a signal is misleading or imperfectly shown, or

(e) if more than one aspect is displayed the Loco Pilot shall act as if the signal was showing its most restrictive aspect:

Provided that during night, if in the case of a semaphore stop signal for approaching trains only, the Loco Pilot finds the signal light extinguished, he shall bring his train to a stop at such signal. If he finds that the day aspect of such signal is clearly visible and is satisfied that the signal is in the 'off' position, he shall proceed past it upto the station cautiously at a restricted speed obeying all intermediate stop signals, if any, relating to him, and report the matter to the Station Master for necessary action.

(2) At stations equipped with a colour light signal provided with a 'P' marker, the Loco Pilot shall bring his train to a stand if it does not show any light or shown an imperfect aspect and having satisfied himself that the signal is provided with a 'P' marker, shall proceed preparing to stop at the next Stop signal and shall be guided further by its aspect.

SR 3.74.01.- Conflicting signals.- (a) Conflicting signals shall be treated as defective and as such equivalent to danger signals. For instance, if the Warner is 'off' while the Outer, or the Main Home is 'on' or when the Warner is taken 'off' in conjunction with loop line Home signal, the signal shall be treated as defective. Similarly in case of colour light signal, if the Distant shows 'proceed' aspect when the Home signal displays 'yellow' with route indication, such signals

shall also be treated as defective. The Loco Pilot of train noticing such conflicting signals shall bring his train to a stand at once.

(b) In case of colour light signal, if any signal is found to be flickering/bobbing, the Loco Pilot shall treat the signal to be showing the most restrictive aspect and bring his train to a stop short of the same. The Loco Pilot shall obey the aspect of the signal only if it assumes steady aspect and remains steady for a period of not less than 60 seconds. But if the signal continues to flicker or bob and except in the case of Automatic Stop signal if any signal shows more than one aspect simultaneously, it shall be deemed to be a defective signal.

(c) The train shall then be piloted after a careful examination of points etc. provided there is no danger in doing so.

3.75. Passing of Intermediate Block Stop signal at on'. -

(1) When a Loco Pilot finds an Intermediate Block Stop signal at 'on', he shall stop his train in rear of the signal and contact the Station Master of the block station in rear on the telephone, if provided on the signal post.

(2) The Station Master shall authorise the Loco Pilot to pass the Intermediate Block Stop signal, if defective, as prescribed by special instructions.

(3) If the telephone is not provided or is out of order, the Loco Pilot after waiting for 5 minutes at the signal shall pass it at 'on' and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding 15 kilometres an hour if he has a good view of the line ahead, otherwise at a speed not exceeding 8 kilometres an hour and report the failure to the Station Master at the block station ahead.

(4) The Station Master of the block station working the Intermediate Block Stop signal on becoming aware that such a signal is defective shall, before despatching a train, treat the entire section upto the block station immediately ahead.of the

Intermediate Block Post as one block section and issue a written authority to the Loco Pilot to pass the defective Intermediate Block Stop signal at 'on', without stopping at the signal, in accordance with the procedure prescribed by special instructions.

SR 3.75.01. - (i) if the Intermediate Block Stop signal is 'on' the Loco Pilot shall stop at the signal and advise the Guard of the fact by sounding a long continuous whistle and shall then contact the Station Master in rear over the signal post telephone.

(ii) If the Station Master, on being contacted over telephone by the Loco Pilot, finds that the signal is defective, he shall, after obtaining 'Line Clear' for the train from the station in advance, authorise the Loco Pilot on telephone to pass the Intermediate Block Stop signal at 'on' and enter the block section ahead. He shall give the Loco Pilot the Private Number and Identification Number under which he has received 'Line Clear' for the train from the station in advance.

The Loco Pilot shall then sound one short, one long and one short whistle and, on receipt of Guard's signal, shall proceed ahead, duly exchanging signals with him.

(iii) The Station Master on being contacted by the Loco Pilot on signal post telephone, if he is unable to obtain 'Line Clear' for the train due to total interruption of communications, shall call for the Guard through the Loco Pilot and on being contacted by the Guard, he shall advice the Guard of the circumstances and give a Private Number for the train to proceed upto the next block station. The Guard shall prepare a memo in duplicate authorising the Loco Pilot to proceed with the Private Number received from Station Master. In such case the speed of the train shall be restricted as prescribed in GR 3.75 (3).

SR 3.75.02. - While complying with the instruction contained in GR 3.75 (3), when the Loco Pilot has to pass an IBS Signal at 'ON' after waiting for 5" minutes at the signal, he shall proceed cautiously preparing to stop short of any obstruction at a speed not exceeding 15 Kmph when view ahead is clear and 8 Kmph when view ahead is not clear due to curve, obstruction, rain, fog or any other cause until he reaches the foot of first stop signal of the block station in advance obeying any gate stop signal in between the IBS Signal and first stop signal of the block station in advance as per rules and even if the

signal is 'OFF' the Loco Pilot shall continue to look out for any possible obstruction short of the same and will act upon its indication only after he has reached it. Before starting, the Loco Pilot shall sound one long whistle which may be repeated as necessary and shall then start his train on receipt of guard's signal. There after he shall exchange signals with the Guard.

SR 3.75.03. - The written authority as mentioned in GR 3.75 (4) shall be in form T-369(3b) in which the Private Number and Identification Number obtained from the station in advance in support of 'Line Clear' shall be recorded. Display of 'Proceed' hand signal at the foot of defective Intermediate Block Stop signal may be dispensed with.

SR 3.75.04. - Backing of train on the portion of line after passing the Intermediate Block Stop signal.

(a) When the Loco Pilot of a train finds it necessary to back his train after clearing an Intermediate Block Stop signal, on the portion of the line provided with axle-counters/track-circuit, due to unavoidable circumstances, he shall not do so without drawing the attention of the Guard by sounding four short whistles, whereupon the Guard shall check up that the tailboard/tail lamp is correctly exhibited and shall proceed to protect the train as prescribed in GR 6.03.

(b) The Guard shall then check the location of the train and enquire from the Loco Pilot the distance upto which backing is required and ensure that the distance is not likely to foul the track section provided with axle-counter/track-circuit. In order to clearly demarcate the track section, a board with legend "Backing is not permitted beyond this point" shall be fixed at an adequate distance beyond the track section.

(c) If the backing is not likely to foul the axle-counter/track-circuit section, he shall give a written permission to the Loco Pilot for backing indicating the approximate distance and after protecting the train with reference to the point upto which train is to be backed.

(d) If the train which has passed the portion of the line controlled by axle-counters/track-circuit is to be backed and while doing so is likely to foul the above portion of the line, the Guard shall, before giving such permission, walk to the telephone provided on the Intermediate Block Stop signal post and contact the Station Master on duty of the station in rear over the telephone and confirm by a

Private Number from the Station Master that no train has been allowed behind his train or shall be allowed from the station in rear till the Guard informs the Station Master that his train has cleared the section.

(e) The Private Number so received shall be recorded on the memo to be issued to the Loco Pilot.

3.76. Intimation to officials when defects remedied.- As soon as a defective signal has been put into good working order, the Station Master shall intimate the fact to the officials who were advised of its being defective.

3.77. Defective or damaged points etc. -

(1) Whenever points, crossings or guard rails are defective or damaged, the railway servant in charge of operation of points shall protect them and immediately arrange to report the circumstances to the Station Master.

(2) The Station Master, on becoming aware of such defective or damaged points etc. shall -

(a) immediately arrange to have the defect rectified by the railway servant responsible for their maintenance,

(b) arrange to ensure the safe passage of trains, and

(c) keep the signal or signals concerned at 'on' until the defect is rectified.

SR 3.77.01.- (a) While following GR 3.77 (in case of defects or damage to crossings or guard rails or points), the Station Master shall inform the SE/SSE (P WAY), Sectional AEN & DEN and Technician (Sig), SE/SSE (Sig) and the DSTE and the Divisional Transportation Inspector and Divisional Operations Manager. After the defects or damages are rectified, the same officials shall also be advised by the Station Master.

(b) If interlocked points go out of order or become defective in any way, no train or vehicle is to be allowed to pass over them, and

no train is to be permitted to approach such points, within a distance sufficient to ensure safety until they have been inspected, and

(i) the defect has been rectified, or

(ii) the points have been secured by a clamp or a through bolt and padlocked. The speed shall be restricted to 15 km/h over the defective points and caution orders shall be issued to the trains from station in rear or notice station until the defect has been rectified by the authorised staff of Signal Department.

(iii) As soon as repairs are completed and points are tested and found in working order, all concerned shall be notified.

SR 3.77.02. - In case any motor operated points become defective, trains may be received or despatched on signal as per the procedure detailed in the Operating Manual.

SR 3.77.03. - In the event of any points being burst through, the Loco Pilot shall immediately bring his train to a stop, and shall not move until ordered to do so by the Station Master. The Station Master shall, if necessary, order the train to move to clear the points and shall not permit any movement to be made in a facing direction until the points have been correctly set and secured by clamp or through bolt and padlocked.

3.78 Duties of Engine crew in respect of signals,-

(1) (a) The Loco Pilot shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not.

(b) The Loco Pilot shall not, however, trust entirely to signal, but always be vigilant and cautious.

2(a) The Loco Pilot shall whistle intermittently when his engine explodes detonator(s) and take every possible caution including reduction of speed as necessary so as to have the train well under his control and be able to stop short of any obstruction on the line;

(b) After proceeding 1.5 km from the place where his engine exploded detonator(s), if his engine does not explode

any more detonator(s), he may then resume authorised speed and;

(c) report the incident to the next station or cabin.

(3) If in consequence of fog or storm or any other reason, the view of the signal is obstructed, the Loco Pilot shall take every possible precaution so as to have the train well under control.

(4) When the Loco Pilot notices a signal warning of an obstruction except detonator(s), he shall stop his train immediately and act on advice of the person exhibiting warning signal or on the basis of obstruction noticed by him.

(5)In case no further deatils of exhibition of warning signal are noticed after stoping for one minute by day and two minutes by night to ascertain the location and/or cause of warning, he shall proceed cautiously upto the next block station keeping a sharp look out.

(6) The Loco Pilot shall acquaint himself with the system of working, location of signals and other local conditions affecting the running of trains on a section or sections of the railway over which he is to work and if he is not so acquainted with any portion of the railway over which he is to work, obtain the services of a qualified railway servant who is conversant with it to assist him.

SR 3.78.01. - (a) (i) A Loco Pilot/Motorman and Asstt. Loco Pilot shall operate a minimum number of three trips initially including trips guided by either Loco Inspector or a Loco Pilot for learning the road over which he has to work, so as to acquaint himself with the system of working, location of signals and other local conditions as required under GR 3.78(6). A competency certificate shall be issued, if found qualified, by a competent Railway official as may be nominated by the DME/DEE (OP). A record of all Competency Certificates issued

to these categories of staff shall be maintained by the Crew Controller of their respective lobbies.

(ii) In case a staff has not operated on a section for more than three months, he shall be given 'road learning trips' to refresh his knowledge of the road before he is allowed to work on the section, as per the schedule given below :

Duration of absence	No. of trips
3 to 6 months	One trip.
6 months to two years	Two trips.
Over two years	Three trips.

However, the learning road for engine crew in respect of siding should be as follows :-

6 months and above - One trip.

(iii) Any additional trips considered necessary should be given with the approval of the controlling branch officer of the division.

(iv) The scale of trips mentioned in sub-rule (i) and (ii) above would apply to all systems of working.

(v) A register should be maintained at the crew booking point wherein before a Loco Pilot/Motorman, Assistant Loco Pilot takes over, he shall indicate and certify the date of his previous trip or learning trip on the section. A record of the date of the last trip performed by the Loco Pilot/Motorman and Assistant Loco Pilot on different sections should also be maintained by the Crew Controller at the head quarters of these staff and updated every 1st of the month. On the basis of these records, the Crew Controller should book the staff for learning road on the section wherever required.

(b) The Crew Controller and Loco Inspector shall before booking any engine crew to work any train, satisfy himself that the concerned staff is/are acquainted with the section over which he/they is/are required to work.

SR 3.78.02. - All Loco Pilots/Motorman/Asst. Loco Pilot who are required to work trains on sections having Automatic Block System of working shall be imparted one day's intensive course once in every

six months, about the rules pertaining to this system. There after, they shall be examined, and if found qualified, a certificate of competency shall be issued to each Loco Pilot/Motorman/ Asst. Loco Pilot by a competent Railway official as may be nominated by DME/ DEE (OP) A record of all such certificates issued in token of their knowledge and proficiency in these rules, shall be maintained by the Divisional Mechanical Engineer/Divisional Electrical Engineer (OP). No. Loco Pilot/Asstt. Loco Pilot/Motorman shall be put on duty on such section unless he possesses this certificates.

SR 3.78.03.- In thick, foggy or tempestuous weather impairing visibility or when the view of a signal is obstructed, the Loco Pilot shall whistle continuously (as per item 9 (a) of SR. 4.50.01) and take every possible precaution including reduction of speed as necessary so as to have the train well under control and be able to stop short of any possible obstruction on the line. In any case, speed of trains during foggy weather shall not exceed as mentioned in SR 4.08.01.

3.79. Duties of Loco Pilot in respect of a Calling-on signal. The Loco Pilot of a train shall be guided always by the indication of the stop signal below which the Calling-on signal is fixed. If this stop signal is at 'on', he shall bring his train to a stop. If he finds that the Calling-on signal is taken 'off', he shall, after bringing his train to a stop, draw ahead with caution and be prepared to stop short of any obstruction.

3.80. Duties of Loco Pilot when an approach stop signal is 'on' or defective.-

(1)The Loco Pilot of a train shall not pass an Outer, a Home or a Routing signal that refers to him when it is 'on' or defective, unless-

(a) He has, at a previous station, received notice in writing that the signal is out of order and unless he also receives a proceed hand signal from a railway servant in uniform at the foot of such signal; or

(b) After coming to a stand, he is either given a written authority by the Station Master to proceed past such signal or is authorised by a Calling-on signal in the 'off' position or is

authorised by the Station Master over the signal post telephone in accordance with special instructions.

(2) The Loco Pilot of a train while passing an Outer, a Home or Routing signal, when it is 'on' or defective, shall ensure that the speed of his train does not exceed 15 kilometres an hour.

SR 3.80.01. - Except in case of Automatic Stop signal, Intermediate Block Stop signal and Gate signal with 'G' marker, Loco Pilots shall not pass a stop signal in 'on' position or a defective signal unless authorised in accordance with GR 3.69 and/or GR 3.70 and Subsidiary Rules thereto.

SR 3.80.02.- At a non-interlocked station on single line, if after a train has left the station, but before it has passed the Outer signal, any danger be reported which should necessitate the stopping of the train, the Outer signal of the opposite direction, where possible, shall be worked up and down to attract the attention of the train staff. The Loco Pilot and Guard shall be watchful for this.

3.81. Duties of Loco Pilot when a departure stop signal is 'on' or defective -

(1)The Loco Pilot of a train shall not pass a departure stop signal that refers to him, when it is 'on' or defective, unless his train has been brought to a stop at the station where the defective signal is situated and he is authorised to do so-

(a) by a written permission from the Station Master, in addition, in the case of a starter, or Advanced Starter protecting points, he shall not pass such signals, when "ON" or defective, unless he also receives a "Proceed" hand signal from a duly authorised member of the station staff posted at the signal, or,

(b) by taking 'off' the Calling-on signal, if provided under approved special instructions, vide sub-rule (2) or Rule 3.13.

(2) In the case of a last stop signal, he shall not pass such signal, when 'on' or defective, unless he is also in

possession of a proper authority to proceed under the system of working.

SR. 3.81.01.- The written permission to pass the defective departure signal shall be in the prescribed form T-369(3b).

3.82. Permission before entering on or crossing a running line. - No Loco Pilot shall take his engine on or across any running line until he has obtained the permission of the Station Master and has satisfied himself that all the correct signals have been shown.

SR 3.82.01.- Authority to enter or cross running line. - No engine shall leave the Locomotive Yard for traffic lines or viceversa, unless accompanied by and under the orders of a Pointsman. The Pointsman may be dispensed with when such movements are controlled by fixed signals.

3.83. Assistance of the engine crew regarding signals.-

(1) The Loco Pilot and the Assistant Loco Pilot, as the case may be shall identify each signal affecting the movement of the train as soon as it becomes visible. They shall call out the aspects of the signals to each other.

(2) The Assistant Loco Pilot shall, when not otherwise engaged, assist the Loco Pilot in exchanging signals as required.

(3) The provisions of sub-rule (1) and (2) shall, in no way, absolve the Loco Pilot of his responsibility in respect of observance of and compliance with the signals.

SR 3.83.01.- (a) Where two or more lines diverge, the route indicated by the signal such as 'Main Home', 'Loop Home', 'Main Starter', 'Loop Starter', etc. shall be called out and repeated.

(b) The Loco Pilot and the Assistant Loco Pilot shall also call out the speed limits as indicated in engineering caution indicator and speed indicator boards.

(c) While identifying each signal and the engineering indicators pertaining to the train the first Assistant Loco Pilot shall call out the aspect sighted by him to the Loco Pilot who, after checking the aspect himself, shall repeat the same.

3.84. Duties of Loco Pilots as to signals when two or more engines are attached to train. - When two or more engines are attached to a train, the Loco Pilot of the leading engine shall be responsible for the observance of and compliance with the signals and the Loco Pilot or Loco Pilots of other engine or engines shall watch for and take signals from the Loco Pilot of the leading engine, except in cases where special instructions, are issued to the contrary.

SR 3.84.01.- When two engines are attached to a train, the Loco Pilot of the leading engine shall be in charge of the train and shall receive the Line Clear Token or Starting Order. The second Loco Pilot shall, however, satisfy himself that everything is in order, correct signals given etc.

SR 3.84.02.- When an extra engine is attached to any train in rear or front of the train engine, the Loco Pilot of the leading engine when ready to start shall sound one short whistle which shall be acknowledged by the Loco Pilot of the engine in rear. Thereafter the rear engine shall start after sounding one long and one short whistle. The Loco Pilot of the leading engine shall not start unless the rear engine has left whole weight of the train, whereupon the Loco Pilot of the leading engine shall put the engine on motion after sounding one long & one short whistle.

SR 3.84.03.-(a) On electrified sections extra electric engine may be attached to a train either for double heading or for banking. The leading Loco Pilot, who is in charge of the train, shall in such cases notch up until the train moves, the rear Loco Pilot assisting as required. As far as possible the leading Loco Pilot should be 4 notches ahead of the second Loco Pilot so as to ensure that field tap notch is not entered simultaneously and thus to reduce surges. The rear Loco Pilot shall primarily observe his vacuum gauge and be prepared to switch 'off' power (if this is being applied at the time) should the needle make any movement back.

(b) If however, the two engines work as multiple unit, the same shall be driven by only one Loco Pilot with single control and the normal rules of single engine shall apply.

SR 3.84.04.- Double heading or banking by electric and diesel locomotives. -

Except in special circumstances when it may not be possible to do so, the following procedure shall be adopted-

(a) In case of double headed electric locomotives, the electric locomotives shall be placed at the front.

(b) In case of banking the rear electric locomotive shall be coupled to the train.

(c) In both the cases the Loco Pilot of the assisting engine should also observe the signals relating to electric traction same as the leading Loco Pilot.

SR 3.84.05.- For synchronising the raising and lowering of the pantographs the conventional code of communication between the leading and trailing Loco Pilots is to blow the whistles as follows ..-

One long, one short and one long whistle (___0 ___) for lowering the pantograph, to be acknowledged by the other engine. Two long whistle (_____ ____) for raising the pantographs, to be acknowledged by the other engine.

SR 3.84.06. - Movement of diesel locomotives on Electrified section shall be governed in accordance with the instructions laid down in the rule 0901-0908 of Manual ACTM and Operation.

3.85. Reporting of defects in signals.-

(1) Should a Loco Pilot or a Guard observe that the signal is rendered imperfectly visible by branches of trees or by any other cause, or that a signal light is partially obscured or not burning brightly enough to give a clear aspect, he shall report the matter to the Station Master at the next station at which the train stops.

(2) When such a report is made by a Loco Pilot or a Guard, the Station Master shall take immediate steps to advise the Station Master concerned who shall get it rectified.

SR 3.85.01.- Loco Pilots, on observing any signal imperfectly showing its aspect, or on noticing any defect with a signal shall report the matter in the combined train report (T34 - HF) as also in the register maintained for this purpose in the crew lobby. The Crew Controller shall bring the fact to the notice of Station Master,SE/SSE (P way) & SE/SSE (Sig) and Divisional branch officers concerned.

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CHAPTER IV

WORKING OF TRAINS GENERALLY

A. Timings and Running of Trains

4.01. Standard time -The working of trains between Stations be regulated by the standard time prescribed by the Government of India, which shall be transmitted daily to all the principal stations of the railway at 16.00 hours in the manner prescribed.

SR 4.01.01. - Checking of time by Section Controller.

(a) On receipt of correct standard time daily at 14.10 hours from the Telecommunication Inspector of each Divisional Test Room, the Chief Controller or in his absence, the Deputy Chief Controller of each Divisional Control Office shall check the time of the Divisional Control Office. He shall then use common ring to communicate at 16.00 hours to all the Section Controllers. He shall also transmit the correct time to other Sub/Area Control offices in the same division.

(b) The Section Controller shall then ring up the stations under his control and transmit the time.

(c) Each Control Office, Sub/Area Control office and the stations will then arrange to correct the time by the prescribed system provided in the clock. If the time is adjusted, necessary entries shall be made in the Train Signal Register and Station Masters' Diary immediately.

SR 4.01.02. - The Station Master is also responsible for ensuring the correct standard time is maintained and they should ascertain the same from section Controllers at 16.00 hours.

SR 4.01.03. - In case of non-controlled section,

the Station Master of the controlling station shall, on receipt of the correct time in the manner as prescribed in sub-rule (b) of rule 4.01.01, transmit the time to all stations on that section and each Station Master shall take action in terms of sub rule (c) of rule 4.01.01.

4.02. Adherence to advertised time. - No passenger train or mixed train shall be despatched from a station before the advertised time.

SR 4.02.01 - Punctuality of trains -

Loco Pilots/Motormen must be on the alert and ready to start their trains immediately they have received the Guard's signal and have satisfied themselves that the correct departure signals, if any, have taken 'off' and is in receipt of correct "Authority to Proceed", but no train carrying passengers must be allowed to start before the departure time notified in the public time table.

4.03. Setting watch. - Before a train starts from a terminal or crew-changing station, the Guard shall set his watch by the station clock or the clock at the authorised place of reporting for duty and communicate the time to the Loco Pilot who shall set his watch accordingly.

4.04. Time of attendance for train crew.- Every Guard, Loco Pilot, Assistant Loco Pilot shall be in attendance for duty at such place and at such time as may be prescribed by special instructions.

SR 4.04.01. - Every Guard, Loco Pilot, Assistant Guard, Assistant Loco Pilot shall report for duty at such place as may be ordered by the Divisional Railway Manager or by an Officer on his behalf.

SR 4.04.02.- (a) Every Guard/ Assistant Guard of passenger train shall be in attendance 30 mts. before the scheduled departure and 30 mts. after the arrival of the train.

(b) For trains other than passenger, the Guard/ Assistant Guard shall be in attendance in accordance with instructions issued by the Divisional Railway Manager.

SR 4.04.03. - Engine Attendance.-

(a) Every Loco Pilot and Assistant Loco Pilot shall "Sign on" at such time in advance of the starting time of their trains, as the Divisional Railway Manager will notify. In the calculation of the time required, the following shall be allowed for :-

(i) 45 minutes for Multiple Unit Electric Engine and 30 minutes for Diesel and Single Unit Electric Engine, EMU & MEMU for examining and taking over the engine in the shed after "Signing On" duty.

(ii) Time as may be required for the journey between the shed/ lobby and the train departure point.

They shall also remain with their engines on arrival at the shed for the purpose of examining their engine, booking repairs etc. as follows :-

15 minutes for Diesel, single unit electric engine, EMU and MEMU.

30 minutes for multiple Unit Electric Engines.

(b) In case of Multiple Unit/Single Unit/Yard Pooling trains or Yard pooling Engines, every Loco Pilot and Assistant Loco Pilot shall sign on at such time in advance of the scheduled departure time of trains, as the Divisional Railway Manager will fix.

4.05. Proper running line. - The Loco Pilot shall take his train along the proper running line.

4.06. Direction of running:-

(1) On a double line, every train shall run on the left hand line unless otherwise prescribed by special instructions.

(2) If there are two or more parallel lines, the direction in which trains are to run on each line shall be prescribed by special instructions.

SR 4.06.01. - (a) If there are two or more parallel lines (two single lines or triple lines) between two stations, the direction in which trains are to run on each line shall be given in the Station Working Rules.

(b) On a double line section, if an accident or other obstruction precludes the use of one line, trains may run in accordance with the instructions contained in SR 6.02.01 and 6.02.02.

4.07. Supply of Working Time Table and Schedule of Standard Dimensions.-

(1) A copy of the Working Time Table for the time being in force shall be supplied to each station, Guard, Loco Pilot, Inspector of Way or Works, and any other railway servant requiring the use of the Working Time Table during the course of his duties.

(2) A copy of the Working Time Table shall, on issue, be supplied to the Commissioner of Railway Safety.

(3) A copy of the Schedule of Standard Dimensions for the time being in force shall be supplied to each Inspector of Way or Works and SE/SSE(C&W).

SR 4.07.01.- A Copy of Working Time Table and Appendices, if any, shall also be supplied to each SE/SSE (C&W), SSE(OHE), SE/SSE (Signal), Loco Inspector and Divisional Transportation Inspector.

B. Speed of Trains

4.08. Limits of speed Generally.-

(1) (a) Every train shall be run on each section of the railway with the limits of speed sanctioned for that section by approved special instructions.

(b) The sectional speed sanctioned and permanent speed restrictions shall be shown in the Working Time Table.

(c) The Loco Pilot shall observe the sanctioned sectional speed except when either one speedometer in case of electric loco or two speedometers in case of other locomotives are defective. In such cases of defective speedometers both the maximum permissible speed and booked speed of coaching trains shall be reduced by ten percent from the speed otherwise permissible.

(2) The Loco Pilot shall --

(a) regulate and control the running of the train according to the Working Time Table, so as to avoid either excessive speed or loss of time, and

(b) not make up between any two stations more time than is allowed in this behalf in the Working Time Table, and shall also observe all speed restrictions.

(3) When it is necessary to indicate to the Loco Pilot where trains are to run at restricted speed or where trains have to come to a stop due to the line being under repairs or due to any other obstruction, action shall be taken as specified in Rule 15.09.

SR 4.08.01.- In clear weather, trains are to be run at maximum permissible speed of a particular section subject to the observance of speed restrictions, if any. However, during foggy weather, speed of trains shall be restricted as mentioned in GR 3.78(3). Such restricted speed shall not be more than 60 kmph in Absolute Block System. In case of Automatic Signaling Section, such speed shall not exceed 60 kmph after passing green aspect and 30 kmph after passing double yellow aspect of automatic stop signals. After passing an automatic stop signal at yellow aspect, the speed shall be further restricted so as to be prepared to stop at the next stop signal.

SR 4.08.02.- No Locomotive shall be turned out from the shed with deficient or defective speedometer in case the speedometer becomes defective enroute, the Loco Pilot shall work the train at speed 10% less than the permissible speed by estimating the speed with the help of his watch, KM. posts & Interstation running time given in the Working Time Table.

4.09. Caution Order.-

(1) Whenever, in consequence of the line being under repair or for any other reason, special precautions are necessary, a Caution Order detailing the Kilometres between which such precautions are necessary, the reasons for taking such precautions, and the speed at which a train shall travel,

shall be handed to the Loco Pilot at the stopping station immediately short of the place where such precautions are necessary, or at such other stations and in such manner, as prescribed under special instructions.

(2) Sub-rule (1) does not apply in the case of long continued repairs when fixed signals are provided at an adequate distance short of such place and have been notified to the running staff concerned.

(3) The Caution Order referred to in sub-rule(1) shall be on white paper in blue or black font or typed or made out on computers with the words “CAUTION ORDER” written on top of the form in bold letters of appropriate font size to draw attention distinctly and signed in full.

SR 4.09.01.- The circumstances under which Caution orders are to be issued to the Loco Pilot of a train are listed below; this list, however, is not exhaustive

CIRCUMSTANCES
1. When in consequence of the line being under repair or for any other reason special caution in necessary
2. To look out for a train which is overdue.
3. When a train is to be received on a blocked line.
4. When any interlocked points, derails etc. go out of order or become defective in any way.
5. Whenever alterations or repairs are being carried out to interlocked points, signals or any interlocking gear.
6. When a train runs on Block Ticket.
7. When any material train works in the block section between two stations.
8. When a Material Trolly is working in the Block section without block protection.
9. When working trains during total interruption of communications.
10. When working trains by introducing single line working on double line section due to an obstruction on one line.

11. On a double/multiple line section, when it is necessary to advise the Loco Pilot to keep a sharp look out for any possible obstruction/ infringement from the adjoining line.

12. On a double line section when a train is found to be running without tail board or tail lamp and there are reasons to believe that the train has arrived incomplete.

13. On a single line section, when the 'Token' is lost.

14. When it is necessary to receive a train on a non-signalled line.

15. For working of pilots and work trains in mid-section.

16. When a level crossing gate is damaged.

17. When communication cannot be established with the Gateman of a level crossing provided with telephone.

18. When any advise is to be given for lowering the pantograph of an Electric Engine or Motor Coach.

19. For working of trains during prolonged failure of Automatic signals.

20. When a diesel train is permitted to run on the section under power block.

21. In case of bad riding being reported.

22. For movement of ODC, involving speed restrictions and special precautions.

23. Working of Tower Wagons on adjacent line.

24. When a crane is attached to a train.

25. When a Loco Pilot is passing a station where a running line is blocked for crane operation, or on double line when the adjacent line in the mid-section is blocked for crane operation.

26. For allowing a train into a block section where patrolling is in force, in case the Patrolman has not turned up within the prescribed time.

27. When a dead body is found on or near the track.

28. When any unbalanced dead engine is despatched.

29. Whenever any new signal is erected or there is a change in the location and/or type of signal (in such cases Caution orders

shall be issued for a period of 15 days from the date of erection of signal or change of location).

30. When any track maintenance/relaying machine is allowed to work on the adjoining line.

SR 4.09.02.- (a) In any of the circumstances listed in SR 4.09.01, the Station Master shall not permit any train or any vehicle running under block protection to enter the affected section either from his station or from the other end; unless.

(i) the Station Master at the other end has been informed of the circumstances and has acknowledged receipt of such information,

(ii) he has warned the Loco Pilot and the Guard of the danger ahead and its location by the issue of a Caution Order, Prepared in accordance with SR 4.09.04, except in case of permanent speed restrictions which are notified in the Working Time Table or

(iii) he has ensured that Caution Order has been issued by the Notice Station concerned ; or

(iv) he has received a subsequent advice about restoration of normal working.

(b) The Station Master at the other end of the affected block section shall also take action in accordance with clauses (ii) to (iv) of sub-rule (a) above.

SR 4.09.03.- Procedure for issue of Caution Order.-

(a) By the Station Master at either end of the concerned block section.-

(i) The Station Master receiving information about any condition which requires issue of caution order shall immediately inform the Station Master at the other end of the concerned block section, the controller, the Power Controller, the Traction Power Controller, the Crew Controller, other railway servants concerned and the Notice Station or Stations (to be specified in the Working Time Table) of such condition under exchange of Private Numbers.

The Controller/the Traction Power Controller/Power Controller shall in turn ensure that all the Station Masters and the Crew Controller and Loco Inspector concerned have been advised of such condition.

(ii) Run through trains shall be stopped out of course for issue of caution order till such time it has been ensured that a Caution Order has been issued by the Notice Station concerned.

NOTE :- All work trains, Departmental trains and light engines should be treated as scheduled stopping trains for the purpose of issuing Caution Order.

(b) By the Station Master of a Notice Station.-

(i) On receipt of information in terms SR 4.09.03(a) (i), the Station Master of the Notice Station shall acknowledge the same and shall not allow any train which has to pass through the affected block section to leave his station unless he has warned the Loco Pilot and the Guard of the danger and its location through the issue of a Caution Order. He shall also advise the Station Master of the station in rear of the site of restriction of the particulars of the first train to which the Caution Order has been issued.

(ii) The Station Master of Notice Station shall issue 'NIL Caution order to the Loco Pilots and the Guards of all trains leaving his station if he has received no intimation of any special precaution to be observed between his station and the next Notice Station of the train, in the direction of movement.

NOTE :- The Loco Pilot shall not start the train and the Guard shall not give signal to start the train from a Notice Station until they have received the Caution Order.

(c) In case of a train originating from station other than Notice Stations.

In case of a train originating from a station which is not a Notice Station, the Station Master shall consult the Controller or the Traction Power Controller or the Notice Station in rear or the Notice Station in advance (on Single line sections only) and issue Caution orders upto the Notice Station in advance. However, when such information cannot be collected by the station due to failure of communication with Control or the Notice Station in rear or the Notice Station in advance (on Single line sections only) and it becomes absolutely necessary to start the train originating from the station, the train may be started after issuing a caution order for restrictions, if any, or a **'Nil** caution order upto the block station in advance giving a written advice to the Loco Pilot to stop at the block station in advance

and act upon the instructions available there. This procedure shall be followed till a station is reached which can obtain particulars of all restrictions upto the Notice Station in advance.

(d) In the case of trains running on suburban sections, caution order shall be issued to the Loco Pilot and the Guard by the Station Masters of only such stations as are indicated and specified in the Working Time Table except in case of emergency necessitating sudden imposition of speed restrictions. In respect of these trains the caution orders shall be either typed, cyclostyled or printed as considered necessary, covering the entire section on which the train is to run and shall be issued only once unless any speed restriction is required to be cancelled or any new speed restriction is required to be imposed.

(e) In case of a station where no train is booked to stop.-

(i) a caution order shall normally not be required to be issued except in a emergency necessitating sudden imposition of speed restrictions; and

(ii) if any information warranting issue of a caution order is received by the Station Master of such a station, he shall immediately advise the adjoining block stations for issue of the caution order and only after obtaining their acknowledgements in this regard under exchange of Private Numbers, shall acknowledge the message requiring imposition of speed restrictions;

(iii) the Station Master of the adjoining station who receives the information first shall act as if he had himself received the message for imposition of the restriction.

SR 4.09.04.- Description and Preparation of Caution Order.-

(a) Caution orders shall be prepared in the prescribed form on white paper. All forms shall be serially numbered and the name of the station issuing it shall be stamped on each foil. Caution order shall normally be prepared in triplicate by carbon process, one copy each being for the Loco Pilot, the Guard and the Station record. But in case of trains manned by a Co-Loco Pilot in addition to the Loco Pilot or of trains with a banking engine or more than one leading engine separately manned, a fourth copy shall be prepared on plain paper for the extra Loco Pilot on the train.

(b) A caution order shall have space enough for at least three restrictions. No entry shall be made on the back of the caution order. If more than one caution order form is used, the successive pages shall be numbered serially.

(c) It shall specify the kilometreage and the station at which or the stations between which the caution is required to be observed, the reasons therefore, and the speed at which the train will travel over the affected length. Station name shall be written in full.

(d) Wherever speed restrictions are required to be observed at two or more locations the kilometreage of all such stations shall be indicated in geographical order in relation to the direction of movement. It shall always be dated and signed in full.

(e) Caution order shall be made out separately for each train except at such stations as may be specified. In case of typed, cyclostyled or printed caution order it shall be checked up again at the time of service to ensure that all locations where caution is required to be observed have been incorporated therein.

(f) Any correction found necessary in a caution order shall be done neatly in ink and duly attested by the Station Master issuing the same. No over writing shall be resorted to.

(g) Reminder caution order shall also issued by the Station Masters of the block station immediately in rear of the affected block section to only the Loco Pilots of all scheduled stopping trains and of the trains which may be stopped out of course. In case of a train being worked by an engine pushing, a reminder caution order shall also be issued to the Guard travelling on the leading vehicle. On single line section where a tangible authority to proceed is given, reminder caution order should be given to the Loco Pilot of through trains also alongwith the authority to proceed, while running through the station. Reminder caution order may not be issued on suburban sections under special instructions.

SR 4.09.05.- Service of Caution Order.-

(a) The caution order shall be delivered to the Loco Pilot and the Guard of a train by the Station Master either personally or through a competent railway servant deputed by him and the signatures of the Loco Pilot and the Guard obtained on the record foil in token of their having received and understood it. When more than one foil is served, each counter foil shall be signed by the Loco Pilot/Guard.

(b) In case a Loco Pilot is unable to understand the contents of the caution order, he shall call upon the Station Master to have it explained. Under special instructions, the responsibility for explaining the contents of the caution order may be entrusted to the Guard of the train in big yards.

(c) Change of train crew enroute.-

In case of change of train crew enroute, the Loco Pilot/Guard taking over charge shall take over all caution orders relating to his train to acquaint himself to the conditions on the line, giving due acknowledgement to the Loco Pilot/Guard who is being relieved.

(d) Attaching of Assisting/Banking Engine enroute. -

In case of an assisting or a banking engine being attached at a station enroute the responsibility for acquainting himself about restrictions shall lie on the Loco Pilot of such an engine who shall contact the train engine Loco Pilot or the Guard as the case may be, and get the necessary information.

SR 4.09.06.- Method of notifying/cancellation of special precautions.-

(a) When a competent railway servant finds it necessary to impose any speed restriction or any special precaution on a portion of a line, including OHE, due to repairs or work or for any other reason, he shall.-

(i) advise in writing the Station Master of the nearest block station (preferably the block station controlling entry into the affected section) the exact kilometreage and the station at which or the stations between which the restriction or special precaution is to be observed, its nature and likely duration, the method of protection of the place of restriction together with the location where engineering indicators are to be exhibited etc. and also advise other railway servants concerned as per SR 4.09.03(a) (i) who are required to be notified in this regard and also the Divisional Transportation Inspector, Chief Controller, Divisional Engineer, Divisional Operations Manager, Divisional Electrical Engineer (Tr. D). Divisional Electrical Engineer (OP), and

(ii) not commence such operation until written permission is received from the Station Master.

(b) The Station Master receiving the advice shall not acknowledge it until he has advised the Station Master of the block station at the other end of the block section to be affected and obtained his acknowledgement.

(c) When the cause of such restriction or special precaution has been removed, the competent railway servant concerned shall advise this fact to the Station Master of the nearest block station, under exchange of Private Numbers, and other officials concerned who were notified earlier of the imposition of the restriction.

SR 4.09.07.- Method of obtaining acknowledgement from the Station Master of Notice Station.-

(a) When the Notice Station is situated in the same control section:-

(i) The Station Master of the block Station controlling the entry of the train into the section where special precautions are to be observed/cancelled/modified shall call upon the Station Master of the Notice Station concerned and transmit the message notifying/ cancelling/modifying the special precautions. The Notice Station shall acknowledge the same supported by a Private Number. In case of notification of a new restriction or modification of an existing one, he shall also indicate the number and description of the first train to which such caution order/modified caution order will be issued.

(ii) The Section Controller shall then issue acaution order to the Station Master of the block station immediately in rear affected section, indicating the number and description of all trains which are on the run between the Notice Station and such block station, to which caution order shall be issued as per clause (ii) of sub-rule (a) of SR 4.09.03.

(b) When the Notice Station is situated on a different Control section :-

The Station Master of the block station controlling the entry of the train into the section where special precautions are to be observed/ cancelled/modified shall contact the Dy. Chief Controller and transmit the message to a person nominated by him.

(i) When the Notice Station is situated in the same division.-

The nominated staff receiving the message shall retransmit

the same to the Station Master of the Notice Station, who shall acknowledge it supported by a Private Number, indicating the number and description of the first train to which the caution order/modified caution order will be issued.

The nominated staff receiving the message shall also ascertain the position of all trains on the run between the Notice Station and such block station and then issue a control order to the Station Master of the block station controlling the entry of the train into the affected section indicating the number and description of the train to which caution orders shall be issued as per clause (ii) of sub- rule (a) of SR 4.09.03. He shall also repeat the Private Number received from the Station Master of the Notice Station.

(ii) When the Notice Station is situated on a different division.

The nominated staff on receipt of such message shall contact the nominated staff of the concerned Division and transmit the message to him. The said staff and the Station Master of the Notice Station shall then follow the same procedure as detail in clause (i) above except that the said staff shall issue the order number detailing the particulars of the trains on the run on the section, the number and description of the first train to which such caution order will be issued, and the acknowledgement Private Number -received from the Station Master of the Notice Station.

The said nominated staff of the Division on which such restriction has been imposed shall then give an order number to the Station Master of the block station immediately in rear of the affected section detailing the particulars of the trains on the run on the section, the number and description of the first train to which such caution order has been issued, the private number given by the Station Master of the Notice Station and the control order number given by nominated staff of the concerned division.

NOTE :- (i) The nominated staff shall reconcile the daily inter divisional restriction in force, after verifying from concerned Station Master, with the nominated staff of the concerned Divisions.

(ii) The nominated staff shall maintain separate Caution Order Register for each controlled section. Separate serial number shall be used for each section. It shall also bear the reference of the Caution Order Register serial number of the Notice Station as well as of the block station immediately in rear of the affected section.

SR 4.09.08.- Action by the Station Master after cancellation of the restriction.

(a) The Station Master receiving advice regarding the removal of the restriction shall advise this fact to the Station Master at the other end of the block section concerned, the Station Masters of Notice Stations and other railway servants who were advised about it earlier. After issue of the advice regarding cancellation of the caution order, the Station Master may discontinue the issue of the caution order.

(b) If no train is booked to stop at the station, the advice regarding the removal of the restriction shall be sent to one of the adjoining block station as who shall take action in accordance with sub-rule (a) above.

SR 4.09.09.- Record of Caution orders.

(a) At all stations where caution order are issued, the Station Master shall keep an up-to-date record of all the restrictions imposed, with the dates of their enforcement and cancellation, authority, nature etc. in a Caution Order Register maintained in the manner indicated below :-

(i) The Caution Order Register shall be in the following format:

A				B			
Restrictions imposed or modified				Restrictions removed			
Sl. No	From Person	Particulars (copy of memo or message etc.)	Remarks as to modification/ cancellation etc (Serial . No.to be quoted.)	Sl. No.	From person	Particulars (copy of memo or message etc.)	Remarks
Signature of Station Master :				Signature of Station Master :			
1)				1)			
2)				2)			
3)				3)			

(ii) All entries in the Caution Order Register shall be made by the

Station Master on duty in his own handwriting. No code, except station code, shall be used while making entries in the Caution Order Register which should always be kept with the Station Master on duty. The entries shall be numbered consecutively. Whenever a Station Master is relieved for change of duties, he shall be responsible to ensure that each order in the register has been signed by the person relieving him. A Station Master shall, when he comes on duty, record in the Station Diary Book, the Serial Numbers of all the caution orders in force at the time. This entry shall also be checked and countersigned by the relieved Station Master in token of correctness.

(iii) Only one set of serial numbers shall be used in both sections (A) and (B) of the Caution Order Register throughout the year, commencing from the 1st January.

(iv) On every Monday the Station Master in-charge shall carefully go through the register and write in red ink taking a fresh page the restriction which are still In force in the following manner :-

"Serial Nos. page reference of the Register, No. & Date of the Message, Kilometreage, location (between stations or at station), speed restriction and brief reasons.

Date ..... Signature of the Station Master"

(v) Each register, on completion, shall have a final summary of Serial Numbers still in force, which should be carried on to the next register before it is brought into use. The closing summary of the old register and opening summary of the new register shall be duly signed by the Station Master-in-charge who should also quote the next consecutive serial number for posting.

(b) Similar records shall be kept at other places like Control Offices, Crew Lobbies etc. also, where information in this regard is received.-

For this purpose a register shall be maintained separately for each section and the restrictions imposed posted in proper sequence according to kilometreage. Loco Pilots of outgoing train shall sign in the appropriate register maintained in the Crew Lobby and the shift-in- charge shall sign in token of the Loco Pilots having noted the particulars or restrictions.

(c) Whenever any restriction has to be observed within station limits, the site of restriction shall be specified in relation to station signals. This information shall, in each case, be embodied in the

message issued by the engineering official-in-charge of the work and in the caution order issued by the Station Master in respect of such restriction.

(d) The Loco Pilots and the Guards shall hand over the caution order to the Crew Controller and Station Master, respectively, at the end of their journey along with other train papers.

SR 4.09.10.- Preservation of caution orders.-

Record foils of the caution orders shall be preserved for a period of twelve months after issue.

4.10. Limits of Speed over facing points.-

(1) The speed of trains over non-interlocked facing points shall not exceed 15 kilometres an hour in any circumstances, and the speed over turn-out and crossovers shall not exceed 15 kilometres an hour unless otherwise prescribed by approved special instructions, which may permit a higher speed.

(2) Subject to the provisions of sub-rule (1), a train may run over interlocked facing points at such speed as may be permitted by the standard of interlocking.

SR 4.10.01.- The speed of trains through facing points at interlocked stations, over 1 in 12 turn-outs and cross overs shall not exceed 15 KMPH except in turn-outs and cross overs provided with curved switches, where the speed will be 30 KMPH.

SR 4.10.02.-The speed of trains over 1 in 8½ turn outs shall not exceed 10 kilometres per hour except on turnouts provided with curved switches and laid as symmetrical splits where the speed will be 30 Kmph.

4.11. Limits of speed while running through stations.-

(1) No train shall run through an interlocked station at a speed exceeding 50 kilometres an hour, or such less speed as may be prescribed by approved special instructions unless the line on which the train is to run has been isolated from all other lines by the setting of points or other approved means, and interlocking is such as to maintain this condition during the

passage of the train.

(2) In every case in which trains are permitted to run through on a non-isolated line, all shunting shall be stopped and no vehicle unattached to an engine or not properly secured in accordance with rule 5.23 may be kept standing on a connected line which is not isolated from the through line.

SR 4.11.01.- The speed of trains over interlocked facing points shall not exceed as mentioned below.

(a) Existing Speed		(b) Speed for future signaling and interlocking installations	
Standard of interlocking	Speed Limit	Standard of interlocking	Speed Limit
Standard-I	50 KMPH	Standard-I (R)	50 KMPH
Standard-II	75 KMPH	Standard-II (R)	Up to 110 KMPH
Standard-III	Maximum permissible speed of the section as mentioned in the Working Time Table	Standard-III (R)	Up to 140 KMPH
		Standard-IV (R)	Up to 160 KMPH

NOTE: The provisions of the new revised speed at column (b) will apply to future signaling and interlocking installations. Wherever the existing installations do not fulfill these requirements, existing speed of operation shall continue.

4.12. Engine Pushing -

(1) No engine or self-propelled vehicle shall push any train outside station limits except in accordance with special instructions and at a speed not exceeding 25 Kilometres an hour:

Provided that this sub-rule shall not apply to a train the leading vehicle of which is equipped with driving apparatus and which may be operated under approved special instructions.

Provided further that this sub-rule shall not apply to an engine assisting in rear of a train, which may be permitted under approved special instructions to run without being coupled to the train.

Provided also that no train which is not equipped with continuous vacuum/air brake shall be pushed outside station limits except in case of emergency

(2) Provided further that a 'Patrol' or "Search light" special with one or more vehicles in front of the engine may be permitted to run at a maximum speed of 40 kilometres an hour

(3) For movement of trains outside station limits with engine pushing during night or in thick, foggy or tempestuous weather impairing visibility or where otherwise prescribed by special instructions, the leading vehicle of such train shall be equipped with the prescribed head light and marker lights except in case of emergency.

(4) When trains are worked as described in sub-rule (1) and (2), the engine pushing the load when it is the rearmost, or the rear most vehicle if any, shall carry a tail board or a tail lamp.

SR 4.12.01.- (a) Whenever due to unavoidable circumstances, it becomes necessary for a train other than a train which has been permitted in advance to work and return on the same line back to the station from which it left with the engine pushing it, the Guard may authorise the Loco Pilot to do so by issuing a written memo provided-

(i) He received an assurance from the Station Master of the Block Station from which the train has left, either (a) on the portable telephone, if available, or (b) by sending the Assistant Guard/ Assistant Loco Pilot or any other railway servant, as may be available, to the nearest Station Master to obtain written permission or (c) by sending information through the Guard/Loco Pilot of any train passing over the adjacent line with the request to send the written permission through one of the station staff.

(ii) The Guard and Loco Pilot shall comply with the provisions of sub-rule (2) and (3) of General Rule 4.12.

(iii) After permission to push back is obtained, at night or if the view ahead is not clear the Assistant Guard/Assistant Loco Pilot/ any other competent railway servant shall be sent with hand signal who shall proceed at an adequate distance in advance of the leading vehicle to pilot the train, and

(iv) The Guard shall travel in the leading brakevan ensuring caution and shall be prepared to apply the brakes as the circumstance may warrant.

Provided that if the leading vehicle is not a Brakevan, the Guard shall travel in the leading vehicle or nearest vehicle thereto which is fitted with means to bring the train to a stop.

(b) The Loco Pilot may push back the train at a walking pace and shall bring it to a stop outside the first stop signal on single line section or the first stop signal pertaining to the correct line/last stop signal pertaining to the wrong line whichever the leading vehicle may come across first on a double line section.

When the train is piloted in terms of a Para (iii) of sub-rule (a) above the pilotman shall assist the Loco Pilot by showing stop hand signal short of the aforesaid signal.

(c) The pilotman must show stop hand signal short of the- (i) first Stop signal on single line section, or

(ii) first stop signal pertaining to the correct line/last stop signal pertaining to the wrong line whichever the leading vehicle may come across first on a double line section, so as to enable the Loco Pilot to bring the train to a stop.

After the train has been brought to a stop the Loco Pilot shall sound one continous long whistle.

The Station Master may receive the train in the manner normally laid down for reception of the train but in case of a train pushing back on the wrong line on a double line section, reception should be arranged in the same manner as when single line working is introduced on the double line section.

4.13. limits of speed with engine tender foremost:-

(1) (a) A passenger train or a mixed train shall not be drawn outside station limits by a steam engine running tender foremost, except-

(i) under a written order issued by the authorised officer; or

(ii) in a case of unavoidable necessity, to be established by the Loco Pilot.

(b) When any such train is so drawn, the speed shall not exceed 25 kilometres an hour, or such higher speed, not exceeding 40 kilometres an hour, or such higher speed, as may be authorised by approved special instructions.

(2) In cases of unavoidable necessity, goods trains may run with steam engine tender foremost at a speed not exceeding 25 kilometres an hour or such higher speed, which shall, in no circumstances, exceed 40 kilometres an hour, as may be laid down by special instructions.

(3) When trains have to be worked with steam engine tender foremost as a regular measure under sub-clause (i) of clause (a) of sub-rule (1) and sub-rule (2), the head light and marker lights as prescribed in Rule 4.14 shall be provided on the tender.

C. Equipment of Trains and Train crew

4.14. Head light, marker light and speedometer.-

(1) A train shall not be worked at night or in thick, foggy or tempestuous weather impairing visibility or in long tunnels, unless the engine carries an electric head light of an approved design and, in addition, two oil or electric white marker lights.

(2) An engine employed exclusively on shunting at stations and yards shall at night or during thick foggy or tempestuous weather impairing visibility, display such head lights as are prescribed by the Railway Administration, and exhibit two red marker lights in front and in rear.

(3) The electric head light on the engine shall be fitted with a switch to dim the light and shall be dimmed -

(a) When the train remains stationary at a station;

(b) When the train is approaching another train which is running in opposite direction on double or multiple track or same or different gauges; and

(c) on such other occasions as may be prescribed any special instructions.

(4) In case the electric head light fails or a train has to be worked with the engine running tender foremost in an emergency, the engine shall display the two oil or electric white marker lights referred to in sub-rule (1) pointing in the direction of movement and the train shall run at a speed prescribed by special instructions.

(5) In case of defective electric head light of Locomotive running in a section provided with reflective type of engineering fixed signal, during night or thick foggy weather impairing visibility on BG and MG, the Loco Pilot shall work the train cautiously at a speed not exceeding the severest temporary speed restriction imposed in the block section or 40 KMPH whichever is less.

(6) Coaching Locos should not be turned out from home shed if the speedometers recorders are in defective condition. In case of speedometer recorder becoming defective during the run, the train should run at a speed prescribed by special Instructions.

SR 4.14.01.-(a) The following are the normal Head and Marker lights on the engine while working in traffic and loco limits :-

Description of Engine		Engine head & marker lights in front.		Engine marker lights in rear.	
(i)	All trains on Double/ Single/Multiple lines.	(W) (W)	(W) (W)	———	
(ii)	Shunting Engine or Engine employed in shunting.	(W) (R)	(W) (R)	(R)	(R)
(iii)	Failure of Head light	(W)	(W)	———	
(iv)	Light/coupled light Engine	(W) (W)	(W) (W)	———	
(v)	Engine moving in Loco yards.	(w) (R)	(R)	(R)	(R)

NOTE .—W: White. R: Red.

(b) No train shall be worked at or out of an engine/crew changing station with defective head and marker lights.

(c)(i) In case the head light goes out of order after leaving engine/crew changing station, the Loco Pilot shall work the train at night or during thick, foggy tempestuous weather or inside long tunnels cautiously ensuring that proper marker lights are burning, upto the first available point where facilities exist for necessary repairs at a speed not exceeding 20 kmph. He shall also sound the engine whistle frequently.

(ii) The Loco Pilot shall also hand over a written memo to the Station Master of the next station for necessary repairs of the head light at the first point where facilities exist for such repairs.

SR 4.14.02.- The Loco Pilot shall dim the Electric Head light on their engines in the following cases also:-

(a) when it is necessary to avoid running into dazzled cattle/ human being

(b) to spot the light indication of a signal,

(c) when employed in shunting operation or in Loco yards.

SR 4.14.03.- The electric head light when dimmed in accordance with General Rule 4.14(3) (b). shall be switched on again when the engines are abreast.

4.15. Tail and side lights.-

(1) At night or in thick, foggy or tempestuous weather

impairing visibility, no train shall be worked out side station limits unless it has-

(a) in the case of an engine with vehicles attached, save in a case to which sub-rule (2) applies, at least one red tail light, and two side lights showing red towards the rear and white towards the engine:

"Provided that provision of side lights on goods train and Electric Multiple Unit trains may be dispensed with;"

(b) in the case of a single engine without vehicles attached atleast one red tail light; and

(c) in the case of two or more engines coupled together without vehicles attached, atleast one red tail light affixed to the rear engine.

(2) A colliery pilot, i.e., a train used for collecting or distributing vehicles in colliery sidings, when working in a block section or in the colliery sidings taking off from a block section, need carry a red tail light only as it enters or leaves the block station, at either end of such block section, provided that special instructions are issued to ensure that no other train is permitted to proceed in to the block section until the Guard of the colliery pilot has certified that he has left no vehicle obstructing the block section in which he has been working.

(3) When trains may run in the same direction on parallel lines, the side lights mentioned in clause (a) of sub-rule (1) may be arranged in accordance with special instructions.

(4) When a train has been shunted for a following train to pass, the tail and side lights mentioned in clause (a) of sub - rule (1) shall be dealt with in accordance with special instructions.

(5) Within station limits or in a siding, an engine employed in shunting shall have tail lights in accordance with special instructions.

SR 4.15.01.- When the number of tracks on any section permits under normal working conditions, of two trains running in the same direction at the same time, the brake-van side lamp adjacent to the other line shall show a white light to the front and rear while passing over such section.

SR 4.15.02.- When a train is shunted or detained at a station to allow a following train to precede it, the Guard of the former train shall, as soon as the train is clear of the running line, reverse his brake-van side light next to the line, on which the following train is to pass, to show white towards the rear and red towards his train engine. Immediately after the passage of the following train is complete, the Guard shall replace the altered side light to its normal position showing red to the rear and white towards the train engine .

SR 4.15.03.- Special instructions as required under sub-rule (2) of Rule 4.15 are given Appendix - 'A' (siding key register) in Block Working Manual.

4.16. Tail board or tail lamp.-

(1) In order to indicate to the staff that a train is complete, the last vehicle shall, except as provided for in sub-rule (2), be distinguished by affixing to the rear of it-

(a) by day, a tail board of approved design or a red painted tail lamp of approved design which may be unlit, or

(b) By night, as well as in thick, foggy or tempestuous weather impairing visibility during day, a red tail lamp of approved design displaying a flashing red light to indicate last vehicle check device; or

(c) Such other device as may be authorised by special instructions.

(2) A colliery pilot, i.e. a train used for collecting or distributing vehicles in colliery sidings, when working in a block section or in the colliery sidings taking off from a block section, need carry a tail board or tail lamp, or such other device as may be authorised by special instructions, only as it enters or leaves the block station at either end of such block section , provided that special instructions are issued to ensure that no

other train is permitted to proceed into the block section until the Guard of the colliery pilot certifies that he has left no vehicle obstructing the block section in which he has been working.

(3) In emergencies only, and under special instruction in each case, a red flag may be used in lieu of a tail board or an unlit tail lamp.

SR 4.16.01.- (a) In order to indicate to the staff that a train is complete the last vehicle shall be distinguished by affixing to the rear of it-

(i) by day, a tail board of approved design, and

(ii) by night, as well as in thick, foggy or tempestuous weather impairing visibility or inside tunnels during day, a red tail lamp of approved design which shall be lit.

(b) With Electric Multiple Unit (EMU/MEMU/DMU) train during the day, the last vehicle shall show a red cross against white background at the right hand bottom corner. At night, as well as in thick, foggy or tempestuous weather impairing visibility, a red light shall be shown, in addition to this red cross at the tail end. This red light may be of static or flashing mode.

(c) Guards shall ensure that the last vehicle indication as mentioned in clause (a) and (b) of General Rule 4.16 and sub-rules (a) of SR 4.16.04 is not given in any other part of the train other than the tail end of the last vehicle.

SR 4.16.02.- The red light fitted at the rear of the SLRs or any other last vehicle should be extinguished when any vehicle including inspection carriage is attached in rear of it under SR 4.24.01. In such case Guards shall ensure to switch on the red light of the rear most vehicle if provided in addition to fixing the tail lamp.

SR 4.16.03.- Guards when working trains on double line/ multiple lines, shall observe the last vehicle indicator of passing trains and report at the next station if it is not visible.

SR 4.16.04. - (a) A red flag in lieu of tail board or an unlit tail lamp may be used only in exceptional circumstances with proper authorisation.

In the event of such a contingency, the section controller shall advise by a control order to all Station Masters on the section.

(b) In the absence of such authorisation, the Station Master shall stop the train in order to confirm the complete arrival of the train and also obtain in writing the reasons for the use of the flag from the Guard. The Station Master shall then inform the fact to the Section Controller enabling him to issue control order to other stations on the run of the train.

(c) For Inter-Divisional trains, whenever permission is given under sub-rule (a) above, or in the case of sub-rule (b) above, the Section Controller shall also advise the concerned Divisional Control so as to enable the latter to initiate action as indicated in sub-rule (a) above.

(d) On non-controlled section or in the absence of means of communication with the higher authorities or during the suspension of control circuit, the Station Master shall obtain from the Guard the reasons in writing for using the red flag and relay the fact through the line clear messages and through the departure report.

(e) In the case of sub-rules (b) & (c) above, the Station Master shall also send a special report to the Divisional head-quarters.

(f) The use of red flag in lieu of tail board or an unlit tail lamp should normally be resorted to with the prior approval of DOM.

4.17. Responsibility of Station Master regarding tail board or tail lamp of passing trains.-

(1) The Station Master shall see that the last vehicle of every train passing through his station is provided with a tail board or tail lamp or such other device in accordance with the provisions of Rule 4.16.

(2) If a train passes the station without such indication to show that it is complete, the Station Master shall-

(a) immediately advise the station in advance to stop the train to see that defect is remedied and to advise whether or not the train is complete,

(b) meanwhile withhold the closing of the block section to ensure that no train is allowed to enter the block section from the station in rear.

(c) unless the station in advance has advised that the train

is complete, neither consider the block section in rear as clear nor close it.

3. Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, if a train passes a station without conforming to the provisions of sub-clause (1) above, the Station Master shall still advice the station in advance to stop the train to see that the defect is remedied and he need not withhold closing of block section in rear as prescribed in clause (b) and (c) of sub-rule 2 in such cases.

SR 4.17.01.- (a) The duty of ascertaining that the train has arrived complete will devolve on the, Station Master for run through trains and/or trains which come to a stop at a place where the Station Master can personally observe the last vehicle indicator of the train. SM/Cabin Master/Cabinman in charge of other cabins shall also be responsible for watching the last vehicle indication of all trains passing such cabin. They shall report at once to the Station Master if the last vehicle indicator as prescribed vide clauses (a) and (b) of sub-rule (1) of General Rule 4.16; sub-rules (a) and (b) of SR 4.16.01 or under 4.16.04 is not visible at the tail end of the last vehicle of the train.

(b) Before closing the block section, it shall be ensured that the train has arrived complete.

(c) As soon as train stops at a station where block instruments are installed in the Station Master's office, the railway servant in charge of the cabin, nearest to the place where the last vehicle comes to a stand, shall ensure that the last vehicle carries the last vehicle indicator as prescribed under clause (a) and (b) of sub-rule (1) of GR 4.16 or sub-rules (a) and (b) of SR 4.16.01 or SR 4.16.04 and the conditions for closing the block section as laid in GR 14.10 are complied with. He shall then report the complete arrival of the train to the Station Master over the telephone supported by a Private Number. Unless the Private Number is received, the Station Master shall not close the block section.

(d) At stations provided with such cabins as are authorised to give Line Clear, the railway servant in charge of such cabin, shall not close the block section unless the train is provided with the last vehicle indicator as prescribed in clauses (a) & (b) of sub-rule (1) of GR 4.16 or sub-rule (a) & (b) of SR 4.16.01 or SR 4.16.04 and unless the conditions laid down in GR 14.10 are fulfilled.

(e) (i) Train Intact Arrival Register / Complete Arrival Register in the prescribed form T-1410 is maintained for the purpose of obtaining complete arrival certificate from the guard.

(ii) The Guard shall not sign the same after recording the arrival time of his train unless he is satisfied that the last vehicle indicator as prescribed in clauses (a) and (b) of sub-rule (1) of General Rule 4.16 or SR 4.16.01 or SR 4.16.04 is in its proper position and unless the train is standing clear of fouling mark(s) of the adjoining line(s) or derailing switch or clearance/lock/fouling bar, where provided.

(iii) At stations where cabins at either end are not provided and the Station Master cannot personally observe the last vehicle indicator of stopping trains or on receipt of "Train passed without tail board/lamp" signal or on receipt of report from the railway servant in charge of end cabins about the arrival of a train without proper last vehicle indicator, the Station Master shall send the register to the Guard through one of his staff after filling up the appropriate columns. After complying with the stipulation of clause (ii) above, the Guard and the station staff who takes the register, shall signal to the Station Master on duty by waving green hand signals, as an indication of the train having arrived complete. On observing such green hand signal, the Station Master may close the block section, but shall not give line clear or allow any train to enter into the same block section from either end unless he has received back the register and satisfied himself that the Guard has certified the complete arrival of the train.

(iv) At Station where cabins at either end are not provided, but suitable telephone facilities exist at the end of the yard and on manned level crossing gate with telephone facilities exists where from the fouling marks are visible the TPMs/TGMs may be authorised to ensure that the train has arrived complete and stopped clear of all fouling marks & to give private number to the Station Master on duty, when the Station Master cannot personally observe the last vehicle indicator of stopping trains due to location of the cabin or station building, and on the basis of this confirmation the Station Master may close the section as well as allow any train to enter into the block

section. A detailed instruction in this regard shall be embodied in the respective Station Working Rules.

In case of traffic gateman is entrusted with the above responsibilities, every gateman before he is put to work independently at a particular level crossing, shall be trained and issued a certificate of competency by the Transportation Inspector.

SR 4.17.02.- In case a train passes a station without the last vehicle indicator.-

(a) the Station Master shall at once advise the Station Master of the station in advance as well as to the Section Controller on duty on controlled section so as to enable them to stop the train and to examine whether the train is complete.

(b) At stations where block instrument is installed in the cabin, the Station Master shall also obtain an assurance, supported by a Private Number, from the person on duty who is responsible to operate the block instrument that the closing of the block section has been with-held and that the block section will not be closed until advised by the Station Master supported by a Private Number.

(c)(i) The Station Master receiving such advice as indicated in sub-rule (a) above shall take immediate steps to stop the train and obtain a certificate from the Guard in charge of the train in the Complete Arrival Register. The Guard shall immediately take steps to provide last vehicle indicator in case the train is complete.

(ii) The Station Master shall then advise the Station Master of the station from which the train is arrived complete. This must be supported by a Private Number.

(d) On receipt of advice as indicated in sub-rule (ii) of para (c) above, the Station Master shall take steps to close the block section.

SR. 4.17.03.- On double, triple or parallel single line section, the Station Master on duty of the block station/cabin sending the train passed without tail board/lamp, Station Master must arrange to put the fixed signal at 'ON' to stop any train from the opposite direction and also must intimate the Station Master of the Station in rear from where the train has arrived to stop any train to enter into the adjacent line of triple or parallel single line section in the same direction, to advice the Guard and the Loco Pilot of the circumstances and to issue a caution order to proceed cautiously and stop short of any obstruction.

4.18. Means of communication.-

(1) No passenger train or mixed train shall be despatched from any station, unless every passenger carriage is provided with means by which communication can be made with the Guard or the Loco Pilot.

(2) Sub-rule (1) shall not apply to—

(a) Passenger or mixed trains in case of complete or partial failure of vacuum; and

(b) such particular trains as may be exempted under approved special instructions.

(3) If a Railway Administration is satisfied that mischievous use of the means of communication referred to in sub-rule (1) is prevalent, it may, notwithstanding anything contained in that sub-rule, direct the disconnection, for the time being, of the means of communication provided in all or any of the passenger carriage in any such train.

(4) A goods vehicle in which passengers are carried is not a "passenger carriage" within the meaning of this rule.

SR 4.18.01.- (a) On noticing the fall of pressure in the vacuum gauge, the Loco Pilot shall take immediate steps to bring the train to a stop clear of bridges and tunnels etc., if possible. the Loco Pilot shall also signal the Guard with the prescribed engine whistle. The code whistle shall be repeated by the Loco Pilot until the Guard acknowledges the same by showing his red hand signal. In the event of the Guard first noticing the fall of pressure in the gauge, he shall apply the vacuum brake very cautiously, so as to avoid parting of train.

NOTE. - In case of EMU/MEMU/DMU trains, the Motorman and Guard shall take similar action as indicated in sub-rule (a) above, on hearing the alarm sound.

(b) Immediately the train is brought to stop, the Guard, Assistant Guard/Assistant Loco Pilot and the ticket checking staff on duty with the train shall proceed at once to the carriage from which the alarm chain has been operated to render necessary assistance.

(c) If the train does not stop promptly, after applying the Guard's van valve handle to stop the train or on receipt of a complaint from a passenger that the inter-communication apparatus does not operate properly, the Guard shall report the occurrence through the Station Master of the next stopping station so as to inform the SE/ SSE(C&W) of the first available station ahead to examine the train. A report should also be made to the Divisional Operations Manager.

SR 4.18.02.- When the inter-communication apparatus is disconnected in any of the passenger carriages of a train in accordance with sub-rule (3) of General Rule 4.18. the SE/SSE(C&W), in the interest of safety of lady passengers and Railway Mail Services shall abstain from disconnecting the inter-communication in respect of coaches of compartments reserved for ladies, Railway Mail service and also ordinary bogie when utilised as partially/fully for carrying mails. The Station Master shall issue caution order asking the Guard and Loco Pilot to exercise greater vigilance in working the train.

4.19. Guard's and Loco Pilot's equipment.-

(1) Each Guard and Loco Pilot shall have with him while on duty with his train, the following equipment-

(a) a copy of these rules or such portions thereof as have been supplied to him under Rule 2.01.

(b) a copy of the Working Time Table and all correction slips and appendices, if any, in force on that section of the railway over which the train is to run,

(c) a hand signal lamp,

(d) a whistle (for Guards only),

(e) a red flag and a green flag,

(f) a stock of detonators sufficient to comply with the relevant rules as may be prescribed by special instructions,

(g) a first aid box(for Guards of passenger carrying trains only), and

(h) such other articles as may be prescribed by the Railway Administration in this behalf.

(2) If any guard or Loco Pilot is not in possession of any article mentioned or referred to in sub-rule (1), he shall report the fact to his superior who shall make good the deficiency

(3) Each Guard and Loco Pilot shall have with him while on duty with his train, two pairs of such spectacles as he is required to wear under medical advice.

NOTE . Each Guard and Loco Pilot should also be in possession of a watch in addition to the equipment prescribed in sub-rule (1).

SR 4.19.01.- (a) In addition to what has been prescribed in GR 4.19, each Guard shall have with him, while on duty with his train, the following equipment except as provided for in sub- rule (d) below.-

(i) General and Subsidiary Rules Book - One,

(ii) Accident Manual - One,

(iii) Operating Manual - One,

(iv) Carriage Key **-** One,

(v) Detonators - 10 in a case

(vi) Guard's Memo Book - One,

(vii) Red flag - One,

(viii) Tail Board - One,

(ix) Tai**l** lamp - One,

(x) Padlocks - Three

(xi) Four washers,

(xii) Vacuum gauge indicator - One (for Guards working on Goods train only),

(xiii) Torch - One.

(xiv) a clamp with a pad lock and key for fixing last vehicle indicator in rear of the freight train with CBC stock.

(xv) Air pressure gauge with quick coupler - One each (for Goods Guards only).

(xvi) Resetting key No. 004 for Air brake coaching train-One (For resetting of ACP apparatus in air brake coaching train during AC pulling at originating or way side station by the Guard working in coaching links in necessity).

(xvii) Battery operated flashing mode tail lamp - One (for all guards).

(xviii) Walkie-talkie set - One.

(xix) A passenger complaint book (all passenger carrying trains except EMU) - ONE.

(xx) Guard's passenger certificate book - ONE.

NOTE : Carrying of a G & SR book, Operating Manual and Accident Manual may be dispensed with when Hand book for Guards and Loco Pilots is carried while on duty.

(b) In addition to what has been prescribed in GR 4.19, each Loco Pilot shall have with him while on duty with his Engine/ Train, the following equipment

(i) Red flag - One,

(ii) Detonators - 10 in a case,

(iii) Loco Pilot's Note Book - One,

(iv) Engine tools as prescribed,

(v) General and Subsidiary Rule Book - One,

(vi) Operating Manual - One,

(vii) Accident Manual - One,

(viii)Traction Operating Manual, Part I and II - One, (For electric Loco Pilot only),

(ix) Torch - One,

NOTE : Carrying of a G & SR book, Operating Manual and Accident Manual may be dispensed with when Hand book for Guards and Loco Pilots is carried while on duty.

(c) Each Motorman while on duty with his train, shall have with him the following equipment

(i) Screw Driver - One,

(ii) Cutting plier - One,

(iii) Green hand signal flag – One,

(iv) Red hand signal flag - 2,

(v) Trouble shooting directory - One,

(vi) G & SR Book - One,

(vii) Accident Manual - One,

(viii) Traction Operating Manual - One,

(ix) Wooden Plug - 2,

(x) Watch -One,

(xi) Personal log book - One,

(xii) Tri-colour 4 dry cell Hand signal lamp - One,

(xiii) Detonator - 10 in a case,

(xiv) EMU keys - 4 Nos,

(xv) A copy of the Working Time Table with all correction slips and appendices, if any, in force on that section over which the train is to run.

NOTE : Carrying of a G & SR book, Operating Manual and Accident Manual may be dispensed with when Hand book for Guards and Loco Pilots is carried while on duty.

(d) Each Guard while working suburban/local trains shall carry with them the following equipment :-

(i) Tri-colour 4 dry-cell hand signal lamp - One,

(ii) Two-red and one Green Hand signal flags,

(iii) Aluminium telescopic pipe flag sticks with cap - 2,

(iv) Detonators 10 in a case,

(v), First Aid Box - One,

(vi) Whistle - One,

(vii) Carriage key - One,

(viii) Watch - One,

(ix) Hand book for suburban Guards - One,

(x) Guard's Memo Book - One,

(xi) Guard's Box - One,

(xii) A copy of the Working Time Table with all correction slips and appendices, if any, in force on that section over which the train is to run.

(e) Each Assistant Guard while on duty must be in possession of the following :-

(i) Working Time Table, and all correction slips and appendices, in force on the section of the railway over which the train is to run - One copy,

(ii) Red & Green hand signal flag - One each,

(iii) Hand signal lamp - One,

(iv) Detonators - 10 in a case,

(v) Padlock - 3.

(f) (i) Each Guard/Assistant Guard/Loco Pilot/Asstt. Loco Pilot if required to use pairs of spectacles under medical advice, shall at a time while on duty, carry with him a spare pair of the prescribed optical characteristics. If he is permitted to use separate pairs of spectacles for near and distant vision, then he must carry a spare pair of each.

(ii) While signing the Appearance Register at the place of reporting for duty, he shall record that he is carrying one spare pair of spectacles. The Supervising official should verify the statement before he countersigns the Appearance Register.

SR 4.19.02. - All trains carrying passengers shall carry the following equipment in the brakevan.

(i) Ambulance stretcher - One,

(ii) Light Weight 2-wire/4-wire Integrated Portable Control Telephone

(iii) Fire extinguisher-Two each in front and rear brakevans.

(iv) Emergency lighting equipment - One set each in front and rear brakevan.

(v) Two wedges.

Note: (i) All the brakevan equipment shall be loaded by respective departments in the cup board meant for the purpose at the originating station (primary maintenance depot) which is secured

by the one time lock by C&W department. In case lock is opened enroute, it should be recorded in the Train Report (T 34 HF) by the guard concerned. While taking charge, if the guard noticed any short of brake-van equipment or found in unlocked condition; it should be recorded in the Train Report (T 34 HF) and the same should be informed in written to the Station Master of the destination station/ the station to which the rake belongs. On receipt of the message, the Station Master will inform the concerned official for recoupment and locking.

.(ii) A register shall be maintained at the originating station, in which all train carrying passengers and the equipment supplied in the brakevan of each such train shall be recorded and Guard's acknowledgement obtained. In case any item is not supplied, suitable remarks stating the reasons thereof, shall be recorded. The official-in-charge of such train originating station shall inspect the register frequently to see that the equipments detailed above have been supplied.

SR 4.19.03. Each Electric Locomotive shall be equipped with the following items

(a) A field telephone,

(b) Universal plier,

(c) Adjustable wrench,

(d) Screw driver.

4.20. Manning of engine in motion.-

(1) Except when otherwise provided by special instructions, no engine shall be allowed to be in motion on any running line unless the Loco Pilot as also the Assistant Loco Pilot are upon it.

(2) Subject to the provision of sub-rule (3) in no circumstances shall a person other than the Loco Pilot or a railway servant duly qualified in all respects, drive an engine on any running line.

(3) If a Loco Pilot becomes incapacitated while the engine is in motion, the Assistant Loco Pilot, if duly qualified,

may work the train to the next station cautiously and where the Assistant Loco Pilot is not duly qualified he shall bring the train to a stop and send a message to the Station Master of the nearest station to make arrangements for a Loco Pilot to take over the train and for so doing he may take the assistance of the Guard.

SR 4.20.01.- (a) When working a train under the provisions of sub-rule (3) of General Rule 4.20 the speed of the train shall not exceed 25 kilometres per hour and on arrival at the next station, the fact shall be reported to the Station Master.

(b) The Station Master shall, in consultation with the Section Controller, arrange to utilise the Loco Pilot of the first available Goods train/Light engine if the affected train is of more importance. Otherwise the affected train shall be shunted into a suitable line and shall remain under the charge of the Assistant Loco Pilot till relief arrives.

4.21. Driving an electric train.-

(1) In the case of electric trains, the Loco Pilot shall be in the leading driving compartment when the train is in motion or when the train is standing on any running line except as otherwise prescribed in these rules.

(2) (a) In the case of single or multiple unit train if the driving apparatus in the leading driving compartment becomes defective, the train shall be driven cautiously from the nearest driving compartment which is serviceable; in this event, the Guard shall travel in the leading driving compartment and shall convey the necessary signals to the Loco Pilot; the Guard shall also sound the horn or whistle as necessary and apply the brake in case of emergency and shall be responsible for stopping the train correctly at signals, stations and obstructions.

(b) In the case of an electric engine, if the leading driving compartment becomes defective, the train shall be driven from the trailing driving compartment by the Assistant Loco Pilot if

he is duly qualified to drive; and the Loco Pilot shall remain in the leading driving compartment, and shall be responsible for the correct operation of the train.

SR 4.21.01. - (a) When an electric engine cannot be driven from the leading driving compartment or in case of EMU trains, if the driving apparatus in the leading driving compartment becomes defective, the Loco Pilot/Motorman shall arrange to inform the fact to the Traction Loco Controller and the Deputy Chief Controller.

(b) (i) When working a train or engine under sub-rule 2 (b) of GR 4.21, the speed of the Engine/Train must not exceed 40 kilometres per hour.

(ii) The train shall be moved in the manner as prescribed in sub-rule (1) above, till such time a relief engine is arranged by the Traction Loco Controller in consultation with the Deputy Chief Controller.

(c) The train shall be moved in the manner prescribed in General Rule 4.21(2) (a) at a speed not exceeding 40 kilometres an hour. After detraining the passengers, at the destination or other station, according to the instructions received, the train shall be taken to the nearest siding for examination.

(d) In case horn/whistle of the driving cabs of an engine becomes defective in the section the Loco Pilot will run the train/ engine at 40 kmph in day time upto the destination or till the defect is rectified and at night he will only clear the section at a speed not exceeding 40 kmph.

During run, the whistle/horn as prescribed in SR 4.50.01 should be followed by assistant Loco Pilot from the rear cab only

4.22. Riding on engine or tender.-

(1) No person other than the engine crew shall be authorised to ride on the engine or tender of a steam locomotive, except in accordance with special instructions.

(2) Except as may be permitted by special instructions, no person other than the engine crew shall be authorised to enter any driving compartment of a single or multiple unit train

or a train propelled by electric, diesel or petrol engine.

(3) No unauthorised person shall manipulate any apparatus contained therein.

SR 4.22.01.- In addition to the engine crew, the following persons may ride on the engine or any driving compartment of EMU trains or of electric or diesel locomotive .-

(a) An officer holding a metal pass.

(b) An officer or inspector whose pass is specially endorsed by the Chief Electrical Engineer/Chief Mechanical Engineer/Divisional Railway Manager.

(c) Guards in an emergency.

(d) Traffic staff when performing shunting or when piloting.

(e) Staff proceeding to attend an accident.

(f) Normally not more than 3(Three) persons other than the Engine/Train crew shall be permitted to travel in the cab.

SR 4.22.02.- (a) If a Loco Pilot has not driven an Electric Engine or Single/Multiple unit train for six months, he shall be re-examined after a refresher course and his certificate of competency endorsed before he is allowed to drive again.

(b) When specially authorised by Divisional Electrical Engineer (OP) a trainee for driving electric engine/single or multiple unit trains, may manipulate the Driving apparatus of such engine under supervision of a duly qualified Instructor or Loco Pilot specially nominated for the purpose by DEE(OP). The Supervising Instructor or the nominated Loco Pilot shall be responsible for keeping a continuous watch over the trainee and keep himself in readiness to take any action that may be required to control the train in an emergency.

(c) No person shall be allowed to move any electric rolling-stock even within the limits of loco shed and stabling sidings unless he has been certified competent to do so by the Divisional Electric Engineer or Assistant Electrical Engineer (OP) of the concerned shed.

4.23. Brake-vans.-

(1) No train shall be allowed to enter a block section,

unless one or more brake-vans or hand braked vehicles are attached to it, except in emergency or as provided for under special instructions.

(2) This rule does not apply to railcars, light engine or light engines coupled together.

SR 4.23.01.- An Inspection Carriage or a Crew Rest Van coupled in rear of an engine may be despatched from a station without a brake-van in rear, provided that such vehicles are equipped with active vacuum brake apparatus and provided that the last vehicle indicator as prescribed in GR 4.16 and Subsidiary Rules thereto is provided at the tail end of the rear-most vehicle.

SR 4.23.02.- 'In an emergency or under special instructions issued in each case or in sections specially notified in advance if it becomes necessary to run a train without a brake-van it shall,' be ensured that the train is provided with continuous and effective vacuum from engine to the rearmost vehicle. The SE/SSE(C&W) must mention the number and description of the rearmost vehicle in the brake power certificate (T/431) issued for such train. In addition the following procedure shall be observed:

(a) The Guard of the train shall relay the last vehicle number from the originating station of such train on the telephone to the Section Controller and in writing to the Station Master of the originating station.

(b) last vehicle indicator as.indicated in sub-rule (a) of SR 4.16.01 shall be fixed at the tail end of the rearmost vehicle by the Guard.

(c) Last vehicle number of such train shall be repeated in the Line Clear enquiry and reply messages.

(d) The Station Master on duty as well as the person incharge of the cabins, where provided, shall ensure that the train is provided with last vehicle indicator as per sub rule (b) of SR 4.23.02 before closing of the block section in rear and before signalling "Train Entering Block Section" to the Block Station in advance.

(e) When a train is running without a brakevan in rear but fitted with L. V. Indicator in the rear end of the rear most vehicle, the train shall pass through the station during night, thick foggy or tempestuous weather provided the last vehicle indicator is clearly visible. In case the last vehicle indicator is not visible, action should be taken as per para (f) below-

(f) If the Station Master is unable to see the last vehicle indicator of a through passing train running without brakevan, he shall at once inform the Station Master of the block station in advance to stop and examine the train. Until the train out of section report is received from such a block station in advance, the Station Master of the block station at which the train has run through shall not signal "train out of section" to the block station in rear.

(g) Before reporting the arrival/departure particulars to the Section controller, the Station Master must ensure that the train is provided with Last Vehicle Indicator at the rear end of the train.

(h) The Section Controller shall keep a record in his train control chart about the last vehicle number of the train running without brakevan and fitted with last vehicle Indicator repeated by the Guard/ Station Master at the originating station as per SR 4.23.02 (a). If for any reason the last vehicle indicator could not be seen at any station and on getting the information from the Station Master of such a station, the Section Controller shall immediately advice the Station Master in rear of such station not to give or take line clear for any train to move over the same block section and shall initiate action to stop running of trains over the adjacent line/lines.

The Section Controller shall at once advice the Station Master immediately in advance of such station at which the discrepancy is detected, to stop the train and examine the correctness of the last vehicle number and indicator.

(i) The Guard shall travel on the engine. All other rules as may be applicable to him shall devolve on him except General Rule 4.46, 4.47 and 6.08(1) (b) with subsidiary rules thereto and SR 4.42.01 (a).

NOTE .- In Automatic Block system, or in case of Intermediate Block Signalling, a second train shall not be allowed to leave the same block station unless the previous train which has been allowed to leave without a brake-van arrives at the next block station complete except in case of an accident or failure of the train.

4.24. Position of brake-van on train. - Unless it be otherwise directed by special instructions, one brake-van shall be attached to the rear of the train, provided that reserved carriages or other vehicles may, under special instructions, be placed in rear of such brake-van.

SR 4.24.01.- In case of necessity, vehicles may be attached behind the rear brake-van of a train, according to the following instructions .-

Train	Maximum number of bogies to be attached behind the rear brake-van	Provision regarding attachment of inspection carriages.	Provision regarding attachment of power plant bogies	Provision regarding attachment of other vehicles
(1)	(2)	(3)	(4)	(5)
Passenger a) with full vacuum brake	2 bogies or their equivalent (4 subject to the condition that the vehicles are fitted with vacuum brake in good working order.	An inspection or Officer's carriage, Four wheelers) may be attached in addition to the number prescribed in Col. 2 provided it has its own hand brake.	Not permitted (bogie or 4 wheelers	Not Permitted
b) with out dvacuum brake	Not permitted	An inspection or Officer's carriage (bogies or otherwise) only fitted with hand brake in good working order and it can be operated by the occupant during its run.	Not Permitted	Not Permitted
Mixed a) with full vacuum brake	2 bogies or their equivalent (4 Four wheelers) provided these are fitted with vacuum brake in good working order.	An inspection or Officer's carriage (bogies or 4 wheelers) may be attached in addition, provided it has its own hand brake.	2 Power plant bogies in place of two bogies or 4 four wheelers mentioned in Col. 2 may be attached provided the conditions prescribed for the carriage of inflammable goods are Complied with (b.)	Not Permitted

(1)	(2)	(3)	(4)	(5)
b) with out vacuum	Not permitted carriage (bogie	An inspectiion or Officer's or otherwise) only may be attached provided it is fitted with hand brake in good working order and it can be operated by the occupant during the run.	Not permitted	Not permitted
Goods				
a) with full vacuum brake	2 power plant bogies or their equivalent (4 Four wheelers) provided these are fitted with vacuum brake in good working order	Inspection or Officer's carriage (bogie or four wheelers) may be attached in place of equi-valent number of wagons mentioned in Col.2 provided they are fitted with vacuum brake in good working order	2 power plant bogies in place of two bogies or 4 Four wheelers mentioned in Col.2 may be attached provided the conditions prescribed for the carriage of inflammable goods are complied with.	Only one damaged Vehicle certified by a competent Rly. servant uner special instruction may be attached during day light hours in place of two bogies or their equivalment mentioned in Co. 2.
b) with out full vacuum brake	Not permitted	An Inspection or Officer's carriage (bogie or 4-wheeler) may be attached provided it is fitted with hand brake in good working order and it can be operated by the occupant during the run .	Not permitted	- do -

NOTE : (i) A vehicle on which last vehicle indicator cannot be provided shall not be permitted to run as the last vehicle of a train.

(ii) Attachment of engine in rear of a train shall be governed by GR 3.84 and Subsidiary Rules thereto.

4.25. Guards.-

(1) Except under special instructions or in an emergency, every running train shall be provided with one or more Guards.

(2)The Guard of a running train shall travel in his brake-van, except-

(a) in an emergency, or

(b) under special instructions.

(3) When a train is worked without a Guard, such of his duties as can be performed by the Loco Pilot shall devolve on him as may be specified by special instructions.

SR 4.25.01. - If a train is to run in accordance with the provisions of SR 4.23.02, the Guard shall travel in the engine.

SR 4.25.02.- In an emergency or under special instructions issued in each case, if it becomes necessary to run a train without a Guard, it shall be ensured that the train is provided with continuous and effective vacuum from the engine to the rearmost vehicle which may be a brake-van. If a Guard is not provided at the originating station of the train, the JE/SE/SSE(C&W) shall mention the number and type of the rearmost vehicle in the brake power certificate (T/431) issued for such train. But in case no Guard is provided at any intermediate point such as at crew changing station, the Loco Pilot on being informed by the Station Master, shall examine the brake power of the train and also ensure that the rearmost four pistons are in proper working order. Further to the observance of the above, sub-rules (d), (e), (f) (g) and (h) of SR 4.23.02 shall be applicable. In addition the following rules shall also be observed.

(a) The last vehicle indicator as indicated in sub-rule (a) of SR 4.16.01 shall invariably be fixed at the tail end of the rearmost vehicle by the Loco Pilot.

(b) A caution order shall be issued to the Loco Pilot with necessary endorsement for running of the train without a Guard and also indicating the last vehicle number.

(c) (i) Running of the train without Guard as well as the last vehicle number shall be mentioned in each line clear and reply message or with the departure report.

(ii) The Station Master on duty at the Station either originating or enroute from where the Guard is not provided shall relay such information to the Section Controller with an endorsement in the Station diary. The Section Controller on duty shall keep a record to this effect in his Train Control-Chart. He will also inform the Station Master of the Station of the next Guard changing point or the destination station within the Division in advance.

(d) The Loco Pilot shall be responsible to take with him the vehicle consist of such train. The duties devolve on the Guard for protection of the train laid down in GR 4.44, 6.03 and 9.10 shall devolve on the Loco Pilot.

NOTE - In Automatic Block system or in case of Intermediate Block Signalling, a second train shall not be allowed to leave the same block station unless the previous train which has been allowed to leave without a Guard, arrive at the next block station complete except in case of an accident or failure of the train.

SR 4.25.03.- No person shall be allowed to work as a guard unless he has qualified in the duties of a guard and unless he has learnt the section over which he has to work the train. To learn the section initially the guard shall operate a minimum of three trips. If such a staff has not operated on a section for more than six months, he shall be booked again for a trip to refresh his knowledge of the road before he is allowed to work on the same section.

SR.4.25.04.- "All guards who are required to work trains on Automatic Block territories shall be imparted one days intensive course once in every six months, about the rules pertaining to this system. Thereafter, they shall be examined, and if found qualified, a certificate of competency shall be issued to each guard by the Assistant Operations Manager /Chief Divisional Transportation Inspector. A record of all such certificates issued in token of their knowledge and proficiency

in these rules shall be maintained by the Assistant Operations Manager /Chief Divisional Transportation Inspector.

No guard shall be put on duty on such sections unless he possesses this certificate.

4.26. Couplings.- No vehicle that is not fitted with a coupling or couplings of approved pattern shall be attached to any train.

SR 4.26.01.- (a) JE/SE/SSE(C&W)/Yard staff and Guards, shall take special care to see personally that all unused couplings of vehicles on train are secured to the hooks provided for the purpose and are not allowed to hung down loose.

SR 4.26.02.- Station Masters, Guards and Yard staff, when attaching vehicles to a train, shall ensure that screw couplings are screwed up without slack.

SR 4.26.03.- The staff responsible for attaching engines with or without coaches or wagon on the stationary trains/rakes must stop the same short of the train/rakes and display “slow” hand signal for coupling up. The Loco Pilot shall exercise great caution to avoid any bump while attaching engines to trains/rakes.

D. Vehicles and Cranes.

4.27. Cranes :-

(1) No travelling crane shall be attached to a train until it has been certified by a duly authorised person that it is in proper running order, and with a dummy truck for the jib, if necessary

(2) When a crane is to work on any line provided with electric traction or any line adjacent to it, the procedure and precautions as laid down under special instructions shall also be followed.

SR 4.27.01.- For detailed instructions on crane working the relevant provisions of Operating Manual and Subsidiary Rules to GR 17.04 shall be referred to.

SR 4.27.02.- When running on the main line, the crane shall as a rule, be placed four vehicles from the engine, but when proceeding to a break-down this condition may be relaxed.

SR 4.27.03.- When a crane is attached to a train, whether with the jib leading or trailing, except when otherwise notified, the Loco Pilot shall not exceed the speed of 40 KM per hour, and shall be particularly careful not to exceed the speed of 15 KM per hour over turnouts.

SR. 4.27.04.- Attaching, speed and operating instructions for running 120 T and 140 T Diesel Cranes have been incorporated in para 16.11 of Operating Manual.

4.28. loading of vehicles-

(1) No wagon or truck shall be so loaded as to exceed the maximum gross load on the axle fixed under sub-section (3) of section 53 of the Act, or such less load, if any, as may have been prescribed by the Railway Administration.

(2) Except under approved special instructions, no vehicle shall be so loaded as to exceed the maximum moving dimensions prescribed from time to time by the Railway Board.

(3) When a load in a truck projects to an unsafe extent beyond the end of a truck, an additional truck shall be attached to act as a dummy.

(4) The Guard shall, unless this duty is by special instructions imposed on some other railway servant carefully examine the load of any open truck which may be attached to the train, and if any such load has shifted or requires adjustment, shall have the load made secure or the truck removed from the train.

SR 4.28.01.- (a) Standard Moving Dimensions.-

The following limits shall be observed when road vehicles, machinery and other large vehicles are loaded in open trucks, special care being taken to secure them so that may not shift during transit.-

Loading dimensions for open trucks.

	Over Broad Gauge		Over Narrow Gauge	
	Of the article only. (a)	Of the load from rail. (b)	Of the article only. (c)	Of the load from rail. (d)
	Metre	Metre	Metre	Metre
Maximum height at center -	2.8	4.1	2.5	3.2
Maximum height at sides	2.2	3.5	2.2	2.9
Maximum width when loaded on trucks having floor level less than 1.22 metres above rail level -	3.0	-	2.3	-
Maximum width when loaded on trucks having floor level 1.22 metres and over above rail level.	3.2	-	2.3	-
Width below floor level	3.0	-	2.3	-

(b) Columns (a) and (c) show the dimensions of the articles only. By adding 1.27 Metres in case of BG and 0.73 Metres in case of NG which are the standard heights from rail level to the floor of the truck half loaded, the figures given in column (b) and (d) have been obtained.

(c) In certain circumstances and for passage over certain sections of the line, bulky articles of larger dimensions than shown above can be despatched by rail. Such cases will be decided by the Divisional Railway Manager. Station Master shall not, however, accept any consignment beyond the maximum dimensions laid down above, without specific sanction from the Divisional Railway Manager in each particular case. Such sanction will be given subject to the Carriage and Wagon Department passing the loads and sanction obtained from COM/E.Co.Rly. Such sanction shall be governed by the relevant provisions of the Operating Manual.

SR 4.28.02. - When timber or other articles exceeding one truck in length have to be loaded, three trucks shall be used for the purpose. The consignment shall be so arranged that the entire load is borne by the centre truck and the over hangs on either side of the

centre truck are roughly equal. The other two trucks, one on either side of the centre truck will only act as dummy trucks to take to overhang of the consignment. They shall not bear any load. It shall be specially ensured that wagons loaded with timber, bamboo, etc. do not infringe the standard moving dimensions either in the centre or on sides.

SR 4.28.03.- (a) Station Master and Guards are responsible for the safe loading of open wagons, but it is the duty of the SE/ SSE(C&W)s to pay attention to the loads of trains passing their stations and to inspect and point out defects in loading. They shall also pass loaded vehicles, if called upon to do so, by giving a certificate in the following form :-

"I have examined loads of open wagon Nos …… of ..... train, on ..... date and certify that the same are secured and fit to run"

(b) At any intermediate station, when the Station Master requires the loads to be adjusted, the nearest JE/SE/SSE(C&W) shall be called to that station to render necessary assistance.

(c) Loads badly secured or adjusted shall, on discovery at Train Examining station, be reported to the Divisional Commercial Manager and the Divisional Mechanical Engineer (C & W) and appropriate action taken.

SR 4.28.04.- (a) In order to prevent the free ends of lashing chains of empty wagons working loose and trailing over the sides of the wagon platforms, it is essential that they are secured on the floor of the wagon. For this purpose, the hook of the screw coupling attached to the short ended chain should be engaged in a suitable link of the other chain on the opposite side of the wagon and the screw coupling be tightened up.

(b) The Station Master and Yard staff attaching empty wagons on trains shall ensure that lashing chains are properly secured in the manner explained above. Guards of trains shall satisfy themselves that this has been done. Carriage and Wagon staff at Train Examining stations, while carrying out the examination of trains, shall also ensure that lashing chains are secured in the proper manner.

4.29. Damaged or defective vehicles.-

(1) No vehicle which has been derailed shall run between stations, until it has been examined and passed by a competent SE/SSE(C&W):

Provided that in case of a derailment between stations, the Loco Pilot may, if the vehicle has been re-railed and if he considers it safe to do so, take such vehicle to the next station at a slow speed.

(2) If a Guard or Station Master has reason to apprehend danger from the condition of any vehicle on a train before it can be inspected by a JE/SE/SSE(C&W), the Loco Pilot shall be consulted, and if he so requires, the vehicle shall be detached from the train.

SR 4.29.01.- A vehicle on a train running with heated bearings which emit smell of burning oil or smoke or a whistling noise or is seen in red hot condition or in flames, is a dangerous vehicle. Staff on duty (Station Master, Cabin Master, Cabinman, Pointsman, Gateman, Token Porters, etc.) shall be alert to detect it and to take immediate action to stop the train. In case the train cannot be stopped at that very station, a message for stopping the train shall be given to the Station Master of the next station ahead and to the Section Controller. In case of electrified sections advantage may be taken by switching off Power in consultation with the Traction Power Controller.

SR 4.29.02.- If an axle box is found to be running hot, between stations or at a station where no siding facility exists the Loco Pilot shall at once examine its condition. He shall remove the cover and examine the packing and put new waste, if possible and bring the train, at a restricted speed as considered safe by the Loco Pilot, to the nearest station where siding facility exists.

SR 4.29.03.- (a) The Station Master receiving advice of a hot axle on a train shall, where possible, receive the train on the main line. If he is unable to do so, he shall bring it to a stop outside the first stop signal before admitting it into the loop line on which it is to be received.

(b) When the Station Master receives advice of a vehicle on a train which is derailed or whose running gear is in any way considered dangerous he shall bring the train to a stop outside the signal since further movement of such vehicle, especially over points in the station yard, is likely to cause a serious accident. The vehicle shall be thoroughly examined and the derailed wheels, if any, re-railed before the train is admitted into the station yard.

SR 4.29.04.- No carriage, wagon or other vehicle declared unsafe to run by a duly authorised official of the Carriage and Wagon Department shall be allowed to proceed on any account. Any unauthorised person removing a "damaged" label from a vehicle shall be liable to prosecution.

E. Precautions before Starting Train.

4.30. Loco Pilot and Guard to examine notices before starting.- Every Loco Pilot and Guard before starting with a train shall examine the notices issued for their guidance, and ascertain there from whether there is anything requiring their special attention on that section of the railway over which they have to work.

SR 4.30.01.- Before commencing duty, the Loco Pilot/Guard shall sign the Appearance Book, stating the time of his arrival in Shed/ booking office. The Loco Pilot/Guard shall then carefully read all such notices (including speed restriction notices) pertaining to the running of their trains, shown on the Notice Board and in the Loco Pilot/Guard's Order Book and shall sign his name to indicate that he has read the notices therein and understands them.

4.31. Examination of trains before starting.- When a train is examined by a JE/SE/SSE(C&W) at a station, the Station Master shall not give permission to start the train until he has received a report from such examiner to the effect that the train is fit to proceed and has the prescribed brake power.

SR 4.31.01.- The JE/SE/SSE(C&W)'s report must be in the form T/431 (Brake power certificate).

SR 4.31.02.— In order to afford necessary protection to the Train Examining staff, a banner flag or a board about 0.40 x 0.30 metres

painted red and inscribed with the word 'STOP" in white, erected about 1.20 metre above ground level, will be exhibited by the JE/SE/ SSE(C&W) at both ends of the load of the train/vehicles.

With interlocked points, if the interlocking permits, and with non-interlocked points, the points at either end of such line shall be kept set against access to such line and the points shall be clamped and padlocked by the Train Examining staff before commencing the work. The key of such padlock shall remain in the personal custody of the JE/SE/SSE(C&W) until fit memo Form T/431 Part 'C' is issued.

Between sunset and sun-rise or during thick, foggy or tempestuous weather impairing visibility, the banner flag/stop board should be replaced by red lamps.

SR 4.31.03.- At stations where no train examining staff are posted or at wayside stations while clearing a stabled load, the Guard and the Loco Pilot shall be jointly responsible for checking the adequacy of brake-power of the train. "The Loco Pilot will create not less than 5Kg/cm2 of air pressure in the engine and 4.8Kg/cm2 (4.7kg/ cm2 in case of trains consisting of more than 56 wagons) air pressure in the rear brake-van. On seeing this required amount of air pressure in the rear brake-van, the Guard shall show 'Red' Hand Signal to the Loco Pilot to destroy the air pressure. After the air pressure is destroyed they will jointly check the train to ascetrain the brake power".

Thereafter, the Guard shall prepare a memo in triplicate, indicating the number of operative and inoperative pistons as well as the number of train piped vehicles, which shall be signed jointly by the Guard and the Loco Pilot. One copy of this memo shall be given to the Station Master, while the other two copies shall be for the Guard and the Loco Pilot.

Format for joint check by the Loco Pilot and the Guard before starting a train from non-TXR station.

1. Date
2. Train description and No.
3. From/To
4. Engine No.
5. Engine attached at
6. Total load

7. Examination on station side by the Loco Pilot and off side by the guard. There is no loose or missing fitting in the under gear which may endanger safe running of train.

8. In case of invalid BPC or the integrity of incoming train with valid BPC has been disturbed beyond permissible limit-the Loco Pilot and the guard ascertained the brake power of the train as per instructions under SR 4.31.01 with the following results

Total number of cylinders

Total number of working cylinders

Air pressure in engine

Air pressure in brake van.

(This certificate is valid upto next examination of the train where the train will be offered for examination).

Signature of Guard Signature of Loco Pilot

SR 4.31.04.-(a) The Loco Pilot of a train after satisfying himself about the conditions for starting, will start the train. Immediately after starting he will carry out brake feel test preferably at a speed of 20-25 kmph but not later than achieving a speed of 30 kmph. This shall be done in the very first block section after starting. However, in case the loco pilot encounters a stiff rising gradient in the first block section while achieving the above speed, he will conduct the brake feel test on the first available flatter gradient.

(b) Once the train achieves a speed of 45-50 kmph, the loco pilot will once again carry out a second brake feel test before proceeding on his journey.

4.32. Examination of train by Loco Pilot.- The Loco Pilot shall, before the commencement of the journey and after performing any shunting en-route, ensure -

(a) that his engine is in proper working order,

(b) that the coupling between the engine and the train is properly secured, and

(c) that the head light and marker lights as prescribed in sub-rule (1) of Rule 4.14 are in good order, and these are kept burning brightly, when required.

SR 4.32.01.- Assistant Loco Pilot will couple up the engines on the trains and uncouple engines from trains whenever required to do so. Normally, for shunting purposes the coupling and uncoupling would be done by the traffic staff. The movement of a train engine manned by a singleman engine crew in a yard will be treated as a shunt movement for this purpose.

4.33. Examination of single and multiple units by Loco Pilot.- When coupling single or multiple units or coaches of any such units together, the Loco Pilot shall be responsible for observing that all electrical couplings are properly made. After all couplings have been made, the Loco Pilot while taking over the complete train shall satisfy himself that the control and power apparatus and brakes of the complete train are in proper and prescribed working order.

4.34. Duties of Guard when taking over charge of a train, - The Guard when taking over charge of a train shall satisfy himself, before the train is despatched-

(a) That the train is properly coupled,

(b) That the train is provided with the prescribed brake power,

(c) That the train carries tail board or tail lamp and side lamps and that such lamps are lighted and kept burning brightly, when required,

(d) that the appliance, if any, for communication between the Guard and the Loco Pilot, is in proper working order, and

(e) generally that, as far as he can ascertain, the train is in a state of efficiency for travelling.

SR 4.34.01.- (a) The Guard must see while taking over charge of his train, that the train load does not exceed the prescribed load for

the class of Engine as laid down in the Working Time Table or as notified from time to time.

(b) When taking over charge of a train and before signing the train examiner's brake power certificate, the guard of a train shall ensure that the JE/SE/SSE(C&W) has signed in the brake power certificate form to the effect that :-

(i) the doors of all carriages and wagons are in proper working order and can be closed and fastened.

(ii) vestibules connection are properly secured and doors when necessary are locked and bolted.

SR 4.34.02.- Guards and Assistant Guards before starting, must test their hand brakes. The proper way of doing this is to apply the hand brake of the brake-van hard, and then attempt to shift the brake block off the wheel tyres, pressing them outward with the foot. Unless they be found binding the tyres hard, the JE/SE/SSE(C&W) should be asked to adjust the brake gear suitably. The matter should also be reported to the Station Master/Yard Master and a suitable remark made in T34 H.F.

SR 4.34.03.- Before starting from the originating station and also from stations after shunting or after picking stable loads, the Guard of the train shall satisfy himself that all the doors are properly secured.

SR 4.34.04.- Every Guard while taking over charge of a train carrying passengers must ensure that the brake-van equipments as mentioned under SR 4.19.02 are duly provided in his brake-van.

4.35. Starting of trains.-

(1) A Loco Pilot shall not start his train from a station without the authority to proceed. Before starting the train, he shall satisfy himself that all correct fixed signals and, where necessary, hand signals are given and the line before him is clear of visible obstructions and the Guard has given the signal to start.

(2) The Guard shall not give the signal for starting the train unless he has received the permission of the Station Master to start, in the manner prescribed by special instructions.

(3) The Guard shall not give the signal for starting unless he has satisfied himself that, except in accordance with special instructions, no person is travelling in any compartment or vehicle not intended for the use of passengers.

(4) The Station Master shall see, before he gives the Guard permission to start a train, that all is right for the train to proceed.

(5) The permission of the Station Master referred to in sub-rule (2) may be dispensed with in case of suburban trains on such sections of a railway as may be specified by special instructions.

(6) When permission of the Station Master to start has been dispensed with under sub-rule (5) or at a station where no Station Master is posted, the Guard shall see, before giving the starting signal, that all is right for the train to proceed.

SR 4.35.01.- Station Master's permission to the Guard to start the train referred to in clause (2) of GR 4.35 shall be issuing correct authority to proceed under the system of working.

(a) The loco pilot on receipt of the correct authority to proceed as required under the system of working and on observing the off aspect of the departure signals referring to his train, shall sound the prescribed whistle code thus '00' for guard's signal.

(b) The Guard shall show the hand signal after ensuring off aspect of the departure signals for his train.

(c) In case of failure of departure signals, the authority shall be the written/tangible authority.

SR 4.35.02.- (a) The Guard's signal to the Loco Pilot to start shall be given by waving a green hand signal horizontally at full length above the head towards the Loco Pilot and then holding it steady.

(b) In case of trains carrying passengers, the Guard shall blow his whistle before giving the signal to start.

(c) In cases of trains worked by two Guards or by a Guard and a Assistant Guard, the Assistant Guard shall, after the work on the train at his end is completed, wave a green hand signal horizontally

at full length above the head, to the Guard in the rear brake van, who shall answer the signal in the same way after blowing whistle provided permission of the Station Master as indicated in GR 4.35(2) has been received and conditions for starting the train are fulfilled. The Assistant Guard shall then give the starting signal to the Loco Pilot in the manner laid down in sub-clause (a) above.

(d) In case of EMU trains, the signal to start shall be given by the prescribed bell code i.e. two rings.

SR 4.35.03.- No goods stock shall be used for carrying passengers without the previous sanction of the General Manager.

SR 4.35.04.- The term 'all is right' mentioned in sub-rule (4) of General Rule 4.35 includes ensuring taking off of the relevant starter signal except in the case of starting a train from a non-signalled line in which case it includes compliance to GR 5.11 and SR 5.11.01. In case when the starter signal is defective, the term 'all is right' includes compliance with sub-rule (1) of GR 3.70 and SR 3.70.01.

4.36. Guard to be in charge of train.- After the engine has been attached to a train, and during the journey, the Guard or (if there be more than one Guard) the Head Guard shall be in charge of the train in all matters affecting stopping or movement of the train for traffic purposes. In the case of any self-propelled vehicle, such as a motor coach without a trailer and unaccompanied by a Guard, the duties of the Guard shall devolve on the Loco Pilot.

4.37. Subordination of Guards in station limits.- When a train is within station limits, the Guard shall be under the orders of the Station Master.

4.38. Assistant Loco Pilots to obey Loco Pilots.- The Assistant Loco Pilots shall obey the lawful orders of their Loco Pilots in all particulars.

4.39. Loco Pilot to obey certain orders.- After an engine has been attached to a train and during the journey, the Loco Pilot shall obey-

(a) the orders of the Guard, in all matters affecting the

starting, stopping or movement of the train for traffic purposes, and

(b) all orders given to him by the Station Master or any railway servant acting under special instructions, so far as the safe and proper working of his engine will admit.

SR 4.39.01.- For purpose of GR 4.39 (b), Yard Master/Asstt. Yard Masters will have the same authority as the Station Masters.

SR 4.39.02.- On arrival of a train at an engine changing station, the Loco Pilot shall not detach his engine from the train until his train has been properly berthed and he has received necessary signals to move. Should any further movement of the train/engine be necessary, the Station Master/Asstt. Station Master /Asstt. Yard Master /Yard Master shall make necessary arrangements and the person deputed to conduct such movement shall personally attend to the work and give necessary orders to the Loco Pilot, informing him when the work is finished.

F. Duties of Staff Working Trains during Journey

4.40. Loco Pilot and Assistant Loco Pilot to keep a good look-out.- Every Loco Pilot shall keep a good look-out while the train is in motion, and every Assistant Loco Pilot shall also do so when he is not necessarily otherwise engaged.

SR 4.40.01.- While a train is in motion, the Loco Pilot and Assistant Loco Pilot shall keep a constant look-out for obstructions and be prepared for an immediate application of brakes at any moment.

4.41. The Loco Pilot and Assistant Loco Pilot to look back : - The Loco Pilot and Assistant Loco Pilot shall look back frequently during the journey to see whether the train is following in a safe and proper manner.

The Loco Pilot and Assistant Loco Pilot have to pay special attention after passing permanent way gangs working on the line or a manned level crossing gate to see whether any danger signal is being exhibited by them, warning the Loco Pilot and Assistant Loco Pilot of a danger/accident.

4.42. Exchange of signals between Loco Pilot, Guard and station staff.-

(1) The Loco Pilot and the Guard of a train shall exchange signals with each other, at such times and in such manner as may be prescribed by special instructions.

(2) The Loco Pilot and the Guard of a train shall, while running through a station, look out for and, except under special instructions, acknowledge the 'all-right' signals with the Station Master and such other staff at the station as may be specified by special instructions shall give if the train is proceeding in a safe and proper manner. If the train is not proceeding in a safe and proper manner, the Station Master or the other staff shall exhibit a stop hand signal, on receipt of which the Guard and the Loco Pilot shall take immediate steps to stop the train.

SR 4.42.01.- (a) Signals between the Guard in the rear brakevan and the Loco Pilot shall always be exchanged in the following cases:-

(i) When a train starts after stopping at a station, signals shall be exchanged as soon as possible after the train has started and also after the last vehicle has. passed over the points on quitting the yard.

Note :- At stations where it is not possible to obtain the view of the signal displayed from the brakevan by the Guard after the train has started, the Guard shall ask the Loco Pilot to start the train on walkie-talkie but exchange of signal is mandatory till it is acknowledged by the Loco Pilot.

(ii) When a train starts after stopping outside station limits, signals shall be exchanged as soon as possible after the train has started.

(iii) When a train runs through a station, signals shall be exchanged as soon as the last vehicle of the train has passed over the points on quitting the yard.

(b) Signals shall be exchanged by waving green hand signal horizontally. On a straight road, the signals shall be given from the left hand side of the engine and brake-van, and on a curve, from the side on which they can best be seen.

(c) In case of single / multiple unit electric trains, the exchange of signals between the Guard and the Motorman shall be made by using the bells in the cabs.

(d) in case of EMU (Push and Pull) trains, exchange of alright signals between Loco Pilot and Guard shall be by ringing of bell in their cab as per code laid down in SR 4.51.01.

SR 4.42.02.- (a) Whenever a non-stopping, or stopping train passes a cabin, the official incharge of the cabin shall be responsible to observe the condition of the vehicles on the train. He must lean out of the window waving a green hand signal unless anything wrong with the train is noticed.

(b) (i) For run through trains, the Station Master shall also observe/watch the condition of the train. For this purpose he shall normally stand on the side on which his office is situated in such position that a clear view of the train is obtained by him, and that his signals can be clearly seen by the Guard. In case the view of the passing train is otherwise obstructed, the Station Master shall depute one of his station staff for the purpose.

(ii) At station where no cabins are situated or where the Station Master's Office and the Cabin/Cabins is/are situated on the same side, the Station Master shall depute one of his station staff with hand signal to the other side of the passing train to observe the passing train and assist the Station Master in doing his duty as laid down in SR 4.29.01. and sub-clause (d) below.

(iii) At stations situated on the Double/Multiple line section when more than one train run through simultaneously, the Station Master shall observe/watch one train and depute one of his station staff to do so for the other train/trains.

(c) The Station Master or the person deputed under sub-clause (ii) and (iii) of clause (b) above shall wave a Green hand signal horizontally until anything wrong with the train is noticed.

(d) Should any case of hot axle, smoke emitting from a vehicle, wagon door open, load of any truck shifted or any fitting of a vehicle hanging and trailing along the ground, or goods falling of a vehicle, or any other condition likely to endanger safety of the train be noticed with the train, the official-in-charge of the cabin/ the Station Master/ the staff deputed under sub-clause (ii) and (iii) of clause (b) above,

shall at once change his Green hand signal to Red and take prompt action to stop the train and if this cannot be done at that station, intimation shall at once be given to the approaching level crossings, if any or next block station to stop it. On controlled sections, the Section Controller shall also be informed. On electrified sections, the Traction Power Controller shall 'also be informed to switch off power wherever necessary.

SR 4.42.03.- The Loco Pilot and the Guard shall be on the look out for the signals displayed under, clauses (a), (c) and (d) of SR 4.42.02. Unless "Stop hand signal" is displayed under clause (d) of SR 4.42.02, they shall acknowledge and exchange "Green hand signal" with such person when they are opposite each other. Should they observe stop hand signal displayed under clause (d) of SR 4.42.02, they shall take immediate steps to stop the train. While passing through a station, the Loco Pilot shall in addition sound a long continuous whistle.

Note :- The duties of Loco Pilot mentioned in this rule shall also devolve on his Assistant Loco Pilot for exchanging signals with the staff of station cabin when the same happens to be on his side of the locomotive.

SR 4.42.04.- (a) When a train starts after stopping at a station and if the train is worked by two Guards or a Guard and a Assistant Guard, the Guard in the rear brake van before exchanging signal with the Loco Pilot, shall exchange Green Hand signal moved horizontally above the head with the Assistant Guard, as the case may be, as soon as the train starts to indicate that they are in their places.

(b) When a train, either stopping or non-stopping has passed the points on quitting the yard, the Guard before exchanging signal with the Loco Pilot, shall look back and satisfy himself that no 'Stop hand signal' or other indication is given by any of the station staff, as a warning that there is anything wrong with the train and that the train is incomplete.

SR 4.42.05.- In the event of the Loco Pilot not receiving signal from the Guard as indicated in sub-clause (i), (ii) and (iii) of clause (a) of SR 4.42.01, he shall call the Guard's attention by whistle code thus '00'. If the signal is still not be given by the Guard, the train shall be stopped.

SR 4.42.06.- Any failure on the part of the Loco Pilot and/or the Guard to exchange signals with the station staff and also sounding of engine whistle by the Loco Pilot while passing through a station as indicated in SR 4.42.03, shall at once be reported to the Section Controller as well as to the Station Master of the Block Station in advance, who shall arrange to have the train stopped and hand over a written warning to the defaulting staff.

SR 4.42.07.- In case the Loco Pilot and the Guard do not receive any hand signal displayed by the station staff as indicated in sub- clauses (a) and (c) of SR 4.42.02, while passing through a station, they shall exercise extra caution to ensure that all is right for the train to proceed on and record the same in the Guard's journal.

4.43. Guard to keep a **good look-out.-** During the journey including halts at stations, every Guard shall keep a good look-out and satisfy himself from time to time that the tail board and brake-van lamps are in position and that all brake van lamps, where required, are burning brightly, that the train is complete in every respect and is proceeding in safe and proper manner.

Note :- The term "brake-van lamp' includes "tail lamp'.

SR 4.43.01.- If any vehicle is attached to a train behind the rear brake-van the Guard shall keep a good look-out and in the event of any vehicle becoming detached, take steps to stop the train carefully.

SR 4.43.02.- (a) Guards of running trains shall be responsible to watch any train passing on the adjacent line, and to attract the attention of the Guard or the Loco Pilot of the latter train by exhibiting stop hand signal, should any condition be noticed on that train which may endanger its safety. In case of trains in the opposite direction, the Guards of the two trains shall examine each other's train but when trains run in the same direction, the Guard of one train shall observe/ watch the other train which overtakes his train. The Guards of these two trains shall exchange green hand signal between themselves when the brakevans are opposite to each other. Similarly the Guard of the train which overtakes another train shall observe/ watch the train so over taken and exchange green hand signal with the Loco Pilot of such train. In all cases green hand signals shall be exchanged only if the condition of the train so examined, is found in order.

(b) In the event of Guard/Loco Pilot of any running train noticing any stop -hand signal shown by the Guard/Loco Pilot of the other train passing over the adjacent line, action shall be taken to stop the train. The train shall then be examined thoroughly before commencing further Journey and if anything is found wrong such action shall be taken as the situation may warrant.

(c) Should any condition be noticed with a train which may endanger its safety, and if the Guard/Loco Pilot of that train does not exchange signal as indicated in sub-rule (a) above, the Guard of the train noticing such condition shall bring his train to stop at the next station and report the matter in writing to the Station Master. The latter shall then take steps to have the train in question stopped and examined at the next station which it is about to pass. Loco Pilot thereof shall examine the train.

SR 4.43.03. - When passing a manned level crossing, the Guard should look back to see if, any signal is given by the Gateman to indicate that anything is wrong with the train.

4.44. Train held up at first Stop signal.-

(1) When a train has, without an apparent cause, been kept standing at the first stop signal for five minutes, the Loco Pilot shall sound the prescribed code of whistle to warn the Guard and the Assistant Guard shall proceed to the cabin or station to warn the Station Master. If there is no Assistant Guard, the Loco Pilot shall depute the Assistant Loco Pilot to proceed to the cabin or station to warn the Station Master. The Assistant Guard or Assistant Loco Pilot proceeding to the cabin or station shall show a stop hand signal towards the station. The Guard shall, as soon as the train is stopped at the first stop signal, check up that the tail board or tail lamp is correctly exhibited and shall maintain a vigilant attitude in rear of the train. After fifteen minutes or such less time as may be prescribed by special instructions, the Guard shall, irrespective of whether the cause is apparent or not, proceed to protect the rear of the train in accordance with instructions laid down in Rule 6.03. If in the meantime the signal is taken 'off' or the Loco Pilot receives

the necessary authority to pass the signal in the 'on' position, he shall sound the prescribed code of whistle to recall the Guard and exchange hand signal with him before starting the train.

(2) In the case of a train not accompanied by a Guard, these duties shall devolve on the Loco Pilot.

SR 4.44.01.- (a) The prescribed code of whistle is given in SR 4.50.01.

(b) Should the first stop signal be at 'on', the Loco Pilot of the train approaching such signal shall sound the prescribed code of whistle to attract the attention of the station staff.

(c) The Guard shall arrange to take action to protect the train after a halt of 15 minutes in accordance with the instructions contained in GR 6.03 and continue to show a stop hand signal to stop any approaching train until he is recalled. But before he proceeds to protect the train, he shall tie a red hand signal flag to a side lamp bracket or to the hand rail by day or reverse one of his brakevan side lamps where provided under GR 4.15 (a), to show red towards the train engine and white towards the rear by night or inside long tunnels or during thick foggy or tempestuous weather impairing visibility.

(d) After the signal is taken off, or when the Loco Pilot receives the necessary authority to pass the signal in the 'ON' position, the Loco Pilot and the Guard shall take action as per instructions contained in SR 6.03.02.

(e) The train shall be stopped on the way to station to pick up the Guard or Assistant Loco Pilot.

(f) All cases of this kind shall be promptly reported in the joint train report of the Guard and Loco Pilot.

4.45. Attracting attention of Loco Pilot.-

(1) if any Guard sees reason to apprehend danger or considers it necessary for any reason to stop the train, he shall use his best endeavours to attract the attention of the Loco Pilot.

(2) In the absence of other means of communications with the engine, a Guard desiring to attract the Loco Pilot's attention shall apply his hand brake sharply and as suddenly

release it, and whenever possible, he shall reverse the side lamps to show red towards the engine.

(3) When the attention of the Loco Pilot has been attracted the necessary hand signals shall be shown.

(4) It the train is fitted with continuous brake, the Guard may, in case of emergency, apply such brake gradually to stop the train.

4.46. Assistance from Guard's hand brake.- When the Loco Pilot requires the assistance of Guard's hand brake, he shall sound the prescribed code of whistle, if necessary repeatedly, or if a brake whistle is provided, sound such whistle, and shall also use other means of communication, if provided, between the Loco Pilot and the Guard.

SR 4.46.01. - The prescribed code of whistle is "three short.'

4.47. Application of Guard's hand brake.-

(1) When the Loco Pilot sounds the prescribed code of whistle or the brake whistle, the Guard shall immediately apply their hand brakes.

(2) When a train is travelling down a steep incline the Guards shall, if necessary to steady the train, assist the Loco Pilot with their hand brakes.

SR 4.47.01.- As soon as the Loco Pilot sounds three short whistle the Guard shall, if necessary to steady the train, assist the Loco Pilot with their hand brakes.

4.48. Permission of Guard to detach engine from train.- When a train has been brought to a stand outside station limits or anywhere on a grade, the Loco Pilot shall not detach his engine from the train without the permission of the Guard who, before giving such permission, shall satisfy himself that the brake van have been put on securely and take such

other measures as may be necessary or prescribed by special instructions:

Provided that detaching of engines from trains in such cases may be prohibited altogether under special instructions wherever considered necessary in the interest of safety.

SR 4.48.01.- On gradients, whenever it becomes necessary for an engine, with or without vehicles, to be detached from the rest of the train, the following precautions shall be taken before it is uncoupled :

(i) Hand brakes of the brake-van, as also of other hand braked vehicles, shall be screwed on tightly.

(ii) Skids / Wedges, if any, shall be used.

(iii) The Guard and the Loco Pilot shall ensure, before uncoupling, that the remaining portion of the train is secure.

SR 4.48.02.- The Divisional Railway Manager may however, notify and incorporate in the working time table the section/sections where detaching of engines are prohibited altogether taking into consideration the gradient and rollability of vehicles.

4.49. Starting and stopping of train.-The Loco Pilot shall start and stop his train carefully and without a jerk.

4.50. Sounding of engine whistle.-

(1) Except under special instructions, the Loco Pilot shall always sound the whistle of the engine according to the prescribed code of whistle -

(a) before putting an engine in motion;

(b) when entering tunnel; and

(c) at such other times and places as may be prescribed by special instructions.

(2) Engine whistle code shall be prescribed under special instructions.

SR 4.50.01.- The following whistles shall invariably be given by Loco Pilots for the purposes indicated :-

Sri. No.	Code of Engine Whistle	Indication.
1	0	a) Before starting-
		i) Indication to Loco Pilot of assisting/ banking engine that the Loco Pilot of leading engine is ready to start.
		ii) Acknowledgement by the Loco Pilot of assisting /banking engine to leading engine.
		iii) Engine ready to leave Loco-yard or after completing Loco-work.
		iv) Engine ready to go to Loco- yard.
		b) On run-
		i) Assistance of other engine not required.
		ii) Acknowledgement of Loco Pilot of assisting/banking engine that assistance stopped.
2	00	a) Call for Guard's signal.
		b) Signals not exchanged by Guard.
		c) Signals not exchanged by station staff.
3 ———	0	a) Guard to release brakes.
		b) Before starting engine or a train from station/mid-section.
		c) Main Line Clear after backing into siding.
4	000	a) Guard to apply brakes.
		b) Train is out of control, Guard to assist.
5	0000	a) Train cannot proceed on account of accident, failure, obstruction or other exceptional cause.
		b) Protect train in rear.

6	___ ___ 00		Call for Guard to come to engine.
7	0 _____ 0	a)	Token not received.
		b)	Token missed.
		c)	With wrong 'Authority to Proceed'.
		d)	Passing Stop signal at 'ON' on proper authority.
8	_____	a)	Before starting Vacuum re-created on ghat section, remove sprags.
		b)	Passing an Automatic Stop signal at 'on'.
		c)	Passing an Intermediate Block Stop signal at 'on' when the telephone provided on the signal post is out of order and Loco Pilot is thus unable to contact the Station in rear.
		d)	On run-Acknowledgement of Guard's signal.
9	(continuous)	a)	Approaching tunnel or area of restricted visibility or curves or cuttings or site of accident or when in consequence of fog, storm or any other reason the view of signal is obstructed.
		b)	Re-call railway servant protecting train in rear.
		c)	Material train ready to leave.
		d)	Running through a station.
		e)	Approaching Stop signal at 'ON'.
		f)	Detained at a Stop signal.
10	_____ 0_____ 0	a)	Train parting.
		b)	Train arriving incomplete.
11	00 _____	a)	Alarm chain pulled.

		b)	Insufficient vacuum in engine.
		c)	Guard applies vacuum brake.
		d)	intercommunication apparatus used.
12	——— ———		Raise Pantograph. To be acknowledged by the other engine.
13	——— 0 ———		Lower Pantograph. To be acknowledged by the other engine.
14	——— 00	a)	Signal arm lowered but light extinguished.
		b)	Signal arm improperly / insufficiently taken 'off'.
		c)	Defective signal
15	——— ——— ———		Fouling not cleared.
16	00000000000 (frequently)	a)	Apprehension of danger.
		b)	Danger signal to the Loco Pilot of an approaching train whose path is fouled or obstructed for any reason.
		c)	While working on a Single line section during total failure of communications or when single line working is introduced, on a double line section.
		d)	Moving in wrong direction on double line or against the signalled direction in the' Automatic Block Signalling territory (double line) or against the established direction in the automatic block signalling territory (single line).
17	Intermittent (------)	a)	Approaching Level Crossing
		b)	Engine explodes detonator(s)

Note :-The signals above are illustrated by 'O' for a short whistle and "_____" for a long whistle.

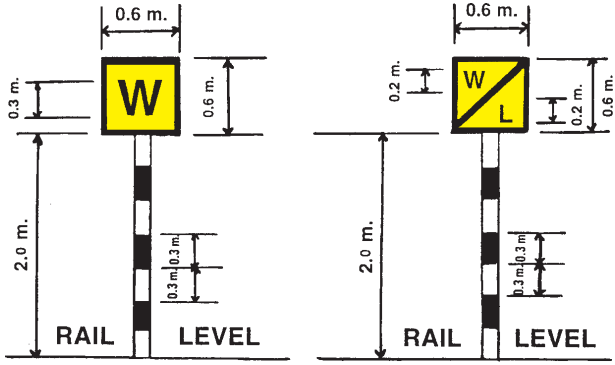
SR 4.50.02.- WHISTLE BOARDS

(a) Whistle boards are provided with a view to indicate to the Loco Pilot of an approaching train to the need for sounding the whistle/ horn (vide serial No. 17 under SR 4.50.01) to warn the staff who may be working on the line', as well as the Gateman and road users at level crossings, about the approaching train.

"The Loco Pilot shall sound the whistle/horn intermittently upto the level crossing/site of work'.

(b) Types of whistle Boards

(i) There are, two types of whistle boards as follows:



(FIG. "A") WHISTLE BOARD

(FIG. "B") WHISTLE BOARD

(ii) It shall consist of a 0.60 m. square board, painted yellow, with appropriate lettering in black and fixed on a post painted with 0.3 m. high bands of white and black keeping the underside of the board at a height of 2.0 m. above rail level. The board shall not be illuminated at night.

(iii) Whistle board as per fig. (A), with the letter'W'0.30 m. high, shall be provided on the approaches to curves and cuttings, at a point from where visibility of the line ahead is limited to 800m. or less on BG or 400m. on NG and also on the approaches to every tunnel, at a distance of 800m. from it on B.G. and 400m. on N.G.

(iv) Whistle boards as per fig (B) with the letters (W/L) 0.2m high, shall be provided on the approaches to all unmanned 'C' Class level crossings and also to manned level crossings where the view is

not clear on either side for a distance of 600 metres and those which have normal position open to road traffic, without interlocking and protect ion by signals, under special conditions. The whistle boards should be bilingual as contained in Annexure- 9/15 to Indian Railways Permanent Way Manual and be erected along the track and at a distance of 600 metres from the level crossing, except where higher distance is otherwise directed under special circumstances.

4.51. Bell signals between Loco Pilot and Guard.- When bell communication is provided between the Loco Pilot and the Guard of the train, bell signal code, as may be prescribed by special instructions, shall be used.

SR 4.51.01.- For single or multiple unit electric trains, the following bell signal codes shall be used between the Motorman and the Guard. In case of failure of electric bell equipment in the cab, the codes shall be sounded by horn.

S/No.	Code of Bell signal	Indication	Acknowledgement
1.	0	Stop train.	0
2.	00	Start train.	00
3.	000 pause 0	To push back train	000 pause 0
4.	00	During run through	00
5.	000	Guard required by Loco Pilot	000
6.	00000	Brakes tested found alright.	00000
7.	00000 Pause 0	Brakes tested and not found alright.	00000 Pause 0
8.	0000 pause 0000	Information to Motor man regarding guard leaving the cab	0000 pause 0000
9.	00 pause 00	Passing Automatic signal at 'on'.	00 pause 00
10.	0000	Protect train in rear	0000

11.	00 pause 0	Proceed with caution while working under GR 4.21 (2) (a)	00 pause 0
12.	000 Pause 000	Guard's warnning to Motorman, if EMU train exceeds the prescribed speed after passing an Automatic stop signal at 'ON'.	000 pause 000
13.	0 Pause 0	Zone of speed restriction is over, resume prescribed speed.	0 Pause 0

Note :- The signals above are illustrated by 'O' for a ring.

4.52. Throwing out water, fire or cinders.- A Loco Pilot or Fireman shall not throw out water, fire or cinders, when passing through a station yard or tunnel. or when on a bridge.

4.53. Hose or water crane.- After taking water from a tank or water column, the Loco Pilot shall see that the hose or arm is left clear of the line and, when it is provided with fastenings, properly secured.

4.54. Passengers.- Every Guard shall give his best assistance to passengers entraining and detraining.

G. Duties of Staff on Arrival

4.55. Shutting off Power.- In stopping a train, the Loco Pilot shall determine where to shut off power by paying particular attention to the gradient, the state of the weather, the condition of the rails, the brake power and the length and weight of the train.

4.56. Guard to see that train is stopped clear of fouling marks.- When a train comes to a stand at a station, the Guard shall see that, wherever possible, the last vehicle of his train has cleared the fouling marks of all points and crossings. If not, he shall inform the Station Master at once and exhibit stop hand signal to prevent any movement on the fouled line.

SR 4.56.01.- The first duty of the rear guard on arrival at a station is to see that the last vehicle of his train is clear of the points or derailing switch or clearance of lock bar where provided. If the last vehicle has not cleared the fouling marks of the adjoining lines or derailing switch or clearance of lock bar, where provided, the guard shall inform the station master on available communication about non clearance of fouling marks along with reasons thereof.

SR 4.56.02.- (a) In case of emergency or due to unavoidable circumstances if the train cannot be worked with continuous vacuum brake, the Guard shall screw on his hand brake immediately after the train has come to a stop. If there be more than one hand braked vehicle in rear, the hand brake of each vehicle shall be tightly put on by train staff the moment the train comes to a stop.

(b) As soon as the train has come to a dead stop and there is no further danger from recoil or from heavy gradients, the brakes of all the vehicles except the rear brake-van shall be released by the train staff.

(c) Guards shall be careful not to start their trains until the brakes are released.

SR 4.56.03.- When the vacuum brake is in use throughout the train, hand brake need not be applied for short authorised halts.

SR 4.56.04.- Similarly, it is the duty of the Guard of a stopping train to see that the train has arrived complete. If the train has not arrived complete, the Guard shall personally be responsible for bringing the fact immediately to the notice of the Station Master, Cabin Assistant Station Master or Cabinman, as the case may be, so that necessary steps may be taken.

4.57. Detaching engine.- Whenever a train has been brought to a stand, and it is necessary for the engine, with or

without vehicles, to be detached from the rest of the train, the Guard shall, before the train is uncoupled, satisfy himself that the van-brakes have been put on securely and take such other measures as may be prescribed by special instructions.

SR 4.57.01.- The Loco Pilot before detaching his engine from the train, shall give three short whistles to call for the Guard to apply brake and to signify his intention to uncouple from the train. Thereupon the Guard shall take precaution to prevent the possibility of the train running away.

The Loco Pilot shall not detach his engine from the train nor allow it to be detached until he has received from the Guard an answer, in the form of green signal by day, and a white light by night as an assurance that the train is secured and he may proceed.

4.58. Loco Pilot to see that train is stopped clear of fouling marks.- When a train comes to a stand at a station, the Loco Pilot shall see that, wherever possible, his engine is clear of the fouling marks of all points and crossings. If not, he shall take steps to inform the Station Master at once and exhibit stop hand signal to prevent any movement on the fouled line.

SR 4.58.01.- In order to avoid the adjacent line at the rear end of the train being fouled, the Loco Pilots of all goods trains shall draw the train upto the Starter or shunt signal or Stop Board, as the case may be, or upto the fouling mark where no such signal is provided.

SR 4.58.02.- If a train for any reason stops without clearing the fouling marks of the adjoining lines the train Loco Pilot shall give three long whistles and the Assistant Loco Pilot shall proceed to the Station Master/nearest end cabin exhibiting. 'Stop' hand signal to inform the Station Master/cabin staff of the fact. Similar action shall be taken by the Loco Pilot of banking engine or engine attached to a train in the rear in case the engine stops without clearing the fouling marks.

SR 4.58.03- The engine crew of the train detained shall also watch the reception signals in case of crossing and despatch signals in case of precedence so that signals for the correct line are taken off. The watch shall be kept by rotation as arranged by the Loco Pilot. In case, an incorrect signal is taken 'off', immediate action shall be

taken to advise the cabin/station staff along with the measures to prevent an accident.

4.59. Moving of train carrying passengers after it has been stopped at a station.- When a train carrying passengers has been brought to a stand at a station., whether alongside, beyond, or short of the platform, the Loco Pilot shall not move it, except under orders of the Guard or to avert an accident.

SR 4.59.01.- The Guard shall give the signal to the Loco Pilot to move only after he and the station staff have warned the passengers as far as possible about the proposed movement. Before moving his train, the Loco Pilot shall sound one long and one short whistle as a final warning to the passengers after receiving the Guard's signal,

4.60. Guard not to leave-train till handed over.- No Guard shall leave his train until it has been properly handed over in accordance with special instructions.

SR 4.60.01.- No Guard or Assistant Guard shall leave the station at the end of his run without the Station Master's permission to do so. He shall also before leaving, see that his train has been signed for by the outgoing Guard/Assistant Guard or by the Trains Clerk/Station Master.

4.61. Loco Pilot not to leave engine when on duty.- No Loco Pilot shall leave his working locomotive or his self-propelled vehicle when on duty, whether at a station or on a running line, except in case of absolute necessity and after a competent railway servant has been placed in charge of the locomotive or self-propelled vehicle. In the case of a self-propelled vehicle manned by a Loco Pilot only, a Loco Pilot may leave it when necessary, provided he has locked the cabs and has put the vehicle in low gear with the ignition switch in the off position and has screwed down and locked the hand brake.

SR 4.61.01.- Asstt. Loco Pilots/Diesel Assistants are strictly prohibited from moving engines except under the circumstances laid down in GR 4.20(3) and SRs. thereto. .

H. Working of Material Trains

4.62. Working of a material train in a block section.- A material train shall be worked only with the permission of the Station Masters on each side and in accordance with special instructions.

SR 4.62.01.- Composition and formation of Material trains.-

(a) The train will consist of a certain number of wagons for the carriage of railway materials and one or more brake-vans properly equipped, one of which will be placed in the rear and the other, if there is a second, in the front of the train.

(b) Ordinary traffic wagons shall not be attached to material trains without special instructions from the Divisional Railway Manager.

SR 4.62.02.- Day-to-day working of material train.-

(a) Once a train has commenced to work, it shall work entirely as per the instructions issued to the Guard by the Divisional Engineer or Divisional Electrical Engineer (Tr. D) through the Train Inspector, until finally cancelled by the Divisional Operations Manager.

(b) For the purpose of these rules, Train Inspector means the nominated representative of the Engineering or Traction Department who remain on duty with the material train.

(c) After the day's work is completed and after the train has arrived at its stabling station, the Train Inspector shall hand over a memo in duplicate as follows :-

If at engine changing station.	(a)	Engine released to go to shed at .....
	(b)	Engine to be ready at .....
If at stations other than engine changing station.	(a)	Engine ordered to shut down at .....
	(b)	Engine to be ready at.....

The Guard shall hand over a copy of this memo to the Loco Pilot.

(d) The Guard shall ascertain every morning from the Train

Inspector the stabling programme for the next night and shall issue a message to the Divisional Railway Manager, the Chief Controller and the Station Masters concerned in the following form:

'Material train No ..... stabled at ....."

If the material train is stabled with workers, the Govt. Railway Police at that station or if there is no Govt. Railway Police at the stabling station, the nearest Civil District Police shall also be included as one of the addresses in the above message.

SR 4.62.03.- Working hours.-

(a) Except under special circumstances, a material train shall work between sunrise and sunset. But the actual -working hours shall be restricted to the time allowed by Section Controller. In case of non- controlled area or during the interruption of control circuit, the Station Master may, however, in consultation with the Station Master at the other end of the block section, notify the time allowed for its work, keeping in view of the movement of other important train services. In all cases, the Guard shall be held responsible to ensure that the time allowed, as notified in the caution order, is not exceeded.

(b) A material train may run during the night from and to its stabling station without execution of any work.

(c) If, under special circumstances a material train is allowed to work in the night, the following conditions shall be fulfilled.

(i) The Engineering Supervisor on the train should not be below the rank of JEII(P. way) /JE(TrD).

(ii) Loading and unloading of rails between block stations should not be permitted.

(iii) A portable generating set should be carried on the train with adequate number of flood lights so as to ensure proper lighting at the loading/unloading points.

(iv) Female labours should neither be engaged nor carried on the train.

SR 4.62.04.- (a) Guards of material trains shall be responsible for their safe working both on Traffic and Engineering sidings and on running lines, and shall personally conduct all shunting operations. Loading and unloading shall be carried on under the supervision of the Train Inspector. The Guard shall be held responsible to ensure that no

delay to traffic occurs. The Train Inspector and the Guard shall be jointly responsible for leaving the tracks clear of all obstructions and for seeing that railway materials when loaded in any open track, do not infringe the standard moving dimensions.

(b) The Guard shall, in consultation with the Train Inspector, be responsible to apprise the Station Master about the readiness of the Material train to leave, its working programme and the probable duration of work in mid-section.

(c) The flap doors of the wagons may only be opened for the purpose of loading/unloading of materials. The Guard and Train Inspector shall be responsible to ensure that all doors/flap doors are properly closed and secured before the train is moved further.

(d) In exigency, the engineering supervisor on the train shall perform the duties of guard of the material train in addition to his own duties.

SR 4.62.05.- (a) A material train shall be worked under the system of working in force.

(i) On double line section, when working on the proper line, on completion of work, it shall proceed to the next block station in advance and return, if required, on the proper line.

(ii) On double line, it may be allowed to work on the wrong line and return. In such case, the concerned section must be blocked as described in GR 1.02(8).

(iii) On single line, it may be allowed to work between stations and proceed to the next block station or return to the block station from which it is about to start.

(iv) On both double and single line sections, the trains may be allowed to work in section on integrated block. In such case trains shall be worked as detailed in SR 4.62.11.

(b) Whenever a material train is to work between two stations, the Station Master of the station from which the material train is to leave shall advise the Station Master of the station at the other end about its programme and the duration of time during which the material train will work. This shall be acknowledged before the material train is allowed to leave.

(c) The Station Master shall give fresh “Authority to Proceed” for each trip.

(d) A caution order shall always be issued to the Loco Pilot notifying the time at which the block section must be cleared and whether the train has to proceed to the next station or has to return to the station from which it is about to start.

(e) (i) When a material train is to work and return under the provisions of sub-para (a) (ii) above, the "Authority to Proceed" shall be the caution order itself as mentioned in sub-para (d) above, with the following endorsement in addition :-

"Block-section in rear between ———— - (station) and (station) has been blocked back. Private Number_____"

(ii) When a Material Train is to work under the provisions of sub-para (a) (iv) above, the "Authority to Proceed" shall be the "Block ticket / Authority to proceed for Relief Engine / Train into an obstructed Block section" which should be issued only after suspending the system of working.

(f) Except under special circumstances like accident, failure, obstruction etc., the material train shall work and return/proceed as per the,instructions contained in the caution order mentioned in sub-para (d) above.

(g) Unless within the limits of the stop signals of a station, a material train shall not be divided, nor the engine uncoupled from the train, except in case of emergency or failure, or when it is necessary to replenish the engine with water. However, before the train is parted, the Guard shall put the hand brake (s) in the brake-van (s) hard on and apply the hand brakes of sufficient number of vehicles in each portion and secure them with skids. Guard and the Train Inspector shall ensure that all labourers have been detrained before dividing the train. Vehicles shall not be detached from a material train on a grade of 1 in 260 or steeper.

SR 4.62.06.- (a) Except when working under the provisions of sub-rule (a) (iv) of SR 4.62.05, the speed of a material train working between stations shall not exceed 25 kilometres an hour.

(b) When working between stations under the provisions of sub- rule (a) (iv) of SR 4.62.05, the speed of a Material train shall not exceed 15 Kilometres an hour during day on the straight and 10 kilometres an hour at night or where a clear view for 800 metres ahead cannot be obtained.

(c) When running through between block-stations and when running with the Engine leading, the speed of a material train shall not exceed the speed prescribed for goods trains of similar weight.

(d) When the engine is pushing the train or is placed in the middle of the train in an emergency or in exceptional circumstances and the brake-van is leading :-

(i) The speed shall not exceed 25 kilometres per hour on the straight line or 8 kilometres per hour over a turnout.

(ii) The Guard shall travel in the leading brakevan and must exhibit necessary hand signals to the Loco Pilot.

(iii) The train crew shall keep a good look out especially in the direction in which the train is moving and must be prepared to stop- short of any obstruction.

(iv) When approaching any non-interlocked station the Guard shall satisfy himself that the facing points are properly manned before hand signalling Loco Pilot.

(e) When the engine is pushing the train or is placed in the middle of the train in an emergency or in exceptional circumstances and the brakevan is not leading :-

(i) The speed shall not exceed 8 kilometres per hour;

(ii) The Guard shall travel in the leading vehicle and exhibit hand signal to the Loco Pilot, and

(iii) Sub-clauses (d) (iii) & (iv) shall be strictly complied with.

(f) Material trains are not allowed to push down the grade on the sections of the line notified by the Divisional Railway Manager.

SR 4.62.07.- Reception of a material train shall be governed by the same rules as are applicable for a goods train whether it proceeds to the next station or returns to the starting station.

SR 4.62.08.- (a) Immediately on arrival of a material train at a station after working in mid-section the Guard and the Train Inspector shall issue a Joint memo to the Station Master certifying the complete arrival of the material train and that nothing has been left infringing the running line (s).

(b) When a Material train, working on the authority of a Line Clear Ticket has returned to a station without passing over the whole

block section, the Loco Pilot shall return the Line Clear Ticket to the Station Master through the Guard, and the Station Master shall cancel the same by making the following remark across the face :-

'Cancelled, Material train returned here at…….Hr..... mt ....." Station Master".

The line Clear Ticket, after being so cancelled will be returned to the Loco Pilot through the Guard, who shall dispose the same in the usual way.

(c) When a Material Train returns to the station from which it started, the Station Master of the station at which the train has arrived, shall issue a message to the Station Master of the block station at the other end of the concerned block section notifying that the train has returned and the block section is clear.

SR 4.62.09.- When a material train is working between stations the Train Inspector shall arrange for the protection of the train with banner flags held across the track at a distance of 600 metres on the BG in both directions on single line and in the direction of traffic on the double line. The person(s) deputed for the purpose shall, in addition, be supplied with detonators and shall place 3 detonators on the track 10 metres apart whenever the train comes to a stand for a period over 15 mts. or in the event of any other train approaching on the same line.

SR 4.62.10.- Whenever the material train is to work between the outermost points and the First Stop signal, it shall be treated as shunt movement.

SR 4.62.11. Working of Department Trains in integrated block

i) The departmental trains such as ballast train, material train and tower car may work together in one block section in an integrated block. The concerned departments shall inform chief controller in advance regarding their intention to work in the proposed block section department wise along with the location of work and the time required. If the locations are not overlapping, the chief controller may permit such block specifying the period of time granted.

ii) The first train shall proceed on authority to proceed under the system of working in force. The second and subsequent trains shall proceed on authority of T/A 602. Loco Pilots of each train shall be served with a caution order on form T-409 indicating about the number

of trains to be worked in the section with individual location of working, permitted time of working, existing speed restrictions, if any and an advice whether the trains are to proceed to the station ahead or return to the station.

iii) The train in charge shall ensure that his train is working within the prescribed location and time. He shall arrange for protection as detailed in SR 4.62.09.

iv) On completion of the work, the trains shall be admitted as detailed in SR 4.62.07. The guard and Train Inspector/SE/JE(OHE) shall give a joint memo in regard to clearance of block section by each train as detailed in SR 4.62.08.

4.63. Workers on material train.- The Guard of a material train shall, before giving the signal to start, see that all the workers are on the train, warn them to sit down.

SR 4.63.01.- Before giving the signal to start, the Guard shall-
(i) advise the Engineering official in charge that the train is ready to leave, and

(ii) ensure that all wagon doors are securely fastened.

4.64. Protection of material train when stabled.-

(1) A material train shall not be stabled on a running line at a station, except in unavoidable circumstances.

(2) When a material train is stabled at a station, it shall be protected in the following manner and the Station Master shall ensure that-

(a) the vehicles of the material train have been properly secured and are not fouling any points or crossings.

(b) all necessary points have been set against the line on which the material train is stabled and such points have been secured with clamps or bolts and cotters and padlocks, and

(c) the keys of such padlocks are kept in his personal custody until the material train ready to leave the siding or line.

(3) The Guard shall not relinquish charge until he has satisfied himself that the material train has been protected as prescribed in this rule.

SR 4.64.01.- (a) The material train shall be secured in the manner prescribed under SR 5.23.01.

(b) If under unavoidable circumstances the material train is stabled on a running line, the Station Master shall, in addition to what has been prescribed under sub-rule (2) of General Rule 4.64, arrange to place lever-collars on the concerned home signal and slot levers at the respective cabin(s) and slide collar(s) on the concerned S M's slot slide(s) as indicated in the Station Working Rules. For this purpose Private Numbers shall be exchanged with the person(s) in charge of the Cabin(s).

(c) The Guard shall be responsible to supervise the protection to be made as required under sub-rule (2) of General Rule 4.64 and inform the Station Master in writing of having done so.

4.65. Working of track maintenance machines.-Track laying or on track tamping or maintenance machines shall be worked only with the permission of the Station Master and in accordance with special instructions.

SR 4.65.01.- Special instruction laid down in Operating Manual shall be followed.

I. Private Engines and Vehicles

4.66. Private engines and vehicles.- No engine or other vehicle, which are the property of a private owner, shall be allowed to enter upon the railway, except in accordance with special instructions.

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CHAPTER V

CONTROL AND WORKING OF STATIONS

5.01. Responsibility of the Station Master for working.-

(1) The Station Master shall be responsible for the efficient discharge of the duties devolving upon the staff employed, either permanently temporarily, under his orders at the station or within the station limits and such staff shall be subject to his authority and direction in the working of the station.

(2) The Station Master shall see that all signals points, gates of level crossings and the whole machinery of his station are in proper working order and shall immediately report all defects therein to the proper authority

(3) The Station Master shall also be responsible to see that the working of the station is carried out in strict accordance with the rules and regulations for the time being in force.

(4) No person other than the Station Master shall ask for or give Line Clear, or give authority to proceed.

SR 5.01.01.- The Station Master shall make himself conversant with the rules and notices etc., which may be issued from time to time affecting the duties of the station staff. The Station Master shall also either personally preserve such rules and notices etc., properly file them or have them so preserved for easy reference by the staff concerned.

SR 5.01.02.- No railway servant shall be entrusted with any duty involving the safety of the public, unless the Station Master is satisfied that the concerned staff is competent for the post. No railway servant unless duly examined and certified shall be allowed to work the points and signals. The station Master is responsible to see that all the staff are well conversant with the Station Working Rules of the station and their signatures obtained in the Assurance Register, after he is satisfied that they have thoroughly understood the Working Rules

of the station. In case of Class-IV staff, their signatures/thumb impressions must be obtained after explaining fully about their duties and responsibilities. It is also the personal responsibility of the Station Master to maintain the Station Working Rules and the Assurance Register up-to-date keeping them posted with all corrections received from time to time. Whenever any staff is away for a period of 15 days or over, before he is allowed to resume or, if there is any change in rules, permanent or temporary, relating to the working of the station, a fresh declaration shall be obtained from the staff concerned and duly certified by the Station Master.

SR 5.01.03.- Responsibility for the testing of points and signals.-

(a) The Station Master shall examine and if necessary, adjust signal wires by wire adjuster, where provided and whenever any signal is so adjusted, the particulars thereof shall be recorded in the station diary.

(b) The Station Master in charge of a station shall test the working of the reception signal(s) daily during the day when no train is due to arrive or leave the station. The test shall be carried out for one line for one direction as for a stopping train in the manner detailed below. The testing of signal(s) for another line and/or for another direction shall be carried out the next day and so on in a proper cyclic order. The result of such test shall be recorded in the diary maintained in the station/cabin, detailing the particulars of the signal(s) tested and also whether the signal(s) assumed danger when the Station Master's slide and the cabin slot were put back separately.

(c) (i) At interlocked stations with the cabins at either end, where signal reversers are provided and the taking "off" of the reception signals are controlled by means of control slides in the Station Master's office and the slot lever control in the cabin, the Station Master shall arrange to take 'off' the reception signal(s) for one direction for one line. After satisfying that the signal(s) is/are properly taken 'off' shall put back his control slide and ensure that the concerned signal(s) has/have gone back to 'on' position. The Station Master shall again arrange for taking 'off' the same signal and instruct the person in charge of the concerned cabin to put back the cabin-slot to ensure again that the said signal(s) has/have gone back to 'on' position.

(ii) In case of stations provided with Panel Interlocking, the Station Master in charge shall carry out the test in person by operating the switches/buttons on the panel and record the result of the test in the station diary.

(iii) At stations where running lines are track-circuited, the Station Master in charge shall also test the functioning of track circuits by attempting to clear the concerned Home signal when a track is occupied by train/vehicle & record the aspect displayed by the Home signal. He shall also observe whether the Home signal taken 'off' for the reception of a train for a track circuited line assumes 'on' as the train passes the signal with Station Master's slide/slot lever/Home signal lever remaining in pulled condition.

(d) At stations provided with emergency cross-over, the Station Master in charge shall test the working of such cross over points once in a day when no train is due to arrive and no train is due to leave.

(e) If any defect/irregularity is noticed during the test the Station Master shall report at once to the concerned S & T and/or P.W. officials for immediate rectification. Entries to this effect shall be made in the Failure Register and Caution Order Register.

5.02. Supply of copies of rules and distribution or exhibition of other documents.-

The Station Master shall see -

(a) that every railway servant subordinate to him who should be supplied with a copy of authorised translation of these. rules under Rule 2.01 duly receives the same

(b) that the Working Time Table in force together with all correction slips and appendices, if any, working rules and instructions, and other notices having reference to the working of the line, are properly distributed or exhibited in such manner as may be prescribed under special instructions ;

(c) that both the sheet time tables and fare lists are correctly exhibited at the station if it is open for the booking of traffic; and

(d) that copies of the Act, and the Goods and Coaching Tariffs are available for inspection by the public.

5.03. Obedience to orders and keeping of books and returns. - The Station Master shall see that all orders and instructions are duly conveyed to the staff concerned and are properly carried out, and that all books and returns- are regularly written up and neatly kept.

SR 5.03.01.- In case of loss of any records pertaining to the working of trains, a thorough search must be made before a second book is brought into use. If the lost book is found after opening a new one, the old book must under no circumstances, be re-used and all the blank pages thereof shall be cancelled by the Station Master in-charge.,

5.04. Signal Cabins.-

(1) The Station Master shall make him self thoroughly acquainted with the duties of the staff employed in the signal cabins, if any, at his station and shall satisfy himself that they perform their duties correctly, and in order to maintain an effective supervision over the said staff, frequently visit the signal cabins.

(2) The Station Master shall ensure that the prescribed equipment is readily available in signal cabins and maintained in good working order.

(3) Signal cabins shall be kept neat and clean and no unauthorised person shall be permitted to enter such cabins.

SR 5.04.01.- (a) Station Master shall see that the safety equipment in the signal cabins/stations as described in the Station Working Rules is supplied in full and they are in good working order and readily available.

At interlocked stations, adequate number of lever collars, according to the size of the lever frame, are provided in each cabin.

These lever collars should be placed on the spare levers when not actually required for use.

These collars must be placed on the handles of the levers working the signals and slots for a line which is otherwise obstructed for any reason. The collars shall be taken off when such obstruction from lines have been cleared.

Where there is a common reception signal or slot for two or more lines of which if one line is occupied, the lever collar shall be put on the concerned signal/slot lever(s) and also on the lever operating points on such line(s) provided the interlocking permits to keep the points set against the line occupied.-

(b) In case the overhead line staff are working on an electrified portion of the line for any reason, the lever/levers controlling the line under repair shall be protected in signal cabins by means of lever collars. The overhead line staff shall be responsible for ensuring through Station Master that protection is provided by using lever collars during their work.

Lever collars shall also be used whenever the S & T staff work on interlocking gears or signals after issuing the prescribed memo to the Station Master who in turn must ensure that the lever collars are placed on the relevant lever/levers before he acknowledges the memo.

The Station Master & Inspecting officials shall test the Cabinmen in their knowledge of rules, efficiency in conducting shunting operations, use of lever collars etc., in the course of their inspections.

5.05. Report of neglect of duty.- The Station Master shall report, without delay, to his superior, all neglect of duty on the part of any railway servant who is under his orders.

5.06. Station Working Rules. -

(1) In addition to the General Rules for Indian Railways and Subsidiary Rules of a Railway, each station shall be provided with Station Working Rules applicable to the station, issued under special instructions.

(2) A copy of the Station Working Rules or relevant extracts shall be kept at cabins and level crossings concerned.

SR 5.06.01.- Copies of Station Working Rules must be supplied to all cabins either in full or the relevant portions thereof. Relevant extracts shall also be supplied with translation in the local language to all traffic level crossing gates.

SR 5.06.02.- Station working Rules shall be prepared, revised and issued in the manner prescribed in the 'Operating Manual'.

5.07. Forms. -

(1) All messages and written authorities mentioned in these rules shall be prepared on prescribed forms laid down in these rules or prescribed under special instructions and shall be stamped with the station stamp.

(2) If the authorised printed form is not available for any reason or in exceptional circumstances a manuscript form containing all the particulars as contained in the prescribed form is issued as an emergency measure, reasons therefore shall be recorded in the station diary

SR 5.07.01.- In case manuscript forms are used in lieu of printed forms, all pages thereof must be numbered serially, stamped with the station stamp and signed by the Station Master.

5.08. Access to and operation of equipment. - No unauthorised person shall be permitted to have access to or operate signals, points, electrical block instruments and electrical communication instruments or any other appliances connected with working of the railway.

5.09. Reception of a train on an obstructed line.-

(1) In case of reception of a train on an obstructed line, the Station Master shall

(a) whenever possible, intimate the Loco Pilot through

the Station Master of the station in rear that the train is to be received on an obstructed line;

(b) ensure that all the signal or signals controlling the reception of the train are not taken 'off'; and

(c) ensure that all the points over which the train has to pass are correctly set and the facing points locked.

(2) After the train has been brought to a stand at the relevant stop signal, it may be received on the obstructed line by-

(a) authorising the Loco Pilot to pass the stop signal at 'on' by taking 'off' the Calling-on signal, where provided; or

(b) authorising the Loco Pilot on the signal post telephone, where provided, to pass the stop signal at 'on', in accordance with special instructions; or

(c) authorising the Loco Pilot to pass the relevant signal or signals at 'on' through a written authority to be delivered by a competent railway servant who shall pilot the train past such signal or signals.

(3) The train shall be brought to a stand at the facing points leading to the reception line until hand signalled forward by a competent railway servant.

(4) A stop hand signal shall be exhibited at a distance of not less than 45 metres from the point of obstruction to indicate to the Loco Pilot as to where the train shall be brought to a stand.

(5) The Loco Pilot shall keep his train well under his control and be prepared to stop short of any obstruction.

SR 5.09.01.- (a) The written permission referred in GR 5.09(2) (c) shall be sent on form T/509 wherein the Station Master shall

endorse the reason for such admission, the line number and the nature of obstruction on that line.

(b) Setting and locking of points shall be done as per SR 3.69.03.

(c) A Stop hand signal shall be exhibited by the Station Master/ Cabin Assistant Station Master personally at a distance of not less than 45 metres from the point of obstruction to indicate to the Loco Pilot as to where the train shall be brought to a stand.

5.10. Reception of a train on a non-signalled line.- (1) Should it be necessary, in an emergency, to receive a train on a line which is not signalled for reception, the Station Master shall ensure that-

(a) the train is brought to a stand at the first stop signal;

(b) the line on which it is intended to receive the train is clear upto the trailing points or upto the place at which the train is required to come to a stand;

(c) all the points over which the train has to pass are correctly set and the facing points locked; and

(d) the Loco Pilot is authorised to pass the approach stop signal at 'on' through a written authority to be delivered by a competent railway servant who shall pilot the train on to the non-signalled line.

(2) The Loco Pilot, while entering a non-signalled line, shall proceed cautiously and be prepared to stop short of any obstruction.

SR 5.10.01.- The train shall be piloted in accordance with the procedure detailed in SR 3.69.04.

5.11. Departure of a train from a non-signalled line.-

(1) In the event of a train having to be started from a line not provided with a Starter signal, the Loco Pilot shall be given a written permission to start:

Provided that such permission may be dispensed with where a tangible authority to proceed is given to the Loco Pilot.

(2) The written permission or the tangible authority to proceed referred to in sub-rule (1) shall not be given unless all the points for the departure of the train have been set and the points locked.

SR 5.11.1.- Whenever a train is to be despatched from a non-signalled line, a Starting Order on form T-511 shall be given to the Loco Pilot to start from the non-signalled line. When a tangible Authority to Proceed is given, the issue of T-511 shall be dispensed with unless more than one train are waiting for the same direction and unless otherwise prescribed in the Station Working Rules. Before handing over the written permission or tangible authority, as the case may be, Station Master shall satisfy that the provisions contained in SR 3.70.01 are complied with.

5.1 2. Departure of a train from a line provided with a common departure signal.-

(1) In the event of a train having to be started from a line out of a group of lines provided with a common departure signal, the Loco Pilot shall be given a written permission to start in addition to the authority to proceed under the system of working.

(2) The written permission and the authority to proceed referred to in sub-rule (1) shall not be given unless all the points for the departure of the train have been set and the facing points locked.

SR 5.12.01.- The written permission referred to in Rule 5.12(2) shall be on form T-512. Station Master shall satisfy himself that this form shall only be handed over to the Loco Pilot after ensuring the correct setting and locking of the route according to the provisions of SR 3.70.01. The common departure signal shall then be taken off.

5.13. Control of shunting.-

(1) Shunting operations shall be controlled by fixed signals or hand signals or by verbal directions.

(2) The Loco Pilot shall not, however, depend entirely on signals and shall always be vigilant and cautious.

(3) The speed during shunting operations shall not exceed 15 kilometres an hour unless otherwise authorised by special instructions.

SR 5.13.01.- Fixed signals that can be used for control of shunting are starters (other than the last stop signal), Calling-on signals and shunt signals.

SR 5.13.02.- Except as provided for in SR 8.15.01, at stations where shunt movements are not controlled by fixed signals, a written authority in form T-806 shall be issued to the Loco Pilot through the person in charge conducting the shunting. The Loco Pilot shall retain the Authority till shunting is completed or withdrawn in case of reception of a train on the adjacent line which is not isolated. As soon as the shunting is completed, the form T-806 shall be withdrawn, cancelled & pasted in the record foil.

SR 5.13.03.- The following categories of staff shall be deemed to be authorised to supervise shunting:-

Station Master/Guard/Assistant Guard/Yard Master/Assistant Yard Master/Shunting Master/Shunting Jamadar/Pointsman or such other categories as may be prescribed in the Station Working Rules.

SR 5.13.04.- Whenever any engine with or without vehicle/ vehicles is to be attached on to a train carrying passengers for the purpose of either attaching/detaching of vehicles/coaches or while attaching train engine, the engine must first come to a halt at least 20 metres away from the train, and then shall come on to the train with great caution.

SR 5.13.05.- (a) Fixed signals referred to under SR 5.13.01 shall not be taken 'off' to allow shunt movement of an engine unless the line upto the next fixed signal in the 'on' position is clear. In case of any doubt or when the line is not clear, the engine shall be accompanied

and hand signalled by a staff mentioned in SR 5.13.03.

(b) No engine shall be allowed on any running line at a station occupied by a train carrying passengers except the train engine or banking engine or shunting engine required to perform shunting on the formation. The movement of such an engine should be permitted only under the control of the person incharge of shunting.

5.14. Responsibility for shunting.- The station Master shall see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not, involve danger.

SR 5.14.01.- Station Master shall permit shunting in accordance with General Rules 8.05 to 8.15 along with Subsidiary Rules thereunder, and SRs 5.13.01 to 5.13.03.

SR 5.14.02.- Whenever shunting on a through goods trains is to be performed at stations for the purpose of detaching or attaching a vehicle or vehicles, the person in charge of shunting operation shall satisfy himself that effective hand brakes of atleast 15% of wagons of the trains not involved in shunting operation are pinned down, before shunting is commenced.

SR 5.14.03.- Whenever a train or part of a train is required to be shunted over the running lines, facing points over which it has to pass shall be locked by any of the following means:

(i) by pulling the lock levers, where provided,

(ii) by key locking,

(iii) by clamping the point and padlocking the clamp,

(iv) by padlocking the through bolt.

SR 5.14.04.- (a) When shunting has to be performed in a dead end siding, the traffic employee conducting the shunting, after advising the Loco Pilot of the proposed movement, must place himself in a position from where he can show hand signal to the Loco Pilot, and also have a view of the dead end.

(b) When wagons are being pushed into a dead end siding, a pointsman must move alongside the leading vehicle or near any of the vehicles already in the dead end siding displaying a hand signal and

shall show a stop hand signal when the leading vehicle is near the dead end. The Loco Pilot shall obey immediately the danger signal given by the pointsman.

SR 5.14.05.- (a) At road side stations where Shunting Master is not provided when shunting is governed by SR 5.13.02 and authorised in terms of SR 5.13.03 the Guard shall be responsible for ensuring correct setting concerned points and locking of facing points, as required under the rules, and for hand signalling to the Loco Pilot.

(b) In all cases the persons conducting the shunting shall be responsible for placement of vehicles in proper position as directed by Station Master.

(c) In case of a train without a Guard, the duties of the Guard as laid down in this rule shall devolve on the Station Master or on a competent railway servant deputed by him.

(d) When pushing a train into a siding, the Guard shall give necessary signals and after the brakevan has passed the points, he shall remain in it ready to apply his hand brake if required. As soon as the engine has cleared the fouling mark, the Loco Pilot shall sound three short engine whistles thus the 000 and the Guard shall apply his hand brake or at such earlier time as may be necessary and exhibit a stop hand signal to the Loco Pilot.

SR 5.14.06.- GOODS YARD SHUNTING.-

(a) In goods yards, points shall be locked by pulling the lock lever where provided.

(b) Tumbler/arc lever/spring loaded hand points shall be properly set and the last point leading to infringe the running lines shall be manned.

(c) (i) The maximum permissible speed during shunting operation of vehicles loaded with petrol, K. Oil, liquid fuel, spirit and highly inflammable liquid in bulk or packed in tins or drums shall not exceed 8 KMPH.

(ii) The impact speed of all bogie wagons when shunting a single wagon fitted with roller bearing shall not exceed 5 KMPH.

(iii) Maximum impact speed when shunting a group of five of such type of wagons coupled with transition couplers at either end shall not exceed 3 KMPH.

(d) Hump shunting of wagons with centre buffer couplers-

(i) Hand brakes of all wagons shall be examined on the reception line to ensure that they are in working order. After uncoupling CBC, the coupler operating gear shall be left in the lock set position to prevent recoupling.

(ii) Only one direct coupler (whether 'leading' or 'trailing' as may be ordered by local instructions) shall be uncoupled every time because indiscriminate uncoupling of 'leading' and 'trailing' couplers may result in two wagons with closed knuckles hitting each other and damaging the coupling gear.

(iii) When rolling down the hump the speed shall be controlled by operating the hand brake, so that the impact speed does not exceed 5 KMPH.

SR 5.14.07.-GOODS SHED/TRANSHIP SHED SHUNTING.-

Before commencing shunting in Goods shed/Tranship Shed the shunting staff shall ensure that loading and unloading work has been stopped and doors, windows and shutters of vehicles are closed and fastened.

5.15. Shunting at stations under Centralised Traffic Control.-

(1) No shunting shall be performed at a station under centralised Traffic Control without permission of the Centralised Traffic Control Operator or when Centralised Traffic Control is not in operation, without the permission of the Station Master.

(2) For the purpose of shunting, the Centralised Traffic Control Operator may, when required, hand over the local control of working of traffic at a station or part of a station to the Station Master who shall thereafter be responsible for the shunting at the station or that part of the station for which the local control has been made over to him in the manner prescribed under special instructions.

5.16. Shunting during reception of trains.- When signals have been taken 'off' for an incoming train on to a line

which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass.

SR 5.16.01.- The Station Working Rules shall specify shunting restrictions.

5.17. Shunting near level crossing.- The railway servant incharge of shunting near or across a level crossing, before giving permission to the Loco Pilot to move his train across it shall ensure that the level crossing gates have been closed and locked against road traffic.

5. 18. Drawing of a train to an advanced position.-

(1) A train waiting for an authority to proceed shall not be allowed to draw out up to an Advanced starter for despatch, except where track circuit or Axle counter has been provided between the Starter and Advanced Starter to indicate the presence of a train in advanced position.

(2) The provision of sub-rule (1) shall not apply in case of shunting of a train within a station section itself.

5.19. Obstruction of running line.-

(1) No railway servant shall commence any loading, shunting or any other operation by which a running line may be fouled or obstructed without obtaining the previous sanction of the Station Master or of other railway servant nominated in this behalf under special instructions who shall see that all necessary steps are taken for the protection of traffic while such operation is being carried on and the necessary signals are kept at 'on' until the obstruction is removed.

(2) A sand hump or snag dead end shall not be obstructed for any purpose and when it has become obstructed, it shall cease to be a substitute for the adequate distance for the purpose of taking 'off' signals.

SR 5.19.01.- (a) At stations where loading and unloading of goods is permitted whether full rake or part thereof, the station master shall ensure that no goods are left fouling any line before and after clearance of the rake from the line. The railway servant supervising loading and unloading shall also ensure that consignment does not foul any line.

(b) If the station are on gradients, the rake should be properly secured as detailed in SR 5.23.01.

(c) During the time of loading/unloading, the station master/ cabin master shall ensure isolation of the line(s) as detailed in SR 3.51.06.

SR 5.19.02.- No slip/sectional coaches shall be left on a line occupied by a train carrying passengers.

5.20. Shunting on gradients.- When shunting is being performed on a gradient, the railway servant in charge of the shunting shall ensure that-

(a) Sufficient number of brakes are put on, sprags are used, where necessary, slip siding point or traps, where provided, are set to ensure safety and that all precautions are taken to prevent vehicles getting out of control, and

(b) In case of shunting over a portion of line on steep gradients, neither isolated nor protected by slip sidings, an engine is also attached towards the falling side of the gradient.

Note :- For the purpose of this rule a steep gradient shall be 1 in 260 or steeper except in case of vehicles fitted with roller bearings, when it shall be 1 in 400 or steeper.

SR 5.20.01.- (a) At stations other than those having steep gradient if circumstance warrants hand shunting may be done by observing the following :-

(i) The person conducting the shunting shall ensure that only one vehicle is moved at a time.

(ii) The vehicle to be shunted is fitted with working hand brakes and accompanied by a competent railway servant who shall apply hand brakes on completion of such shunting.

(iii) The shunting speed shall not exceed 5 KMPH.

(b) (i) Guards and Station Masters are to ensure before commencing shunting at Ghat station (steeper than 1 in 260) that the engine is not detached unless the train has been drawn completely within the outermost points of the station yard and hand brakes have been put on and manned during the entire operation of shunting. The Guard in charge of such shunting shall personally exhibit the shunting signals to the Loco Pilot.

(ii) The Station Master shall ensure supply of sufficient number of wedges for use during the course of shunting and the Guard shall return them to the respective Station Masters before their trains leave the Ghat stations.

(c) Hand Shunting may be permitted on a steep failing grade in sidings where derail or a trap is fitted to prevent accidental escape.

5.21. Loose shunting.- Cranes, vehicles containing passengers, workers, explosives, dangerous goods or livestock or any other vehicle that may be specified under special instructions, shall not be loose shunted and no loose shunting shall be made against them.

SR 5.21.01.- (a) Loose Shunting is a shunt movement in which vehicles which have to be moved are given an impetus by an engine (with or without other vehicles attached) and thereafter allowed to run forward unattached.

(b) "Fly Shunting" is a shunt movement in which two or more vehicles to be moved, after being given an impetus by an engine (with or without vehicles attached) are separated at the points, by the points being reversed smartly between the "cuts" in order to send them on to different lines. It necessitates points being reversed after the passage of the leading "cuts".

(c) Vehicles shall not be loose/fly shunted on or to running line at stations which are on a falling gradient steeper than 1 in 400 at any place within the station limit unless permitted by Station Working Rules and unless the wagons are provided with hand brakes in proper working order. The hand brakes must be examined before commencing loose/fly shunting. A loose shunted vehicle must be accompanied by a man to apply the hand brake when necessary. Loose/Fly shunting is also

prohibited (i) into a dead end siding or an open derailing switch, (ii) during storm.

(d) In addition to the restriction stipulated in GR 5.21. Loose and Fly shunting of vehicles containing the following articles is also prohibited :-

(i) Gases-compressed, liquified or dissolved

(ii) Petroleum or other inflammable liquids

(iii) Inflammable solids ;

(iv) Oxidizing substances

(v) Acids and other corrosives

(vi) Poisonous (toxic) substances

(vii) Over-dimensional consignments and vehicles on wheels, road rollers, boilers, portable engines, rails.

(e) The following vehicles are also prohibited for loose/fly shunting, rough shunting and sudden stop :-

(i) Empty tank of inflammable articles

(ii) Vehicle without effective hand brakes unless such vehicle is coupled with another vehicle provided with efficient hand brakes ;

(iii) Vehicle stencilled or labelled 'NOT TO BE LOOSE SHUNTED' or "DAMAGED" ;

(iv) Single consignment loaded in more than one wagon ; and

(v) Coaching stock of all kinds.

Similarly no other vehicle(s) shall be loose/fly shunted against the vehicles listed above.

5.22. Leaving vehicles in sidings outside station limits.- No railway servant shall leave any vehicle in a siding outside station limits, unless the vehicle is clear of all running lines and, except under special instructions, unless the wheels there of are properly secured.

SR 5.22.01.- Derails or trap sidings are provided in all such sidings in order to isolate the running lines. In no circumstances, shall any vehicle be left outside such derails or trap siding points. The wheels of any vehicle placed in such sidings must be properly secured.

5.23. Securing of vehicles at station.- The Station Master shall see that vehicles standing at the station are properly secured in accordance with special instructions.

SR 5.23.01.- (a) Station Masters are responsible for seeing that vehicles are secured in such manner that they cannot be moved so as to obstruct any running line. If for any reason vehicles are allowed to remain on a running line for some time a clear remark in red ink should be made immediately in the train register indicating time and number of running line on which the vehicles are stabled. A record thereof shall be made in the station diary also. At stations where Cabin Assistant Station Masters/Cabin Masters are in charge of cabin they shall intimate the fact to each other under exchange of Private Numbers and record in the Train Signal Register in red ink and in addition comply with SR 5.04.01 (a) & (b).

(b) Special type wagons, such as BOX, BOBS, BOY, BRH, CRT and certain passenger coaches are fitted with roller bearings and are liable to roll even on level formation or on a slight hump. Special care shall be taken to secure these wagons while standing in siding or on running lines.

(c) When engines are detached from rakes consisting of wagons fitted with roller bearing the hand brakes of atleast six vehicles at each end of the rake and of all the wagons if the number is less than 12, shall be firmly tightened by the station staff under direct supervision of Station Master/Guard/Yard Master. In case of coaching vehicles in similar circumstances, it shall be ensured that the vacuum brakes are applied and holding effectively failing which Guard's hand brake shall be applied.

(d) The following precautions are necessary when isolated vehicles are stabled on station lines or in sidings.-

(i) At least two safety chains shall be used and locked. The safety chains shall be passed twice round the wheels and after tying the ends together they shall be locked so that no strain falls on the padlocks.

(ii) The hand brakes whether side operated or end operated shall be fully tightened.

(iii) When there are a number of vehicles together, every twentieth one atleast shall be chained in addition to the end vehicles and the end vehicles shall be secured by skids.

(iv) Coaching stock not fitted with hand brakes, when not formed up as a train with brake vans coupled shall be secured by wedges/skids and safety chains in the manner described above.

(v) When scotch blocks or derails are provided vehicles shall be placed within them and the scotch blocks or derails locked across the line.

(vi) As storm may arise while shunting is being performed special care must be taken to secure the vehicles which might be left unsecured during shunting. This shall be ensured during stormy weather by supply of wedges and skids being placed near the entrance points of each pair of lines on which the shunting is being conducted.

(vii) Particular care must be taken to remove the chains, wedges and skids before wagons are moved or coupled to trains by the person responsible to conduct shunting.

(viii) In case of big yards, where vehicles remain stationary on the yard lines, other than running lines, the above precautions may be relaxed, however, hand brakes & skids shall be used in that end of the yard where the escaping of vehicles is apprehended.

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CHAPTER VI

ACCIDENT 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.

SR 6.01.01.- Detailed instructions in regard to the duties of Station Masters for the reporting of accident, relief train arrangement etc., are given in the Accident Manual, which shall be followed in all cases.

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, train shall be worked between stations in accordance with special instructions.

SR 6.02.01 - Rules and Regulations for Single line working on a double line section when one line is obstructed.

1. Whenever an accident to a train or track or other obstruction precludes the use of one of the lines on a double line section the traffic may temporarily be worked over single line under one of the following systems:-

(a) By obtaining "Line Clear" on electric speaking Instruments.

(b) By the installation of single line block instruments and "Shunting Limit Boards" demarcating the block section in the wrong direction, if the affected line is likely to remain out of use for a substantial period.

2. When it is desired to introduce temporary single line working on double line, on electric speaking 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.

3. 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 must not be introduced until a responsible engineering official of the rank not less than that of an JE(P.way) has inspected that section and certified that the road is safe for passage of trains.

4. Single line working shall be introduced between the nearest stations provided with cross-over between Up and Down line on either side of obstruction. If there is an intermediate Block Hut between the above two stations, the same shall be treated as closed and the commutator of the Block instrument at such Block Huts shall be kept locked in "Train on Line Position" throughout the period single line working is in force. The commutators shall be locked also in that position, with SM's key, wherever possible. In cases where it is not possible to keep the commutators in "Train On Line" position as in Daido Instruments, the Block instruments shall be put out of use and Caution Indicator hung on the handle of the Block Instruments. The signals at such Block Huts shall be kept in the "On" position throughout and these shall be passed by the Loco Pilots on the written authority in the prescribed form (T/D 602) issued by the Station Master of the adjoining Block station in operation.

5. All trains will be worked in accordance with the rules for the use of electric speaking instruments on single line and 'Line Clear' shall be obtained on the telephone attached to Block Instrument, station to station fixed telephone, Railway Auto Phone/BSNL telephone, control phone or VHF set as detailed in SR14.01.02. in order of priority.

6. At all stations on the portion of the section on which single line working has been introduced, the commutators of the Block Instruments pertaining to both obstructed and unobstructed lines shall be kept in 'Train on Line' position through out the period single line working is in force. The commutators shall be locked also in that

position with SM's key, wherever possible. In cases where it is not possible to keep the commutators in 'Train on line' position, as in Daido instruments, the Block instruments shall be put out of the use and Caution Indicators hung on the handle of the Block Instruments. At the stations, if the train is running on the Wrong line all fixed signals shall be kept in the 'On' position.

7. After ascertaining that one of the line is clear for the passage of traffic, the Station Master proposing single line working shall issue a message containing the following information under exchange of private numbers, to the Station Master at the other end of the affected section.

a) cause of introduction of single line working;

b) the line on which the single line working is proposed,

c) source of information that the said line is clear,

d) place of obstructions,

e) restriction of speed, if any, on the line,

f) names of intermediate stations if any, which would be out of use,

g) assurance that the trap points, if any, have been spiked or clamped and padlocked.

h) assurance that if the train is running on the right line, the last stop signal shall be kept in the 'On' position. In case the train is running on the wrong line, all fixed signals shall be kept in the 'On' position and

i) the number and the timings of the last train which arrived or left the block station issuing the message.

8. On receipt of acknowledgement from the Station Master, confirmed by a Private Number single line working may be introduced, 'Line Clear' will be obtained on electric communication instrument in the order of preference as given in para 5 above and trains run on T/D602 in accordance with the instructions contained in this book and Block Working Manual.

9. Loco Pilot of each train shall be handed over an Authority for Temporary Single line Working on Double Line Section (T/D 602) indicating

(i) the line on which the train or light engine is to run;

(ii) the kilometreages between which the obstruction exists;

(iii) any restriction of speed which may have been imposed by way and works staff, and

(iv) an assurance to the effect that any trap points on the line in question have been spiked or clamped.

(v) authority to pass the last stop signal in the 'On' position. In case the last stop signal is the Starter, in addition to the written authority, he shall also be shown hand signals at the foot of this signal.

10. An endorsement will also be made in the Caution Order given to the Loco Pilot of the first train to inform all Gatemen and Trackmen on the way about the introduction of temporary single line working and specifying the road on which the train will run. This information shall be conveyed through the Loco Pilot of a subsequent train also, if necessary.

11. The speed of the first train passing over the temporary single line, will be restricted to 25 kilometres per hour. Subsequent trains may run at their booked speed, subject to observance of other speed restrictions imposed by Way and Work Staff.

12. When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that it cannot proceed, it shall be protected as per Rule 6.03.

13. In case of a train proceeding on the right line:-

a) The last stop signal of the station in rear of the affected section may be passed in the 'On' position on a written authority issued by the Station Master in the prescribed form referred to in para 9 (v). In case the last stop signal is the Starter, in addition to the written authority, hand signals shall also be shown at the foot of this signal.

b) The approach stop signals, if any of the station in advance of the affected section, may be taken off.

14. In the case of a train proceeding on the wrong line :-

(a) 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 trains will pass.

(b) On approaching the next station the Loco Pilot shall bring his train to a stop opposite the first stop Signal pertaining to the right line or at the last stop signal pertaining to the wrong line (on which he is running), whichever, he comes across first.

(c) The Station Master of the station in advance shall depute railway servant in uniform at the foot of the signal and thereafter pilot it into the station on a written authority (T/369(3b))issued by the Station Master.

(d) If the Loco Pilot finds that no railway servant in uniform has been deputed at the foot of the signal to pilot the train into the station, Rule 4.44 shall be observed.

(e) The Loco Pilot should switch “on” the flasher light of the train engine while running on the wrong line.

15. All the cross over points in the facing direction over which the train shall proceed, while temporary single line working in force, shall be clamped and padlocked.

16. Resumption of normal working -

(a) On receipt of a written certificate from a responsible Engineering Official that the obstructed track is free and safe for passage of trains, the Station Master will issue a message to the other station or stations, as the case may be, under exchange of private numbers and decide, in consultation with Section Controller, the train after passage of which, normal working has to be introduced.

(b) When double line working is introduced the Block Instruments and all fixed signal, including those of Intermediate Block Huts which were treated as closed, shall be brought into use immediately. An entry shall also be made in the Train Signal Register of all stations concerned showing the time double line working was suspended, time single line was introduced and the time normal working was resumed. The Loco Pilot of the first train entering the section after normal working is resumed shall inform all Gatemen and Trackmen on the way about the resumption of normal working.

17. 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 scrutinise them and submit his report to the Divisional Railway Manager within 7 days of the resumption of normal working.

SR 6.02.02- Rules and regulations for single line working on double line during total interruption of communications.

The following rules must, in addition to rules prescribed in 'Rules and Regulations for working of trains during total interruption of communication on single line, observed by the staff.

1. Whenever an accident to a train or track or other obstruction, precludes the use of one line on double line section during total interruption of communication, single line working shall be introduced only after a responsible official of the Engineering Department, not less than an JE (Pway) in rank, has certified that the other line on which single line 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 that end of the affected section for which the unobstructed line shall be the right line for despatching trains. On receipt of this certificate the Station Master will follow the rule prescribed for opening of communications.

2. Loco Pilots of trains, including light engine, shall be given a caution order on which, shall be stated clearly.

a) The line on which the train is to run;

b) Kilometreage where the obstruction exists;

c) Any restriction of speed which may be imposed by Way & Works Staff;

d) An assurance to the effect that any trap points on the line in question have been spiked and clamped.

3. All the cross over points in the facing direction over which the train shall proceed, while temporary single line working is in force, shall be clamped and padlocked.

4. In the case of a train proceeding on the right line

a) The last stop signal of the affected section may be passed in the 'On' position on a written authority (T/B 602) issued by the Station Master in the prescribed form. In case the last stop signal is the Starter, in addition to the written authority, hand signals shall also be shown at the foot of this signal.

b) The approach stop signals, if any, of the station in advance of the affected section, may be taken 'Off'.

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

a)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.

b) On reaching the next station, the Loco Pilot shall bring his train to a stop opposite the first stop signal pertaining to the right line or at the last stop signal pertaining to the wrong line (on which his train is running), whichever he comes across first.

c) The Station Master 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 hand danger signal and thereafter pilot it into the station on a written authority {T/369(3b)} issued by the Station Master.

6. It will be the responsibility of the person incharge of the first engine or self-propelled vehicle or other vehicle, sent under 'Authority for opening communication during total interruption of communication on single line section' (T/B602) to inform all the Gatemen and Trackmen enroute about the introduction of temporary single line working as also the line on which it is proposed to run the train.

This information shall be conveyed through the Loco Pilot of a subsequent train also, if necessary.

7. Resumption of normal working :

a) If after the introduction of single line working, communications are restored between 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 temporary single line working on double line.

b) 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.

SR 6.02.03- Rules and regulations for working of trains during total interruption of communications on double line section.

1. In the event of total interruption of communications occurring between two stations on a double line section, i.e, when 'Line Clear' cannot be obtained by anyone of the following means stated in order of preference viz.,

a) Block Instruments, Track circuits or Axle counters,

b) Telephone attached to the Block Instruments,

c) Station to Station fixed Telephones wherever avaliable

d) Fixed telephone such as Railway autophones & BSNL phones

e) Control Telephone,

f) VHF sets,

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 an "Authority for working of trains during total interruption of communication on double line section"(T/C 602) to the Loco Pilot of each train which shall include :-

a) An Authority to Proceed without Line Clear.

b) A caution order restricting the speed 25 kilometres per hour over the straight and 10 kilometres per hour 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;

c) An Authority to pass the last Stop signal 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 the 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 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 last stop signal may be taken 'Off' for the reception and departure of trains. The first Stop signal 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 hand danger 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 hand danger signal towards the rear and check up that the tail board or the tail light 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 two detonators, 10 metres apart, at 500 metres from the train, irrespective of the gauge. When 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 stop outside first stop signal and sound continuous whistle (or any other code prescribed by special instructions), 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 '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 Transportation Inspector of the section, who shall prepare a report on the working of trains and shall forward the same alongwith his report to the Divisional Railway Manager within 7 days of resumption of communication.

14. A record of all trains passed over the blocked section on 'Authority for working of trains during total interruption of communication on double line section' during the course of total interruption of communication shall be maintained on the Train Signal Registers at both the stations concerned.

15. Trains must continue to work on this system until anyone of the means of communication mentioned in Rule (1), is restored by the competent authority.

16. As soon as anyone of the means of communication has been restored the Station Master must send a message to the Station Master at the other end of the section on the following form:

From Station Master .....

To Station .....

Message No ..... Train (Number and description) ..... arrived complete at..... hours ..... minutes. Last train .....(Number and description) despatched to your station..... at hours .....Minutes. Cancel the present method of working the trains. Line Clear must be obtained by means of..... Acknowledge.

PrivateNo.(in words) ..... (in figures) .....

On receipt of the above message the Station Master at the other end of the section must acknowledge in the following form

From Station Master .....

To Station Master .....

Message No ..... Your Message No ..... Understand that train (Number and description)

..... which was the last train to leave my station has arrived complete at your station. Train No..... which left your station has arrived complete at my station at..... hours..... minutes/not arrived. Present system of train working is being/ will be cancelled immediately after the complete arrival of train no ..... Line Clear for the next train will be obtained by means of..... Private No .....(in words)..... (in figures) .....

17. Line Clear shall not be obtained or given by means of communication restored until both the Stations are satisfied that all trains and engines etc. despatched from their stations have arrived complete at the other stations. When the trains referred to in para (16) above arrive complete at the stations, after restoration of communication their No. and their arrival time will be communicated to the other Station Master concerned under exchange of Private Numbers. Thereafter an intimation about this shall be given to Section Controller also, on controlled sections, if communication with the Section Controller has also get restored, and normal working resume. If however, communication with Section Controller has not got restored along with restoration of communication between two stations, the Section Controller shall be advised of the position immediately on restoration of communication with him.

SR 6.02.04- Rules and regulations for working of trains during total interruption of communication on single line section.

1. In the event of total interruption of communications occurring between two block stations i.e. when Line Clear cannot be obtained by one of the following means stated in order of preference viz.

a) Block Instruments, Track circuits or Axle counters,

b) Telephone attached to the Block Instruments,

c) Station to Station fixed telephones wherever available.

d) Fixed telephone such as Railway autophones & BSNL phones

e) Control Telephone,

f) VHF sets.

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

Note: These instructions shall also be followed whenever during total interruption of communication, 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 communication occurs during single line 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 -

i) Light engine;

ii) Train engine;

iii) Motor Trolley/ Tower Wagon duly accompanied by a Guard or by a Station Master other than the Station Master on duty;

iv) Trolley/Cycle Trolley/Moped Trolley duly accompanied by a Guard or by a Station Master other than the Station Master on duty;

v) Diesel car/Rail Motor Car/EMU Rake after ensuring that all passengers have detrained.

3.Before the light Engine / Train Engine / Motor Trolly /Tower Wagon / Trolly / Cycle Trolly / Moped Trolly / Diesel Car/ Rail Motor Car/ EMU Rake is sent in to 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 communication, thoroughly understand the rules of working of trains during total failure of communication on the single line. If the Loco Pilot/Motorman/Guard/Station Master who is being sent to open communication, is not conversant with the Rule for working of trains during total failure of communication 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 **'Authority for opening communication during total interruption of communication on single line section'** (T/B 602) in token of such staff having fully understood the circumstances in which, the purposes for which he is being sent and the Rules for

Working of Trains during total failure of communication 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 **'Authority for opening of communication during total interruption of communication on single line section'** (T/B 602) to the Loco Pilot/Motorman/Guard/Station Master who is being sent to open communication, which includes :-

i) An "Authority to Proceed Without Line Clear".

ii) A Caution Order, Specifying the speed upto which the engine or self propelled vehicle or other vehicle referred to in para 2 may run to the affected block section.

iii) An Authority to pass the last stop signal in the "On" position in case there is a last stop Signal at the station.

iv) 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 (s) waiting to be despatched to his station.

v) A Conditional Line Clear message to the Station Master of the block station at the other end of the affected block section permitting him-

a) 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

b) to return Tower Wagon/Diesel Car/Rail Motor Car/ EMU Rake running by itself; or

c) to return Motor Trolley/Cycle Trolley/Moped Trolley either running by itself or loaded in train waiting to be despatched from his station.

4.2 The Line Clear Enquiry message asking Line Clear for the trains to be despatched through the affected block section, and the Conditional Line Clear Message for the return journey of the engine or self propelled vehicle or other vehicle referred to in para 2, as the case may be, **written out, on form (T/B 602) for being sent through** the Loco Pilot/Motorman/Guard/Station Master going to open communication.

4.3 The Loco Pilot / Motorman / Guard / Station Master going to open communication shall, on receipt of 'Authority for opening communication during total interruption of communication on single line section',(T/B 602) 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 with brake van is to be despatched to proceed to the next block station and then continue its journey onwards after reaching at the next station and is not meant for opening communication, the Loco Pilot of engine or the engine with brake van, shall be given with the ' Authority for opening communication during total interruption of communication on single line section' (T/B 602) and the items 'Line Clear Enquiry Message and Conditional Line Clear Message' shall be striked out in the form. 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 elapse before it is despatched.

4.5. The Last Stop Signal shall not be taken 'OFF', while permitting an engine or self propelled vehicle or other vehicle to proceed to the next station on 'Authority for opening communication during total interruption of communication on single line section' (T/B 602).

5. After an engine or self propelled vehicle or other vehicle is despatched to the next station to open communication with Line Clear Enquiry Message, and a Conditional Line Clear Message to the next station for the return journey of the engine or self propelled vehicle or other vehicle, no other train or engine or self propelled vehicle or 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 communication returns.This does not, however, prevent an engineering officials going into the section on push trolly for his work on a section on which push trollys do not run on Line Clear.

6 (a) The engine or self propelled vehicle or other vehicle proceeding on 'Authority for opening communication during total interruption of communication on single line section' (T/B 602)shall switch on the Flasher light wherever provided and shall proceed at a speed not exceeding 15 kilometres per hour by day and when the view is clear and 10 kilometres per hour during night or when the view is obstructed, making free use of 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) shall proceed at walking pace only making repeated use of the engine

whistle or horn of self propelled vehicle, where provided, preceded at an adequate distance by two men on foot, one displaying a red light and the other carrying fog signals ready for immediate use. Normally one of these men will be provided by the Station Master from his Class IV Staff and the other from the crew of the engine or the person whose Motor Trolley/Trolley/Cycle Trolley/Moped Trolly 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 incharge of the self propelled vehicle or other vehicle being sent to the next station and satisfy himself that they understand the same.

b) 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.

c) 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 Trolly/Cycle Trolly/Moped Trolly.

7. In the event of an engine/self propelled vehicle/other vehicle, proceeding on 'Authority for opening communication during total interruption of communication on single line section' (T/B 602) meeting in the mid section, an engine/self propelled vehicle/other vehicle sent from the other end, the Loco Pilots/Motormen/Guards/ Station Masters, 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 vehicles cannot be coupled up, they should run at a safe speed and adequate distance apart. In the case of Motor Trolley/Push Trolley/Cycle Trolley/ Moped Trolley, meeting an engine and brake van/Diesel Car/Rail Motor Car/ EMU Rake, the Motor Trolley/ Push 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 trailing 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 first stop signal 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 'Authority for opening communication during total interruption of communication on single line section' (T/B 602) shall be delivered to the Station Master on duty who shall keep this document in his safe custody. The Station Master on duty shall make out a Conditional Line Clear Ticket (T/G 602 or T/H 602 as the case may be) and hand over it 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.

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 'Authority for opening communication during total interruption of communication on single line section' (T/B 602) shall be taken back by the Station Master on duty of the station from which this was issued and is to be cancelled. The original entries shall also be cancelled.

11. 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, 'Conditional Line Clear Reply Message' (T/F 602) 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 vehicles at his end.

12. The Conditional Line Clear Reply Message is in the form number T/F 602.

13. On the return journey, engine either light or attached to a Train/Diesel Car/Rail Motor Car/EMU Rake/Train loaded with Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley may run at booked speed observing speed limits in the Working Time Table and other relevant rules.The MotorTrolley /PushTrolley/ CycleTrolley/ MopedTrolley 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 vehicles shall again stop outside (i.e. in rear of) the first stop signal of the station and thereafter be guided by the instructions from the Station Master, who may arrange to receive it by taking 'Off' the relevant signals or otherwise.

15. On arrival at the station the 'Conditional Line Clear Reply Message' ((T/F 602) shall be handed over to the Station Master who shall on its authority issue a Conditional Line Clear Ticket (T/G 602 or T/H 602 as the case may be) for the waiting train.

16. If there be an even flow of trains in both directions,Line Clear Enquiry (T/E 602) and Conditional Line Clear Messages (T/F 602) for each succeeding trains may be sent through the Guard of preceding train.

17. The arrival and departure time of all trains, engines, trollies etc. which are passed under the above rules must be carefully recorded in the counterfoil of the ''Authority for opening communication during total interruption of communication on single line section'' (T/B 602)and in the train signal register.

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 the Line Clear Enquiry Message, 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 the authority of the Line Clear for the trains and shall also endorse on that conditional Line Clear ticket that a particular train (giving its number and description in full) shall follow at a specified interval.The Station Master' shall give similar information to the Guard

also in writing. The Loco Pilots of the second and subsequent following trains shall be given a Caution Order restricting the speed to 25 kilometres per hour over the straight when the view ahead is clear and to 10 kilometres per hour 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 despatching a second and subsequent trains, the particulars of the last preceding train along with its time of departure will be endorsed on the conditional Line Clear ticket as also the particulars of the train which would follow. The Line Clear 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 hand danger signal towards the rear and check up that the tail board or the tail light is correctly exhibited. If the stoppage is on account of accident, failure, obstructions 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, where upon 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 2 detonators, 10 metres apart, at 500 metres from the point upto which the train is to be backed.

21. Trains must continue to work on this system until anyone of the means of communications, mentioned in Rule 1 is restored by the competent authority.

22. As soon as anyone of the means of communications has been restored, the Station Master must exchange message to the

Station Master at the other end of the section as worded in (T/I 602).

23. Line Clear shall not be obtained or given by means of communication restored, until both the Station Masters are satisfied that all trains and engines etc. despatched from their stations have arrived complete at the other station. Even if the communication is restored immediately after the departure of the light engine/self propelled vehicle/any other vehicle referred to in Rule 2, sent under 'Authority for opening communication during total interruption of communication on single line section' normal working should not be resumed until the light engine/self propelled vehicle/any other vehicle reaches the next station and both the Station Masters are satisfied under exchange of Private Numbers that no light engine/self propelled vehicle/any other vehicle is on the section. Thereafter an intimation about this shall be given to Section Controller also on control sections, if communication with Section Controller has also got restored and normal working resumed. If however, communication with Section Controller has not got restored along with restoration of communications between two stations, the Section Controller shall be advised of the position immediately on restoration of communication with him.

24. On the section where total interruption of communication occurs, the Transportation Inspector of the section, must scrutinize the train passing records of the station and submit his report to the Divisional Railway Manager within 7 days of the resumption of communication.

SR 6.02.05.- Rules and regulations for working trains on the obstructed line in case of obstruction or accident on the authority of Authority to proceed for relief engine/ train into an obstructed Block Section in Absolute Block System (T/A 602).

(a) Until obstruction is removed, trains, if so required, shall be worked on the obstructed line upto the place of obstruction on (T/A 602) which should clearly detail, whether the train is to return or to wait at the place of obstruction for the arrival and return of another following train(s) or to proceed to the next station.

(i) After sending a train on the authority of T/A 602, a following train shall not be despatched in the same direction unless(i) the previous 'Authority to proceed for relief engine/train into an obstructed block section' (T/A 602) is collected and cancelled, or (ii) necessary

endorsement is given on the previous authority with the advice to wait at the site for a next train to follow, or (iii) the previous train has met with an accident or has been disabled or (iv) the previous authority has been collected from the Loco Pilot of the previous train by the official-in-charge at the site and kept in his personal custody and shall be kept until the arrival of the next train and such assurance is given over the telephone installed at the site quoting the serial number of the authority so collected.

(ii) Trains sent out to the place of obstruction shall be protected as laid down in sub-rule (9) of SR 6.02.03. The speed of the train or the engine running on the authority of (T/A 602) must not exceed 15 KMPH in day light hours when the visibility is good and 10 KMPH at night and whenever clear view for 800 metres is not available. The engine whistle must be sounded frequently.

(iii) In case the obstruction caused by an accident between two stations is likely to last for a day or more, an Assistant Station Master may be deputed at the site for Line Clear duties. In this case trains shall be worked between the station and the site of obstruction as per special instructions for the time being on getting the sanction of the Authorised Officer.

(iv) In the event of any obstruction affecting the through running of trains between two consecutive block stations, full particulars must be communicated to the Chief Operations Manager, Divisional Operations Manager, Divisional Transportation Inspector and the Station Masters of stations concerned on the section affected and to all others whom it may concern in accordance with the rules for reporting of accidents. In the case of obstruction arising out any defect in the Over Head Electrical Equipment, Assistant Electrical Engineer, Divisional Electrical Engineer (Traction Distribution), SE/TrD and Traction Power Controller shall also be advised promptly

(v) The Guard and Loco Pilot of every train about to start on the authority of T/A 602 shall, before proceeding, satisfy themselves by examining the T/A 602 Book what trains are already in the section and what instructions have been given to the Loco Pilots & Guards of such trains.

(b) The following procedure shall be observed before the trains are allowed to run on the obstructed line on the authority of (T/A 602).

(i) The Station Master first receiving the news of the obstruction shall send a message in the following form to the Station Master at the other end of the obstructed section.

From : Station Master, Station 'A' To : Station Master, Station 'B'.

No ..... Owing to..... (here mention the cause of obstruction) at Km..... the through running of trains between Station..... and.....is interrupted. On receiving your concurrence, I shall suspend the Absolute/Automatic Block System and work trains between station (A) and KM*..... on the authority of T/A 602.

***Note -** When the actual site is not known write 'site of obstructions' for KM.

(ii) Unless the Station Master 'B' has received information that will justify or suggest his refusal to agree to the suspension of the system of working (Absolute or Automatic) over the section, he shall reply in the following form to the message received from the Station Master 'A'.-

From : Station Master, Station 'B' To : Station Master, Station 'A'.

No..... Your No..... of date. I note that owing to.....(here repeat the cause mentioned in the message of Station 'A') the through running of trains between station..... and.....is interrupted and that you propose to suspend Absolute/Automatic Block system between Station and……..and if necessary, run trains between station (A) and KM* on T/A 602. I concur and shall, if necessary, run trains between station (B) and KM* ..... on T/A 602. Private Number.....

***Note -** When the actual site is not known, mention "site of obstruction" for KM.

(iii) The running of trains on T/A 602 to the site of obstruction shall not be introduced until the concurrence of both Station Masters is obtained and recorded in the Caution Order Register and Train Signal Register subject to sub-rule (c) below.

(c) The Station Master at either end of the obstructed section, after giving an order under a T/A 602 for a train to proceed, shall intimate to the SM at the other end of the obstructed section by a short message in the following form :-

No....(Up or Down) Train left here for the site of obstruction at KM ..... with orders to.....(here mention the orders given). Private Number.....

When the train returns he shall issue a message again to the same station :-

No..... Train Number..... allowed to the site of obstruction as per my message No..... returned at ..... hrs. after (mention the nature of work done) Private Number.....

(d) (i) When the cause of obstruction is removed and if it is decided to resume through traffic between the stations concerned, the Station Master at any one end of the affected section may do so after exchanging messages with the Station Master at the other end of the affected section as detailed in clause (vi) below, provided he has obtained an assurance in writing as follows :-

(a) From the Guard and/or Loco Pilot under their/his signature with an endorsement on the reverse of the Loco Pilot's foil of T/A 602 that the train/engine has arrived complete and nothing has been left in the section, if the cause of obstruction was due to failure to a train/ engine.

(b) From the concerned JE/SE (P way) or JE(TrD) that the line is safe for the movement of trains with or without any restriction if the cause of obstruction was due to an accident/OHE failure/Engg. Block.

(ii) The written assurance referred to in sub-clause (b) of clause (d) (i) above, shall be sent through a messenger to the nearer or to the more convenient station or through the Loco Pilot of a train/ engine is available there provided movement to such station is authorised as per the endorsement on the T/A 602. In absence of such endorsement, the Traffic official-in-charge at the site shall obtain concurrence supported by a Private Number from the SM of the Station to which he desires to send the engine/train over the field telephone. Thereafter, he shall authorise the Loco Pilot to proceed to such station by giving proper endorsement on the T/A 602 quoting the Private Number so received under his signature and designation.

(iii) If there be more than one train at the site of obstruction, the Traffic Official-in-charge at the site, shall arrange to couple the trains together, if possible and personally instruct the Loco Pilots to proceed cautiously to the station mentioned in clause (ii) above having

due consideration to minimise delay to more important trains. Otherwise trains from each direction will proceed to the station according to the endorsement given on the T/A 602 by the Station Master. However, trains for each direction may be coupled up to form one train before being allowed to proceed. In case it becomes necessary for a train to follow another, an interval of 15 minutes shall elapse between the train preceded and the train which is about to leave and the speed of the following train shall not exceed 8 KMPH.

(iv) On arrival at the station, T/A 602 of the trains concerned shall be handed over to the Station Master indicating the time of arrival and that the train has arrived complete. This shall be signed by the Guard and/or the Loco Pilot.

(v) The Station Master shall then cancel the T/A 602 (Loco Pilot's foil) and paste the same with the concerned record foil if the same was issued from his station. In case T/A 602, so collected, had been issued from the other station, the same shall be kept in his personal custody and be sent to the issuing Station Master for cancellation and record.

(vi) The Station Master proposing to resume normal system of working shall issue a message in the following form:-

From : Station Master..... To : Station Master.....

No..... (Designation of official-in-charge) reports removal of ..... Train No(s) / Engine No..... (mention here individual number of train/Engine) was/were despatched. Train No(s) (mention here individual Number of train/Engine) arrived here complete. Your T/A 602 No(s)..... collected here. (To be mentioned, if collected). With your assent ..... Block System working shall be resumed. Private Number.....

The Station Master at the other end of the obstructed section shall, on receipt of the message indicated above, reply in the following form provided he is satisfied from his records that no more train/ Engine is left in the section.

From : Station Master ..... To : Station Master .....

No ..... Your No ..... understand that the obstruction at KM ..... is removed. Train No (s) /Engine No ..... (mention here individual number of train/engine) was/were despatched. Train No(s)/ Engine No.... arrived here complete. Your T/A 602 No(s) ..... collected

here, (to be mentioned if collected). Block section between ..... and..... is clear ..... Block system of working between…..... and…... station is now resumed, Private Number .....

The concerned Station Master shall issue a message to all concerned stations the time of removal of the obstruction and the time of resumption of normal working.

(e) In case of the telephonic communication between the two stations is interrupted, the Station Master receiving the information about the accident/disablement of a train, may however send the train/engine as may be required upto the site of obstruction on T/A 602 as detailed under clause (i) of sub-rule (a) above. He shall, however, arrange to send a message conveying the information to the Station Master at the other end of the obstructed section by the quickest possible means. After the cause of obstruction is removed and the means of communication is restored, the Station Master concerned shall follow the procedure detailed in clause (i), (v) and (vi) of sub-rule (d) above.

(f) In the absence of a Senior Traffic official, the Station Master of the nearer station shall proceed to the site of the obstruction and from there issue directions for the movement of trains on both sides of the obstruction and for the general working at the spot.

(g) (i) On a double line section, if for any reason other than introduction of single line working, it becomes necessary to run an engine or a train, against the normal direction of traffic, the line concerned shall be blocked as per GR. 1.02(8), indicating the station to which the train/engine is to proceed. After obtaining the acknowledgement from the Station Master of the station at the other end, the Station Master intending to run the train shall, issue a T/A 602.

The following particulars shall be mentioned in the caution order portion of the T/A 602 :-

(a) existing speed restrictions,

(b) instructioins to Loco Pilot / Guard,

(i) to look out for possible obstruction and take action accordingly.

(ii) to ascertain the condition of the train / obstruction over the adjacent line and to report the same at the next station in writing.

The Loco Pilot will also certify in writing, if the line over which

the train/engine has passed on T/A 602, is safe for introduction of single line working. The Station Master, on receipt of such a Certificate, shall take steps to introduce temporary single line working, under the procedure detailed in SR 6.02.01.

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

(ii) The speed shall be the same as prescribed under clause (ii) of sub-rule (a) of Rule 6.02.05. The Loco Pilot and the Guard shall take special care to stop short of any possible obstruction on the line during the run.

(iii) After the arrival of the train/engine at the next station the Station Master shall follow the procedure detailed in sub-clause (i) of clause (a), clause (v) and (vi) of sub-rule (d) of rule 6.02.05.

(iv) Movement of train/engine, permitted in sub-rule(g) (i) above, shall be restricted to one train/engine only and the train shall not, in any case, be a passenger carrying train.

SR 6.02.06.-Rules and regulations for working trains during partial interruption/failure of electrical communication instrument.-

1. The procedure detailed below shall be followed for working trains between block stations in different situations-

(a) Failure/suspension of block instrument or track circuit or axle Counters-

"Line Clear" shall be obtained on the telephone attached to the block instrument or station to station telephone (where provided) exchanging Identification Number and supported by Private Number.

(b) Failure/suspension of block instrument,track circuit, axle counters , telephone attached to the block instrumentn & station to station fixed telephone -

"Line Clear" shall be obtained on Railway auto phone or BSNL phone by exchanging Identification Number supported by a Private Number.

(c) Failure/suspension of block instrument , track circuit, axle counters, telephone attached to the block instrument, station to station fixed telephone, Railway auto phone & BSNL phone -

"Line Clear" shall be obtained on control phone by exchanging Identification Number supported by a Private Number.

(d) Failure/Suspension of block instrument , track circuit, axle counters, telephone attached to the block instruments, station to station fixed telephone, Railway auto phone, BSNL phone & control phone -

"Line Clear" shall be obtained on the VHF sets by exchanging Identification Number supported by a Private Number.

2. (i) When the Train Control telephone set is to be brought into operation for this purpose, the Station Master at one end of the Block section shall call up the Controller and ask the latter to put him in communication with the Station Master of the block station at the other end for obtaining "Line Clear".

The Section Controller shall call up the required station and put both in communication when they shall exchange the necessary messages with Identification Numbers.

(ii) The Section Controller shall listen in while messages are being exchanged between these two stations and after satisfying himself that the "Line Clear" has been given correctly and the section is clear of a train according to his records, shall issue a control order to start the train.

NOTE - In the cases where block token instruments are in working order but a maintenance party is allowed to work on the posts of line carrying the Railway block wire, Identification Number sheets shall be used in addition to the normal procedure in working the block instrument except if there is reason to believe that there is contact between the block wire and any other wire when the block token working shall be suspended. The use of the Identification Number sheets shall continue until the official-in-charge has notified completion of this work and messages issued accordingly. This procedure shall also be adopted if the Divisional Signal and Telecommunication Engineer concerned considers that the block token instruments shall be worked with extra care & vigilance on a certain section for a definite period.

3. Identification Number sheets.-

(i) Two such sheets for each adjoining block station shall form the normal complement of each block station from the date of opening. In addition, two such sheets shall also be supplied at each

block station located on either side of Block Huts so as to enable these block stations to do line clear transactions during temporary introduction of single line working and when the Intermediate Block Hut is kept closed. Each sheet is divided into two parts and in each part there are two columns of combinations of letters and figures. The columns in the left half of the sheet are numbered (1) and (2) and those in the right half (2) and (1) respectively The columns bearing the same numbers are identical (see specimen sheet).

The two parts of each sheet before issue will be separated, the left half of the sheet being sent to the station at one end of a block section and the right half to the station at the other end of the same block section. Before issue the Divisional Operations Manager shall write the names of the two stations over the two columns in each half, the name of one station being written at the head of each of the columns bearing No. (1) and the name of the other station at the head of each of the columns bearing No. (2). Each half before being sent out shall be signed and dated by the Divisional Operations Manager and shall be placed in a sealed cover addressed to the Station Master of the Station for which intended, and on the cover shall be endorsed the section to which the Identification Number sheet applies and the number of the cover.

(ii) The Divisional Operations Manager shall issue to each station on his Division, two Identification Number sheets for each adjoining block station, each in a separate sealed cover. One Identification Number sheet shall not be used for more than one period of interruption. As soon as the normal line clear instruments are restored to working order, the Identification Number sheet that is being used during that interruption shall be returned at once by both the stations to the Divisional Operations Manager and the latter shall replace it by a fresh sheet in a sealed cover as early as possible.

(iii) Example :-

Stations at either end are Baruva and Sompeta. The Divisional Operations Manager shall prepare two Identification Number sheets for the section. At the heads of columns marked (1) he shall enter the name Baruva and at the heads of columns marked (2) he shall enter the name Sompeta. Both halves of each sheet shall be signed by the Divisional Operations Manager and dated. Each sheet shall be separated into its two parts and each part put into separate sealed cover on which the following endorsement shall be made :-

"Identification Number Sheet for Baruva-Sompeta section. Cover No…..…."

The covers containing each half of the first sheet shall be numbered (1) and the cover containing each half of the second sheet shall be numbered (2) and the two covers number 1 and 2 containing the right halves shall be sent to Sompeta and the two numbered 1 and 2 containing the left halves to Baruva.

Note : Similarly Sompeta will have two more Identification Number sheets for the Sompeta-Mandasa Road section.

4. On the occurrence of an interruption in the working of the block instruments between Sompeta and Baruva, should Sompeta desire to despatch Up train to Baruva, he shall call up Baruva on the telephone and shall advise him that he is opening his sealed cover No. 1 and instruct Baruva to do the same. Baruva when he has done so shall call up Sompeta and ask him for his first Identification letter and figure on the list taken out of the sealed cover. Sompeta shall read out the first letter and figure shown in the column headed Sompeta. Baruva shall check it with his list to see that it is correct ; and if so, advise Sompeta as soon as he is ready to receive "is line clear" signal for the train but Baruva must not then read out his own Identification letter and figure. Sompeta shall immediately send the "is line clear" signal for the train he wishes to despatch, without either of the Station Master leaving the telephone. The enquiry message will end with the aforesaid Identification letter & figure.

Baruva shall then, provided the section is clear, give 'Line Clear' to Sompeta over the telephone and at the end of the 'Line Clear" message, in addition to the Private Number, **shall give the first Identification number (letter & figure) on his sheet in the columns headed Baruva, which shall be checked by Sompeta with his list and if found to be correct Sompeta shall enter it on the "Pilot Out Memo" in addition to the Private Number** and shall then despatch the train. The subsequent identification Numbers shall be used serially for subsequent trains. In case of single line stations identification number shall be entered in line clear ticket, line clear enquiry and reply messages.

Each Station Master shall enter immediately in the columns provided for the purpose, the number and description of the train against each Identification Number used.

NOTE - Special attention is drawn to the portion of the above rule which are underlined as it enable Sompeta to identify Baruva immediately the latter has given permission for the train to be despatched.

5. For subsequent trains in either direction, each station asking for "Line Clear" shall give the other station the Identification Number in the order described in sub-rule (4) above and obtain in turn the corresponding Identification Number alongwith the "Line Clear" from the Station Master at the other end. In this way each Station Master can satisfy himself on each occasion that the "Line Clear" has been asked for by and received from the correct station. When 'Line Clear" has been obtained by means of Identification Numbers through the block telephone, control phone or such other electrical communication instrument as in the order of preference given in SR 6.02.06 an entry to this effect shall be made in the Train Signal Register and at the top of the Line Clear Ticket at the time of issue as stipulated in sub-rule (2) of GR 14.13.

(i) When an interruption has occurred and train messages are worked on the block telephone, control phone or VHF set by means of Identification Numbers, the Divisional Operations Manager shall be promptly advised so that he can arrange to send out fresh Identification Number sheets without delay to replace those used.

(ii) It shall be clearly understood that the sealed cover containing Identification Number sheet, must on no account be opened till the Identification Number sheet is actually required for use. Once an Identification Number sheet is taken out of its cover and used for an interruption, the same sheet and any other sheet brought into use after the former has been exhausted shall be used during continuance of that particular interruption only, but on no account shall, a sheet which has been partly used, be used for subsequent interruption. As each sheet is exhausted it shall be sent to the Divisional Operations Manager, and any partly used sheet shall also be similarly returned as soon as the interruption is over and normal working resumed.

(iii) The Divisional Operations Manager, on receiving the used or party used Identification Number sheet shall arrange checking the same with its corresponding half for the section and then destroy it.

(iv) The Station Master on duty is personally responsible for the safe custody of the covers containing the Identification Number sheets which shall be kept under lock and key. Once an Identification Number

sheet has been opened, the SM/Cabin ASM shall keep it in his own possession or under lock and key and make it over only to his reliever until the interruption is over so that no misuse may be made of the subsequent numbers on the sheet.

(Specimen Identification Number Sheet)

EAST COAST RAILWAY

IDENTIFICATION NUMBER SHEET

No. _____ No. _____

Left Half Right Half

Baruva	Sompeta	No. and date of train for which used.	Sompeta	Baruva	No. and date of train for which used.
1	2		2	1	
X40	F85		F85	X40	
H21	M7		M7	H21	
C3	A15		A15	C3	
D9	X36		X36	D9	
F16	R82		R82	F16	
G14	G99		G99	G14	
A26	S50		S50	A26	
Q51	Z49		Z49	Q51	

_____ D.O.M. _____ D.O.M.

Date _____ Date _____

Names of stations each end of the block section to be entered at the top of columns (1) and (2) by the Divisional Operations Manager before issue.

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 can not 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. The Loco Pilot shall switch 'ON' flasher light of his locomotive imediately to warn oncoming train. Thereafter, the Gurad shall immediately exhibit a hand danger signal towards the rear and check up that the tailboard or tail light is correctly exhibited and switch 'ON' flasher light, if provided, in the rear of the brakevan. The Guard and the Loco Pilot shall then immediately take the following action in the rear and the front:-

(i) On a single line section or on a section of double or multiple lines when temporarily worked as a single line section:

(a) the Guard shall either himself go back or send a competent person back to protect the train; if the Guard has deputed a competent person to protect the train, he shall confirm from the Loco Pilot for the protection of train in front through walkie-talkie or other means of communication between the Loco Pilot and the Guard. In absence of communication system between them, the Guard shall go to the Loco Pilot personally to confirm the protection of train in front;

(b) the person going back to protect the train shall continuously show his hand danger signal to stop any approaching train and in addition to his hand signal, shall take detonators and place them upon the line on which the stoppage has occurred, as follows:-

One detonators shall be placed at 600 metres from his train on way out and three detonators at 1200 metres about ten metres apart from the place where the train has stopped.

Provided that on the metre and narrow gauge the first detonator shall be placed at 400 metres and the three detonators about ten metres apart, not less than 800 metres from his train or at such distance as has been fixed by special instructions, from the place where the train has stopped;

(c) If a person other than the Guard has gone back to protect the train, he shall, after taking action as per sub-clause

(b), continue to show his hand signal to stop any approaching train, until he is recalled;

(d) when the Guard has himself gone back to protect the train, he shall, after taking action as in sub-clause (b), depute a competent person, if available, to show a hand danger signal to stop any approaching train until, he is recalled, and shall himself return to his train to ascertain the cause;

(e) unless the Guard has succeeded in getting another competent person to show a hand danger signal, as in sub-clause (d), he shall, after consultation with the Loco Pilot, once again return to the place at which he placed three detonators, showing his hand danger signal to any approaching train and continue to do so until he is recalled;

(f) when the Guard or the person deputed by him is recalled, he shall leave down the three detonators, and on his way back pick up the intermediate detonator,

(g) on a section of double or multiple lines, when the Loco Pilot comes to know that :

(I) during the course of run of the train being driven by him the Loco Pilot shall switch “ON” the flasher light and dim the head light on all or any such occurrences as stipulated hereunder:-

(A) sudden jerk with drag and/or drop in air pressure or vacuum of the train;

(B) sudden increase in air flow indicator reading;

(C) train parting/derailment of the train; and

(D) any situation warranting protection of the adjoining track,

(II) in case of an accident or if assistance has been asked for, or on a single line section or during temporary single line working on a section of double or multiple lines, the Loco Pilot shall in all cases switch 'On' the flasher light and dim the head light at once and show a danger signal to the front, and proceed to protect the train in front in the manner prescribed in sub clauses (b) and (f) either by going himself or by sending his Assistant Loco Pilot or some other competent person; and

(h) should any train be seen approaching, the person going to protect the train shall immediately place one detonator on the line, as far away from the disabled train, as possible and shall continue to show his hand danger signal to stop any approaching train. If the person has already placed one detonator on 600 or 400 metres in Broad Gauge or Metre Gauge / Narrow Gauge respectively and he is not in a position to reach at a distance of 1200 metres or 800 metres in Broad Gauge or Metre Gauge/ Narrow Gauge respectively, he shall again place one detonator as far away from the train as possible which has met with the accident;

(ii) on a double line section where trains on the two lines run in the opposite direction :-

(a) as soon as the Loco Pilot comes to know that :

(I) during the course of run of the train being driven by him, the Loco Pilot shall switch "ON" the flasher light and dim the head light on all or any such occurrences as stipulated hereunder:-

(A) sudden jerk with drag and/or drop in air pressure or vacuum of the train;

(B) sudden increase in air flow indicator reading;

(C) train parting/derailment of the train; and

(D) any situation warranting protectionof the adjoinig track,

(II) in case of an accident or if assistance has been asked for, the Loco Pilot shall in all cases switch 'ON' the flasher light and dim the head light at once and show a danger signal to the front and shall protect the adjacent line in front in the manner prescribed in clause (i) above either by going himself or by sending his Assistant Loco Pilot or some other competent person;

The Guard shall himself first immediately proceed ahead to assist and ensure protection of the adjacent line in front in the manner prescribed in clause (i) above and if a competent person is available send him to protect the train in the rear in the manner prescribed in clause (i) above.

(b) In case it is not known whether the adjacent line is obstructed or not, the Loco Pilot shall take action to protect the adjacent line in the manner prescribed in clause (i) above. The Guard shall confirm from the Loco Pilot on the available means of communiction for protection of the adjacent line as mentioned above and proceed towards the locomotive watching the train carefully. If the Guard finds that the adjacent line is obstructed, he shall proceed a head to assist and ensure protection of the adjacent line as mentioned above. In case he finds that the adjacent line is not obstructed, he shall, after consultation with the Loco Pilot, go back to protect the train in the rear in the manner prescribed in clause (i) above, if he has not already sent another competent person for the purpose;

(iii) on a multiple line section with unidirectional traffic on the nominated lines:-

(a) as soon as the Loco Pilot comes to know that :-

(I) during the course of run of the train being driven by him the Loco Pilot shall switch "ON" the flasher light and dim

the head light on all or any such occurrences as stipulated hereunder:-

(A) sudden jerk with drag and/or drop in air pressure or vacuum of the train;

(B) sudden increase in air flow indicator reading;

(C) train parting/derailment of the train; and

(D) any situation warranting protection of the adjoinig track,

(II) in case of an accident or if assistance has been asked for, the Loco Pilot shall in all cases switch "ON" the flasher light and dim the head light at once and show a danger signal to the front and he shall at once take action to protect the adjacent line or lines in the manner prescribed in clause (i) above;

(b) as soon as the Guard comes to know that the train has met with an accident, he shall at once protect such adjacent line or lines in the manner prescribed in clause (i) above.

When it is obvious that an adjacent line on which trains normally run in the opposite direction is obstructed or when it is not known whether any such line is obstructed or not, the Loco Pilot shall at once take action to protect the adjacent line or lines in the manner prescribed in clause (ii) above.

If it is obvious that an adjacent line on which the trains normally run in the direction of the affected train is obstructed or when it is not known whether any such line is obstructed or not, the Guard shall immediately protect such adjacent line or lines in the manner prescribed in clause (i) above. If it is obvious that an adjacent line or lines on which the trains normally run in the opposite direction is obstructed and no line on which trains run in the direction of the affected train is obstructed, he shall proceed

ahead to assist and ensure protection of the adjacent line or lines on which trains run in the direction as per clause (ii) above. If, in addition, to the line on which trains run in the direction of the affected train any other line on which trains normally run in the opposite direction is also obstructed, the primary duty of the Guard shall be to protect the line on which trains normally run in the direction of the affected train, in the rear, in the manner prescribed in clause (i) above. Only after taking this action he shall proceed ahead to assist and ensure protection of the obstructed adjacent line or lines in front on which trains normally run in the opposite direction."

SR 6.03.01.- (a) When 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 immediately switch' 'ON' the Flasher-light, if provided, on his engine and switch off the head light to attract the attention of the Loco Pilot of a train approaching from the opposite direction and sound four short whistles repeatedly to apprise the Guard of his inability to proceed and display red flag by day and red light by night or in thick or foggy weather when visibility is impaired. The Loco pilot shall also immediately apprise the nearby Station Master, Guard/Crew of opposite train approaching on adjacent line on double line sections through walkie-talkie regarding the failure, obstruction or accident or any other cause which necessitated the stoppage of the train".

(b) On hearing the engine whistle mentioned above, Guard shall acknowledge it by waving a red hand signal up and down vertically, which shall be understood to mean. "I am aware that you cannot proceed and I am now going back to protect the train." The Loco Pilot shall acknowledge the Guard's signal by a long whistle. By day, the Guard shall then secure a red flag to the side lamp bracket or to the handrail of the brake-van which can easily be seen by the Loco Pilot. At night, he shall reverse his brakevan side-lamp where provided under GR 4.15 (1) (a), as an additional indication to the Loco Pilot. The Guard shall also ensure that during day the tail board is in position and at night the Tail lamp and the side lamps, where provided are burning brightly. The Guard & Loco Pilot shall also take action for protection of line as per GR 6.03 without any loss of time.

(c) When an accident occurs on a section having two or more

parallel running lines and the protection as per GR 6.03 cannot be complied with for any reason, the following action shall be taken, in addition to observance of stipulation contained in para (a) & (b) above.

(i) The Loco Pilot/Assistant Loco Pilot of the disabled train shall give a continuous series of short sharp whistles which he shall continue to sound until the approaching train on the adjacent line has been brought to a stand. In addition, the Guard and Loco Pilot shall exhibit stop hand signals towards the approaching train.

(ii) At night or when visibility is not clear, the Guard and the Loco Pilot shall immediately show warning signal vide GR 3.65 so as to be clearly visible to the Loco Pilot of an approaching train.

(d) The flasher light shall be switched off and actions as mentioned in sub-rule (c) (i) & (ii) above shall not be considered necessary, only when the Loco Pilot & Guard have satisfied themselves that their train is in a position to proceed or that the adjacent line(s) is/are free from all obstruction and it is not necessary to stop any approaching train to obtain assistance.

(e) When the Loco Pilot of any approaching train sees the flasher light or warning signal as described in item (ii) of (c) above or hears the danger whistle code as contained in SR 4.50.01 (16), he shall at once stop his train, take all precautions as contained in GR 3.78 (2) and shall also render all possible assistance to the affected train as required.

(f) If the Guard or the Railway servant so deputed is recalled by the Loco Pilot by sounding a long continuous whistle, he shall return after complying with GR 6.03 (1) (i) (f) and remove the red flag which he fixed on the brake-van or put back the side lamp where provided, to its normal position, and give starting signal to the Loco Pilot. The Loco Pilot shall not start the train until he has received from the Guard, the signal to start and on starting, shall exchange hand signal with him. If due to curvature, obstruction or any other cause the visibility is impaired and it is not possible to exchange signals, the Loco Pilot shall start the train on getting permission from the Guard through walkie-talkie.

(g) EMU Trains :- When an EMU train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and it cannot proceed, the Motorman and Guard of the train

shall take all the relevant precautions as contained in para(a), (b), (c), (d), (e) (f) above, However, the Motorman shall sound the bell four times instead of sounding the whistle and the Guard shall acknowledge it by ringing the bell four times. The Motorman must repeat the bell signal till it is acknowledged, and should it not be acknowledged within a reasonable time the motorman must make efforts to contact with the Guard with the assistance of person(s) available. The Guard shall be responsible for immediate switching ON of the Flasher-light in rear and also for switching it 'off' when it is no longer required in terms of para (d) above.

6.04. Trains unusually delayed.-

(1) If a train carrying passengers does not arrive within 10 minutes or if a goods train does not arrive within 20 minutes after allowing for its normal running time from the station in rear, the Station Master at the station in advance shall immediately advise the station in rear and the Control of this fact. Thereafter on double or multiple lines, the Station Masters at either end of the block section shall immediately stop all trains proceeding into the block section on adjacent line or lines in either direction and warn the Loco Pilots and guards of such trains by issue of suitable caution orders and shall also ascertain the where abouts and the condition of the delayed train.

(2) The action mentioned above shall be taken earlier, should the circumstances so require.

SR 6.04.01.- The following procedure shall be adopted in the event of a train being detained between two block stations.

(i) In addition to the action taken by the Station Master as stipulated in GR 6.04 each of them shall arrange to send one railway servant out into the block section to collect information from the train crew about the whereabouts and condition of the train and nature of assistance, if any, required. The railway servant so deputed shall bring full particulars of the cause to the nearest Station Master who shall intimate the same to the Station Master at the other end of the block section and to the Section Controller simultaneously and then take action according to the circumstances of the case.

(ii) The Section Controller or the Deputy Chief Controller shall keep in constant touch with the situation and take such action as is necessary.

(iii) Guards and Loco Pilots are responsible for sending information promptly to the nearest station or to controller by using the field telephone or by any other means.

SR 6.04.02.- In the event of a train coming to a stand on a gradient, owing to the inability of the engine to haul the train forward, the Loco Pilot shall, as a rule, divide his train, taking all the precautions as prescribed in GR 6.09(2) and (3) but, should the Loco Pilot finds that by pushing back he would be able to get over the gradient, he may do so, but shall take the following precautions :-

(a) On no account shall he push back till the Guard has been warned.

No pushing back shall, however, be done on sections provided with automatic signalling or Intermediate Block signalling except as provided in SR 3.75.04.

(b) After pushing back, the train shall not be moved forward until he receives a green signal from the Guard to do so, and the latter shall not give such signal until the train has come to a stand still. When moving forward, the Guard shall be ready to apply the brake in case of necessity.

(c) In the case of a train coming to a stop over the spring points (trailing direction) no backing is permitted unless the Station Master authorised such backing by the issue of a written memo after the points are set, clamped and padlocked for the running line. In all such cases the train shall be hand signalled by the Guard.

(d) (i) If for any reason, a train is brought to a stand for a period longer than 15 Minutes, the hand brakes of the locomotive shall be applied in addition to the application of vacuum/air brake etc. If such stoppage happens to be, of train having vehicles with roller bearings on a sections with a grade of 1 in 150 and steeper, and train having vehicles other than roller bearings on a section with a grade 1 in 100 and steeper, the following additional precautions shall be taken-

On trains carrying passengers, the guard shall apply hand brakes in the brake-van and sprags or wedges or scotch blocks as the case may be, to the wheels of two vehicles nearer on to the descending

steep incline. On goods trains, hand brakes of at least one-third of the wagons on the train or 10 wagons behind the engine and 5 wagons inside the brake van, whichever is more, shall be pinned down, in addition to the application of guard's hand brake in the brakevan. Special care shall be taken for the train with special type of wagons such as BOX, BOBS, BRH, CRT etc. which are fitted with roller bearings, while taking the above precautions.

(ii) When the train is expected to start, proper vacuum/air pressure must be re-created/re-charged, as the case may be, and the vacuum brake/air brake must be applied before the sprags or wedges or scotch blocks removed and/or hand-brakes released. Thereafter, the vacuum/air brakes may be released to start the train.

(iii) The Loco Pilot himself or, on his direction, the Assistant Loco Pilot, shall be responsible for application and release of the hand brakes of wagons behind the engine. The guard shall be responsible for similar action in regard to the wagons inside the brake-van.

(iv) Considering the condition of brake power on train, the Loco Pilot may take additional precautions as mentioned in sub-rule (i) above, during the stoppage of his train on section flatter than 1 in 150 or 1 in 100 to avoid run away".

6.05. Sending advice of accident or brake down.- If the engine is, for any reason unable to proceed, the Guard or in his absence the Loco Pilot, shall convey, by the most expeditious means, advice to the nearest station, stating the location, nature and cause of the accident and if assistance has been asked for, the train shall not be moved until such assistance arrives, provided that if the train is subsequently able to move, it may do so at walking pace, but not unless a competent railway servant has been sent with hand signals and detonators to protect the train, such railway servant keeping atleast 400 metres in advance of the train, the other end of the train being protected in a similar manner.

SR 6.05.01.- (1) If a train is stopped between stations on account of accident or breakdown or for any other reason , both the Guard and Loco Pilot of such train after protecting the train in accordance with GR 6.03 shall inform either nearby station master

on walkie talkie or advise the control office by means of portable control telephone set provided on the train. In case this is not possible due to any reason, a train passing on the other line, should be stopped and given a written report for onward transmission to the next station. In other cases written report of the accident or breakdown should be sent through the Assistant Loco Pilot or the Asstt. Guard duly signed by the Guard and/or Loco Pilot. On receipt of the Guard/Loco Pilot's message, the Station Master on duty shall, if the station is connected with control, relay the message through the Control phone to the Power Controller for necessary assistance. In case of non-controlled section, necessary message shall immediately be sent to the nearest SSE/ SE(Loco shed) through any means of communication if available nearby.

(2) (i) In the case of a train engine becoming disabled in mid- section and if the Loco Pilot is of the opinion that the defect cannot be rectified in 30 minutes, he shall inform the Guard immediately of this fact so that intimation can be sent to the nearest station asking for relief engine/assistance.

(ii) If the Loco Pilot is of the opinion that the defect can be rectified within 30 minutes, but finds at the end of 30 minutes that he has been unable to do, he shall immediately inform the Guard so that the nearest station can be informed asking for a relief engine/ assistance.

(3) If before the arrival of the relief engine, the Loco Pilot finds that he is able to move his train, he may do so by following GR 6.05 strictly.

6.06. Train in a block section without authority to proceed.-

(1) When a Loco Pilot becomes aware in a block section that he does not have an authority to proceed or a proper authority to proceed, he shall immediately stop the train.

(2) The train shall be treated as an obstruction in the block section and protected as such, in accordance with Rule 6.03.

(3) The Guard, or in his absence the Loco Pilot, shall convey the report of the occurrence to the nearest block station

by the most expeditious means and the train shall thereafter move only in accordance with the instructions which may be issued by the Station Master to whom the occurrence has been reported:

Provided that when a proper tangible authority to proceed is lost on the run, the Loco Pilot may proceed to the next station and report the occurrence to the Station Master.

SR 6.06.01.- If, while in the block section, the Loco Pilot becomes aware of the fact that he does not have the proper authority to proceed, the following action shall be taken.

(1) (a) The Loco Pilot shall stop the train immediately and advise the Guard through walkie-talkie.The Loco Pilot shall also sound the prescribed code of whistle repeatedly (one short, one long and one short) which shall be acknowledged by the Guard by waving red hand signal up and down. Thereafter the Guard and Loco Pilot shall arrange to protect the train as per GR 6.03, (1) (i) (g)' and SRs, thereunder.

(b) Information may be sent on the portable telephone, if available, or by sending Assistant Guard/Assistant Loco Pilot or any other railway servant to the nearest station to obtain written permission or by sending information through the Guard/Loco Pilot passing over the adjacent line with the request to send written permission through one of the station staff.

(2) The Station Master who receives such information shall at once inform the Station Master in advance and the Section Controller (if it is a controlled section). He shall issue a written authority on caution order (T/409) to the Loco Pilot in consultation with the Station Master at the other end of the block section either to go ahead to the next station or to push back to the station from where the train started.

6.07. Report of conditions likely to affect running of trains to Controller or Centralised Traffic Control Operator.-

(1) Loco Pilots, Guards and Station Masters shall advise the Controller or the Centralised Traffic Control Operator of

any known conditions or unusual circumstances likely to affect the safe and proper working of trains.

(2) The Controller or the Centralised Traffic control Operator, on becoming aware of such defect or failure, shall inform the same to the railway servant responsible for the maintenance of the equipment and other railway servant concerned.

SR 6.07.01 : In the event of the Loco Pilot and /or Guard experiencing any abnormal condition in the track over which his train has passed is detrimental for safe running of subsequent trains will take action as under :-

(a) Stop his train at next block station without clearing the block section and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line. In case of IBS and automatic block territories, the Loco pilot must inform the station master and Loco pilot of trains already left station in rear through available means of communications to stop movement of trains;

(b) Proceed further, only after satisfying himself that Station Master has clearly understood so as not to permit further movement over the line until a written memo indicating the details of the occurrence is received by Station Master from the loco pilot. He will then again stop at the station at a convenient place so as to deliver the written memo to the Station Master ;

(c) The Station Masters on receipt of such memo must issue a message addressed to the Station Master of the block station at the other end of the block section, and Junior Engineer/ Section Engineer (P.Way), Assistant Engineer, Divisional Engineer, Chief Controller and Divisional Operations Manager ;

(d) Arrange to dispatch by rail maintenance machine/ tower wagon / light engine or in their absence a train accompanied by an engineering official with a caution order to the effect to stop dead sufficiently short of the expected portion of the track. The engineering official accompanying will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train. Advice the condition of the track and any restriction of speed to be imposed to the Station Master personally or through written memo which may be sent through the Loco Pilot ;

(e) In the absence of engineering officials, the train with a caution order instructing the Loco Pilot to stop dead before the affected kilometers and after satisfying himself about the condition of track pass over the track in question at 10 kilometers per hour or if he finds the line unsafe to pass, return to station in rear. If the Loco pilot is not able to detect any thing doubtful, subsequent trains shall be dispatched with a speed restriction of 10 kilometers per hour till the track is certified to be safe by engineering officials ;

(f) If the condition as reported earlier is confirmed by the Loco pilot, no train movement shall be allowed till certified to be safe by engineering officials.

NOTE : In case the Guard of the train experiences any abnormal occurrence in the track while working his train, he must inform the Loco pilot of his train through walkie-talkie or other available means of communication between the Loco Pilot and the Guard about the occurrence, after which the Loco Pilot shall take action as mentioned in SR 6.07.01(a). In the event of Guard unable to contact the Loco Pilot, he should take action to stop train and inform the loco pilot.

SR 6.07.02 : As soon as information of sabotage or likely sabotage, bomb blast explosion etc., to the track, bridges or other fixed installation is received, the Station Master who becomes aware of it, will stop movement of trains in the affected block section as well as on adjacent lines on double/ multiple line sections and will take action as per SR 6.07.01(d) in consultation with the section Controller except that only rail maintenance machine/tower wagon/ light engine shall be sent to ascertain for the line to be safe for the movement of the train.

SR 6.07.03 : In the event of the Loco pilot and/or Guard experiencing any obstruction or any other unsafe condition, on or rear the track adjacent to the line over which his train has passed and which in his opinion is detrimental to safe train running, will take the following remedial action :-

(a) immediately switch on the flasher light of his loco :

(b) inform the Station Master(s) concerned/control through the available means of communication, and concurrently ;

(c) stop his train and proceed with danger hand signals to protect the line in question in terms of GR 3.62 ;

(d) thereafter, he will continue journey to the next station cautiously keeping flasher light on ; and

(e) be prepared to stop any incoming train approaching on the affected line by communicating on walkie talkie or other available means of communication and exhibiting danger hand signal ;

(f) on arrival at the next station he shall inform the station master through a written memo about the occurrence ;

(g) on receipt of such information the station master must take action as per SR 6.07.01 (c) to (f)

6.08. Train parting.-

(1) If any portion of a train should, while in motion, become detached-

(a) The Loco Pilot shall use his judgement to keep the front portion in motion, if possible, until the rear portion has been brought to a stand so as to avoid the chance of a collision between the two portions; and sound the prescribed code of whistle to inform the Guard of the parting.

(b) the Guard or Guards in the rear portion shall-

(i) do all they can to prevent a collision with the front portion, and

(ii) promptly apply their hand-brakes, where provided, and

(c) the Loco Pilot of a banking engine, if any, shall bring the rear portion to a stand and sound the prescribed code of whistle to attract the attention of the Loco Pilot in the front portion.

(2) As soon as the rear portion of a train has been brought to a stand, the Guard of the train shall protect that portion in accordance with Rule 6.03 both in the front and the rear, and take steps to secure the vehicles in stationary position by pinning down hand brakes and wherever necessary and prescribed by special instructions by use of sprags and chains also.

(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 6.08.01.- (i) If there is a banking engine in the rear of the train, the Loco Pilot of the banking engine shall arrange to protect the rear and the Guard shall protect the front portion of the train left in mid-section. The vehicles shall not be moved till the train engine returns for them, or a relief engine arrives.

(ii) The Loco Pilot of the parted train shall warn the Guard by giving one long, one short, one long, one short whistle "____ 0 ___ 0". Similar whistle shall be given 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.

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 on form No.(T/609) 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 incharge of the cabin shall also be informed of the fact.

(8) When, underwritten 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 Master having diversion facilities and also inform the Controller of the circumstances.

(1 0) 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.

SR 6.09.01.- (a) The Station Master shall verify the number of the last vehicle of the portion of the train brought by the Loco Pilot with the number mentioned by the Guard in the written permission on form No(T/609) mentioned sub-rule (3) of GR 6.09 to ensure that the portion brought by the Loco Pilot is complete.

(b) On Double line section provided with Lock and Block instruments and on Single line section provided with Tokenless Block Instruments, or when worked on paper line clear ticket, whenever a portion of a train has been brought (other than the last portion) the Loco Pilot shall stop at the Home Signal while approaching the Block station ahead and shall constantly sound one long, one short, one long and one short whistle. The Station Master shall arrange to receive

the portion of the train (except the last portion) by piloting in, keeping necessary signals at 'on'.

(c) For the purpose of sub-rule (7) of GR 6.09, it shall be necessary for the Loco Pilot to inform the person incharge of the cabin in writing. Signature of such person on the written permission issued by the Guard shall be sufficient for this purpose.

(d) In case where Guard's written permission to return has not been given under sub-rule (3) of GR 6.09, the Station Master shall follow the procedure as laid in SR 6.02.05.

(e) Guard's written permission as mentioned in sub-rule (3) of GR 6.09 shall be inthe prescribed form No. T/609.

SR 6.09.02.- The "Train out of Block section" report shall not be signalled to the Block station in rear unless the last portion of the train left in the section clears the block section and Guard's signature is obtained in the Complete Arrival Register (T/1410).

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.

SR 6.10.01.- (a) The Station Master, on receipt of the information regarding a fire accident shall intimate the nearest civil fire station and Divisional Security Officer.

(b) Guards and Loco Pilots on seeing a sleeper, or any other wood- work of the line on fire shall stop atonce and extinguish the fire, taking care that it is done effectively, and that nothing is left to smoulder when they leave the spot. The nearest permanent way gang shall be

advised of the occurrence and it shall be reported at the first station at which the train stops, unless, in the opinion of the train staff, there is reason to apprehend danger to a train in passing over the spot, in which case, the train shall be stopped at the first station and the matter reported. Further action shall be taken by the Station Master in accordance with SR 2.11.01 (d) (ii) & (iii).

(c) The train staff may obtain the assistance of any passer by or adjacent villagers in case of emergency to obtain water, and assist in extinction of fire, and may pay or promise to pay fair remuneration for such services.

(d) Any other Railway staff noticing fire shall take all possible steps with available means to prevent it from spreading and to extinguish it.

SR 6.10.02.- (a) In the event of a vehicle on a train being on fire, the train shall be stopped and the burning vehicle isolated, a distance of not less than 45 metres being left between it and the other vehicles of the train. The train shall be protected in accordance with GR 6.03, if not protected by fixed signals, every effort shall be made to extinguish the fire and to save the wagon labels, seals and the contents of the vehicle. Earth or sand, if available shall also be used. In case the fire is discovered when the train is near a tank or a watering station, the Guard and Loco Pilot shall use their discretion to proceed there, but no such attempt shall be made until the portion of the train in rear of burning vehicle has been detached.

(b) In the case of fire occurring in a passenger train, the safety of the passengers shall be first attended to. In case of postal van every effort shall be made to save the mails.

(c) In an electrically fitted carriage, if the wood-work catches fire due to short circuit, the electric couplers at both ends shall be disconnected and the links from the battery fuse boxes removed.

(d) The fire appliances, available in the train and the engine shall be made use of in all cases where fire has broken out.

(e) The practice of keeping a lighted Chula/Stove or any other inflammable articles is prohibited.

SR 6.10.03.- (a) In the case of a fire on any part of any traction, electrical equipment, the affected part shall first be completely isolated from the distribution system. If arcing continues due to feed from adjacent supply control posts, it shall be got interrupted either by remote or local operation of switches. The fire shall be extinguished by means of fire extinguishers provided. The Traction Power Controller

shall be informed immediately of the nature of the fire and the extent to which it has affected supply.

(b) If any other person not specifically authorised notices a fire on or adjacent to traction electrical equipment he shall make no attempt to extinguish the fire but report the occurrence to the Traction Power Controller by means of emergency telephone or to the nearest Station Master.

In the event of a Gangman noticing fire on or adjacent to traction electrical equipment he shall inform any passing train or trolly. If there be more than one gangman, the occurrence shall be reported to the Station Master on either side.

(c) The Station Master on receipt of such information shall immediately inform the Traction Power Controller who shall arrange for isolation of the affected portion of the equipment and for extinguishing the fire.

SR 6.10.04.- (a) In the event of fire on an electric engine, the Loco Pilot shall immediately switch off the circuit breaker and lower the pantograph. The train shall then be brought to a stand at once.

(b) After disconnecting the electric supply to the affected circuits, the Loco Pilot shall take necessary action to put out the fire.

(c) If fire cannot be extinguished by the above means the Loco Pilot shall advise the Traction Power Controller through the emergency telephone to arrange for the affected section of the overhead equipment to be made dead.

(d) The Guard and any other staff available shall render all possible assistance to the Loco Pilot in putting out the fire.

(e) Fire extinguishers of an approved type for use on electrical fire shall be provided on each electric engine/train and the Loco Pilot shall make himself familiar with the location and use of these extinguishers. During the periodical inspection of a locomotive the extinguishers shall be examined by the locomotive inspecting staff.

SR 6.10.05.- (a) Ordinary Fire extinguishers or water from a hose pipe shall on no account be used to extinguish fire on live wire or electrical equipment. If the services of the fire brigade are required, the brigade shall not be allowed to commence operations until all electrical equipments in the vicinity of the fire have been made dead.

(b) Fire extinguishers which have been used shall be replaced or recharged with least delay.

(c) Sand bins are provided at Supply Control Posts, stations and signal cabins. The supervising official in-charge shall see that the sand is kept dry and clean and is not used for any other purpose.

6.11. Vehicles 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.

SR 6.11.01.- (a) The Station Master shall advice the station in the direction in which the vehicle has escaped, to take measures to stop the run away vehicle. In cases, when a vehicle has attained a high speed the Station Master may stop it by taking means to derail it, vehicle which contains passengers or live-stock must not be derailed in this manner.

(b) See Block Working Manual also para 2.07 (13) (14) (15)

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CHAPTER VII

SYSTEMS OF WORKING

7.01. Systems of working.-

(1) All trains working between stations shall be worked on one of the following systems, namely:-

(a) The Absolute Block System.

(b) The Automatic Block System,

(c) The Following Trains System,

(d) The Pilot Guard System,

(e) The Train-staff and ticket System, or

(f) The One Train Only System.

(2) The Absolute Block and the Automatic Block Systems alone shall be used on every railway, except any railway or portion of a railway on which the use of any other system of working mentioned in sub-rule (1) may be sanctioned under special instructions subject to the conditions applicable to each system as described in these rules.

SR 7.01.01.- The Absolute Block System is in force in this railway in all sections, except the following-

	Section	System of working in force
(i)	Naupada-Gunupur	One Train Only System.
(ii)	Bobbili-Salur	One Train Only System.
(iii)	Visakhapatnam-Gopalapatnam	Automatic Block System
	Gopalapatnam-Visakhapatnam	Automatic Block System
(iv)	Bhubaneswar-Mancheswar (UP& DN Line)	Automatic Block System
(v)	Talcher-TLSB (UP& DN Line)	Automatic Block System

7.02. Applicability of General Rules referring to the working of signals and trains.- All rules referring to the working of signals and trains also apply to the systems of working detailed in these rules, except where otherwise provided.

CHAPTER VIII

THE ABSOLUTE BLOCK SYSTEM

A. Essentials

8.01. Essentials of the Absolute Block System.-

(1) Where trains are worked on the Absolute Block System.-

(a) no train shall be allowed to leave a block station unless Line Clear has been received from the block station in advance, and

(b) on double lines such Line Clear shall not be given unless the line is clear, not only upto the first stop signal at the block station at which such Line Clear is given but also for an adequate distance beyond it;

(c) on single lines such Line Clear shall not be given unless the line is clear of trains running in the same direction, not only upto the first stop signal at the block station at which such Line Clear is given, but also for an adequate distance beyond it, and is clear of trains running in the direction towards the block station to which such Line Clear is given.

(2) Unless otherwise directed by approved special instructions, the adequate distance referred to in clauses (b) and (c) of sub-rule (1) shall not be less than-

(a) 400 metres in case of two-aspect lower quadrant signalling or two-aspect colour light signalling and

(b) 180 metres in case of multiple-aspect signalling or modified lower quadrant signalling.

B. Conditions for granting Line Clear

8.02. Conditions for granting Line Clear at class 'A' station.- At class 'A' station on single line or double line, the line shall not be considered clear and Line Clear shall not be given, unless -

(a) the whole of the last preceding train has arrived complete;

(b) all signals have been put back to 'on' behind the said train;

(c) the line on which it is intended to receive the incoming train is clear upto the Starter; and

(d) all points have been correctly set and all facing points have been locked for the admission of the train on the said line.

8.03. Conditions for granting line Clear at class 'B' station.-

(1) At class 'B' station on double line, the line shall not be considered clear and Line Clear shall not be given, unless-

(a) the whole of the last preceding train has arrived complete inside the outermost facing points or the Block Section Limit Board, if any

(b) all necessary signals have been put back to 'on' behind the said train; and

(c) the line is clear-

(i) at stations equipped with two aspect signalling - upto the Home signal, or

(ii) at stations equipped with multiple-aspect signalling or modified lower quadrant signalling-upto the outermost facing points or the Block Section Limit Board (if any).

(2) At class'B'station on single line, the line shall not be considered clear and Line Clear shall not be given, unless-

(a) the whole of the last preceding train has arrived complete;

(b) all necessary signals have been put back to 'on' behind the said train; and

(c) the line is clear-

(i) at stations equipped with two-aspect signalling- upto the Shunting Limit Board or Advanced Starter (if any) at that end of the station nearest to the expected train.

or

upto the Home signal if there is no Shunting Limit Board or Advanced Starter,

or

upto the outermost facing points if there is no Shunting Limit Board or Advanced Starter or Home signal;

(ii) at stations equipped with multiple-aspect signalling or modified lower quadrant signalling-

upto the Shunting Limit Board or Advanced Starter (if any) at the end of the station nearest to the expected train,

or

upto the outermost facing points if there is no Shunting Limit Board or Advanced Starter.

Note.- At a class 'B' single line station, this rule does not forbid direct reception of a train from one side, when Line Clear has

been given to the block station on the other side provided the distance between the Home signal and outermost facing points in multiple-aspect signalling, or modified lower quadrant signalling is not less than the sum-total of the adequate distances prescribed in Rule 3.01 in regard to conditions for granting line clear and Rule 3.40 in regard to conditions for taking 'off' Home signal for the admission of a train even where Shunting Limit Boards or Advanced Starters have not been provided as prescribed in sub-rule (1) of Rule 3.32.

See illustrative diagrams at pages 312 to 325

8.04. Conditions for granting line Clear at class 'C' station.- At class 'C' station on single line or double line in two-aspect, multiple-aspect or modified lower quadrant signalling the line shall not be considered clear and Line clear shall not be given, unless-

(a) The whole of the last preceding train has passed complete at least 400 metres beyond the Home signal and is continuing its journey; and

(b) All signals taken 'off' for the preceding train have been put back to 'on' behind the said train:

Provided that on a single line the line is also clear of trains running in the opposite direction towards the block hut from the block station at the other end.

C. Obstruction-Double Line

8.05. Obstruction on double line at a block station when a train is approaching.-

(1) Class 'A' station-When Line Clear has been given, no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, upto the Starter pertaining to the said line.

(2) Class 'B' station-When Line Clear has been given, no obstruction shall be permitted outside the station section but

shunting within the station section may go on continuously, provided the necessary signals are kept at 'on'.

(3) When signals have been taken 'off' for an incoming train on to a line which is not isolated no shunting movement shall be carried on towards the points over which the incoming train will pass.

SR 8.05.01.-Shunting at a station after taking off signals for an incoming train on to a line which is isolated in accordance with GR 4.11 may be prohibited or restricted in the Station Working Rules, keeping in view the local conditions.

8.06. Obstruction on double line in the block section.-

(1) When Line Clear has been given, no obstruction shall be permitted in the block section in rear.

(2) Shunting or obstruction for any other purpose shall not be permitted in the block section in rear unless it is clear and is blocked back.

(3) Shunting or obstruction for any other purpose shall not be permitted in the block section in advance unless it is clear and is blocked forward:

Provided that when the block section in advance is occupied by a train travelling away from the station, shunting or obstruction may be permitted behind the train under special instructions taking into consideration the speed, weight and brake power of trains and the gradients on the section, and as soon as intimation has been received that the train has arrived at the block station in advance, the line shall be blocked forward if it is still obstructed.

NOTE - See Rule 8.14 also.

SR 8.06.01.- Special instructions referred to in GR 8.06(3) shall be incorporated in the Station Working Rules.

D. Obstruction-Single Line

D. 1. Class 'A' Stations

8.07. Obstruction on single line at class 'A' station when a train is approaching.- When Line Clear has been given, no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, upto the Starter which controls the train.

8.08. Obstructing the block section at class 'A' station on single line.- The block section shall not be obstructed for shunting purposes, unless-

(a) the Station Master has received Line Clear from the Station Master at the other end of the block section, or

(b) the block section is blocked back, or

(c) is occupied by a train travelling away from the block station at which the shunting is to be performed which shunting may be permitted under special instructions taking into consideration the speed, weight and brake power of trains and the gradients on the section. As soon as intimation has been received that the train has arrived, the block section shall be blocked back, and

(d) the Loco Pilot or other person in charge of the shunting operations has received distinct orders from the Station Master to shunt in a manner directed by special instructions.

SR 8.08.01.- Special instructions shall be incorporated in the Station Working Rules.

D. 2. Class 'B' Stations

8.09. Obstruction in the face of an approaching train at class 'B' station on single line.- The line outside the Home signal in two-aspect signalling territory or outermost facing points in multiple-aspect or modified lower quadrant signalling territory in the direction of a train for which Line Clear has been given, shall only be obstructed when a Shunting Limit Board or an Advanced Starter is provided and under special instructions which take into consideration the speed, weight and brake power of trains, the gradients, the position of the first stop signal and the distance from which that signal can be seen by the Loco Pilot of an approaching train.

SR 8.09.01.- Special instructions shall be incorporated in the Station Working Rules.

SR 8.09.02.- (a) At 'B' class stations where shunting Limit Boards or Advanced Starters are provided, shunting in face of an approaching train is permitted under the three following conditions namely :-

(i) That at such station shunting has been authorised by the Divisional Operations Manager.

(ii) The shunting can be completed within the period of time fixed by the Divisional Operations Manager, as the limit upto which shunting may be performed after "Line Clear" has been given for a train. Once this limit of time is reached shunting shall be stopped whether the train due to arrive is in sight or not.

(iii) That shunting is performed between the limits of the Shunting Limit Board or Advanced Starters.

(b) (i) Before commencing such shunting, Station Masters and Guards must consider whether the shunting can be performed in such a way as to avoid doing it in the face of an approaching train.

(ii) Provisions in the Station Working Rules permitting such shunting operation shall take into consideration the gradient within station limits, and leading out of station limits, but under no circumstances shall such permission be granted where the following conditions exist :-

(a) If a falling grade within a station yard is steeper than 1 in 400 and is followed upto and beyond the station limit by a falling gradient steeper than 1 in 400.

(b) If a gradient in a station yard (whether falling or rising) is flatter than 1 in 400 and is followed by a falling grade steeper than 1 in 260 starting from a point at a distance less than 240 metres from the limit of the Station Yard.

NOTE :- For purpose of this rule a motor trolly shall not be treated as a train.

8.10. Obstruction within station section at a class 'B' station on single line.-

(1) If the necessary signals are kept at 'on', shunting may be carried on within the station section, provided the provisions of Rule 8.09 are complied with for shunting upto Shunting Limit Board or Advanced Starter, where provided.

(2) When signals have been taken 'off' for an incoming train on to line which is not isolated, no shunting movement shall be carried on towards the points over which the incoming train will pass.

8.11. Obstruction outside station section at class 'B' single line station equipped with two-aspect signals.- The line outside the station section and upto the Outer signal shall not be obstructed unless a railway servant specially appointed in this behalf by the Station Master is in charge of the operations, and unless-

(a) The block section into which the shunting is to take place is clear of an approaching train and all relevant and necessary signals are at 'on' position, or

(b) If an approaching train has arrived at the Outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stand at the signal:

Provided that the line shall not be obstructed under clause (b) in thick, foggy or, tempestuous weather impairing visibility, or in any case unless authorised by special instructions.

SR 8.11.01.- Special instructions shall be incorporated in the Station Working Rules.

8.12. Obstruction outside station section at class 'B' single line station equipped with manually operated multiple aspect signals.- The line outside the station section and upto the first stop signal shall not be obstructed unless a railway servant specially appointed in this behalf by the Station Master in charge of the operations, and unless the block section into which the shunting is to take place is clear of an approaching train.

8.13. Obstruction outside the first Stop signal at class 'B' station on single line.- The line outside the first stop signal shall not be obstructed unless the line has been blocked back.

E. General Provisions

8.14. Block back or Block forward.- Block back or block forward shall be done only in accordance with the procedure prescribed by special instructions.

SR 8.14.01.- The procedure of Block back and Block forward are prescribed in the Block Working Manual.

8.15. Authority for shunting or obstruction in block section.- While permitting shunting or obstruction in the block section, the Loco Pilot shall be given authority for shunting in the block section as prescribed under special instructions which authority may be-

(a) either a shunting arm of prescribed size and design on the same post as under the last stop signal, or

(b) a token of prescribed design, or

(c) a written permission to shunt.

SR 8.15.01.- (a) The authority for shunting in block section shall be in the prescribed form T-806 except as mentioned in sub-rule (b).

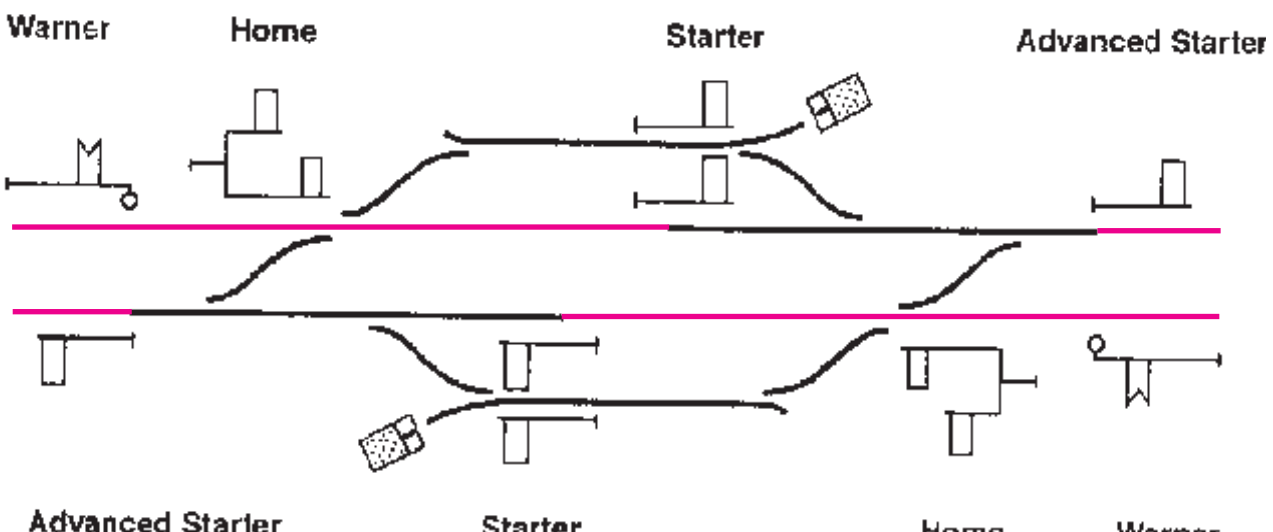
(b) At stations provided with Tokenless single line Block Instrument, the authority for shunting in block section shall be the 'OCC key' or 'SKB' as the case may be except that when permitting shunting in terms of Rule 8.1 1 (b). The authority shall be as indicated in sub-rule(c) below.

(c) Whenever shunting is allowed in terms of GR 8. 11, 8.12 and under provision to GR 8.06(3) i.e, rear of a travelling away train, the circumstances under which such shunting is allowed shall be endorsed on the prescribed form T-806.

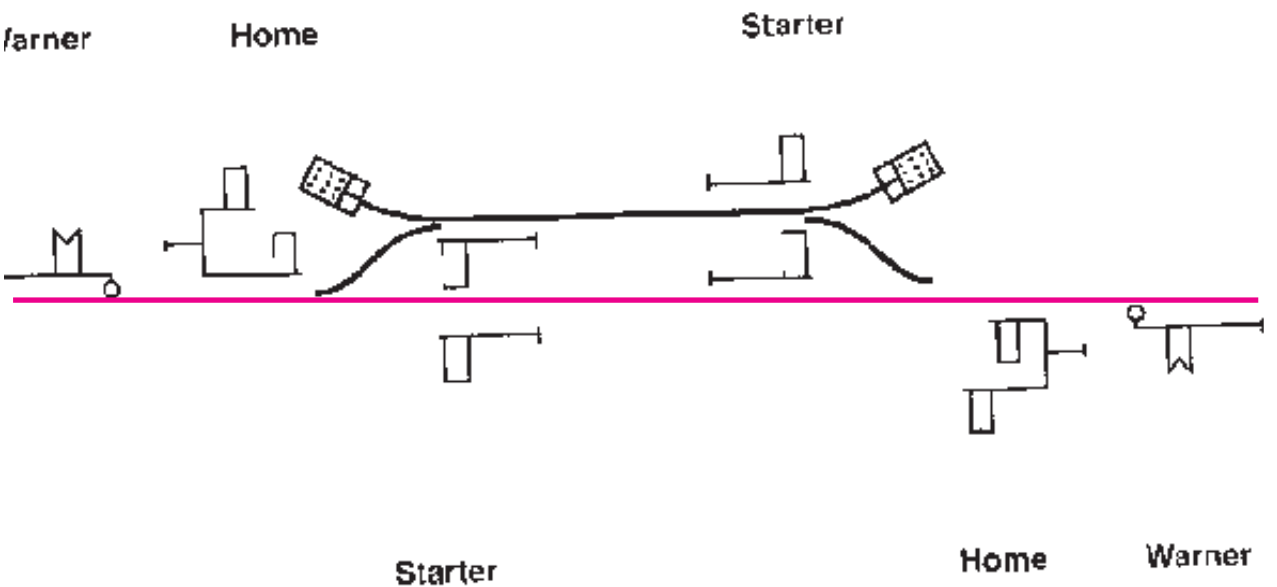
(d) Whenever the authority mentioned in sub-rule(a) is issued after block back or block forward in terms of GR 8.06 (2), 8.13 and 8.06 (3) the Private Number received from the Station Master at the other end of the concerned section, shall be recorded on it.

8.16. Illustrative diagrams.- Class 'A', 'B' and 'C' stations on single line and double line are illustrated in the following diagrams, which are not drawn to scale.

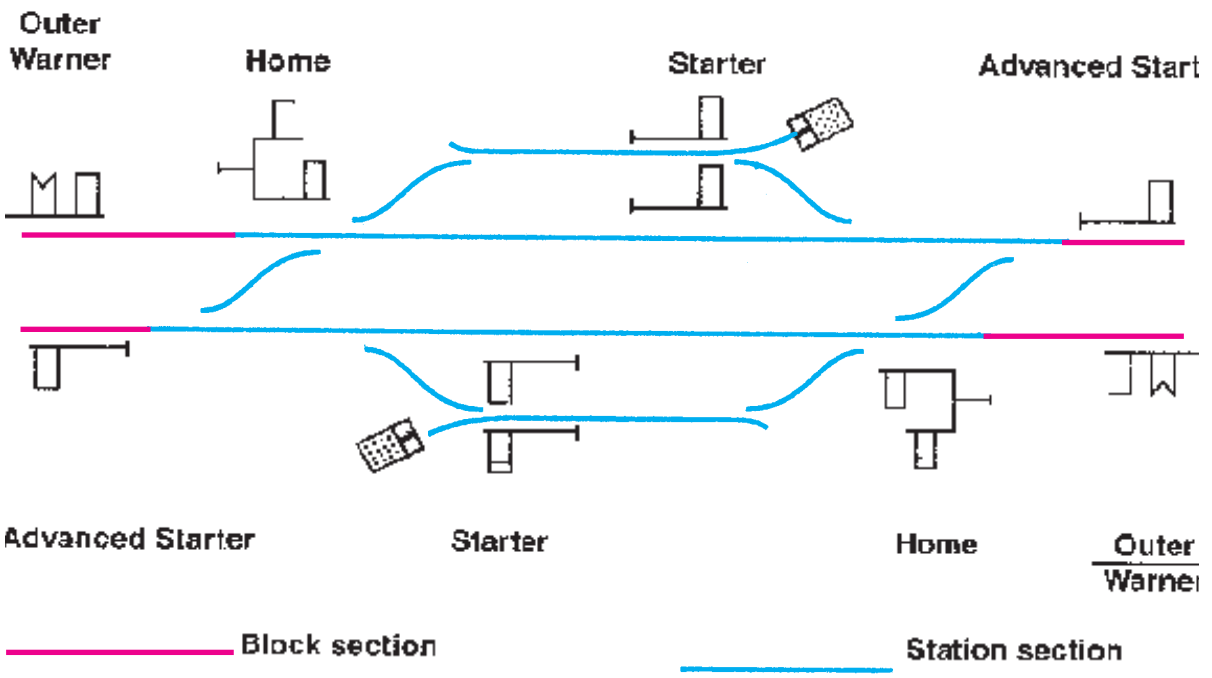
Class 'A' Double line station in two-aspect signalling territory with Warner, Home, Starter and Advanced Starter signals



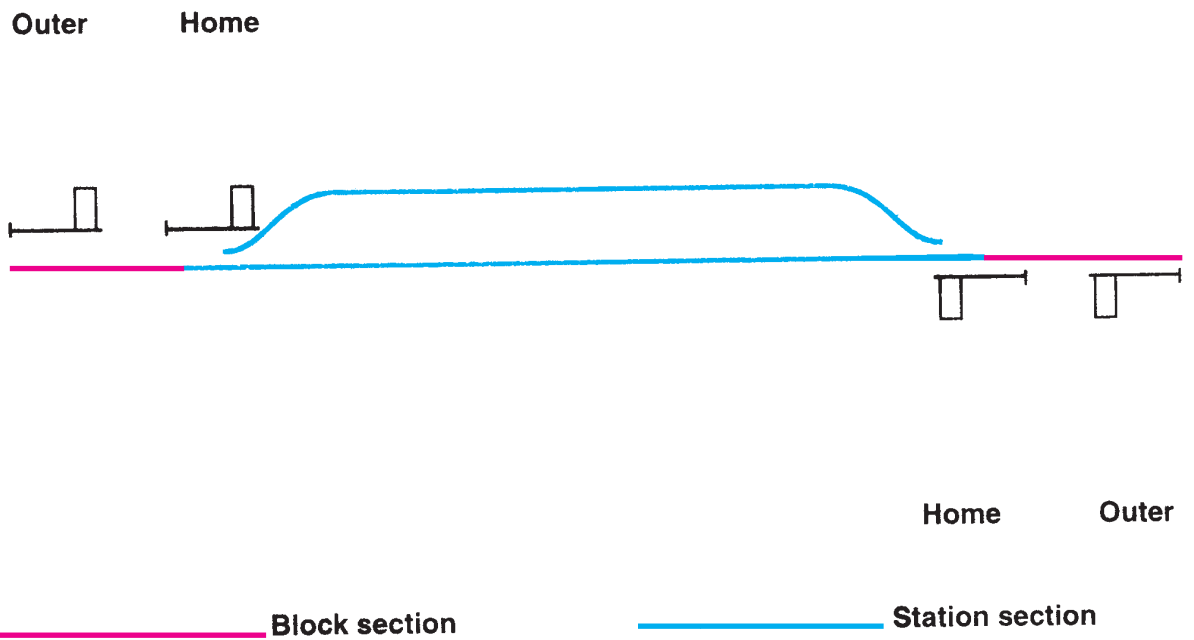
ss 'A' Single line station in two-aspect signalling territory with Warner, Home and Starter signals



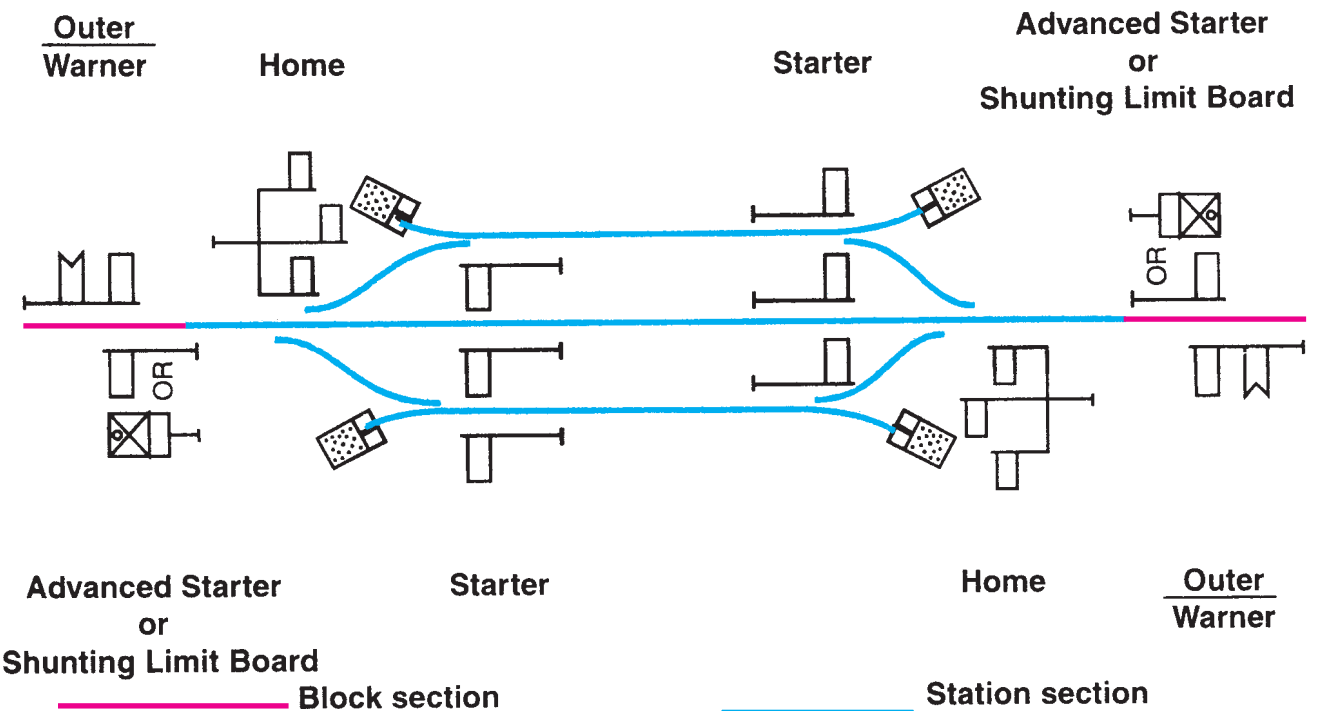
Class 'B' Double line station in two-aspect signalling territory with Warner, Outer, Home, Starter and Advanced Starter signals



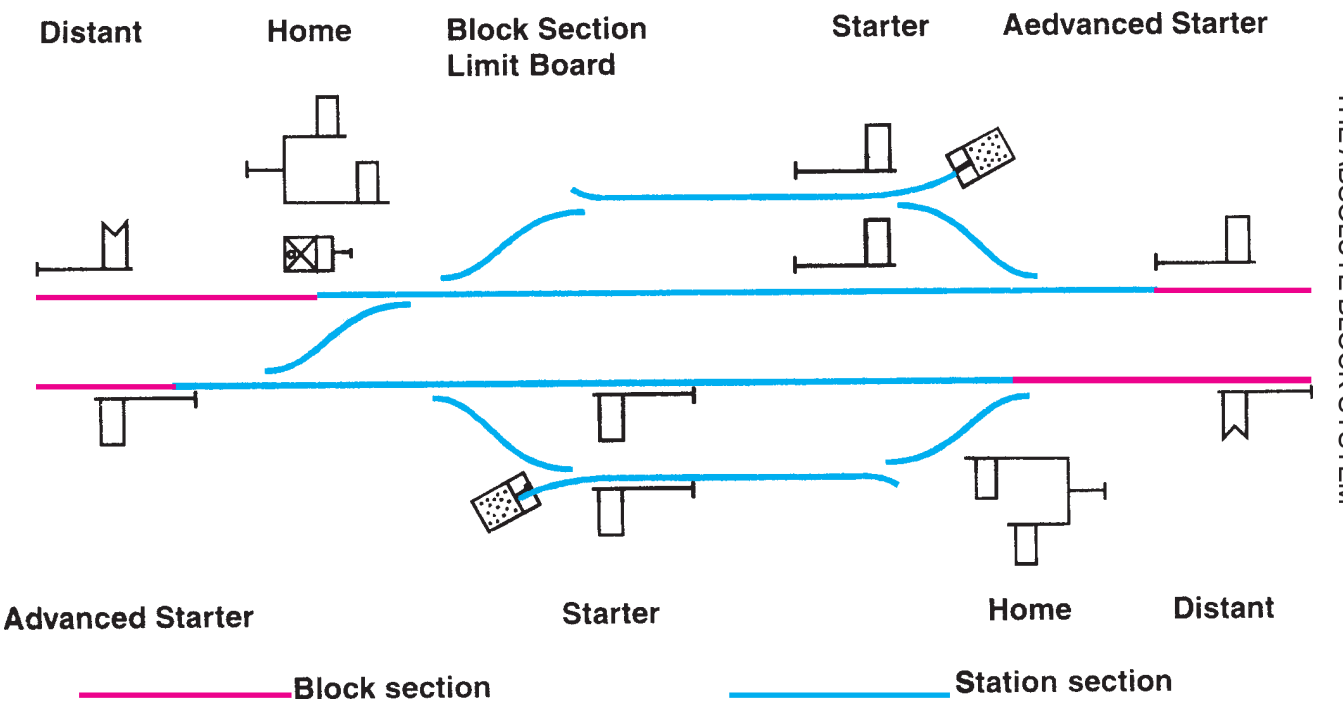
Class 'B' Single line station in two-aspect signalling territory with Outer and Home signals



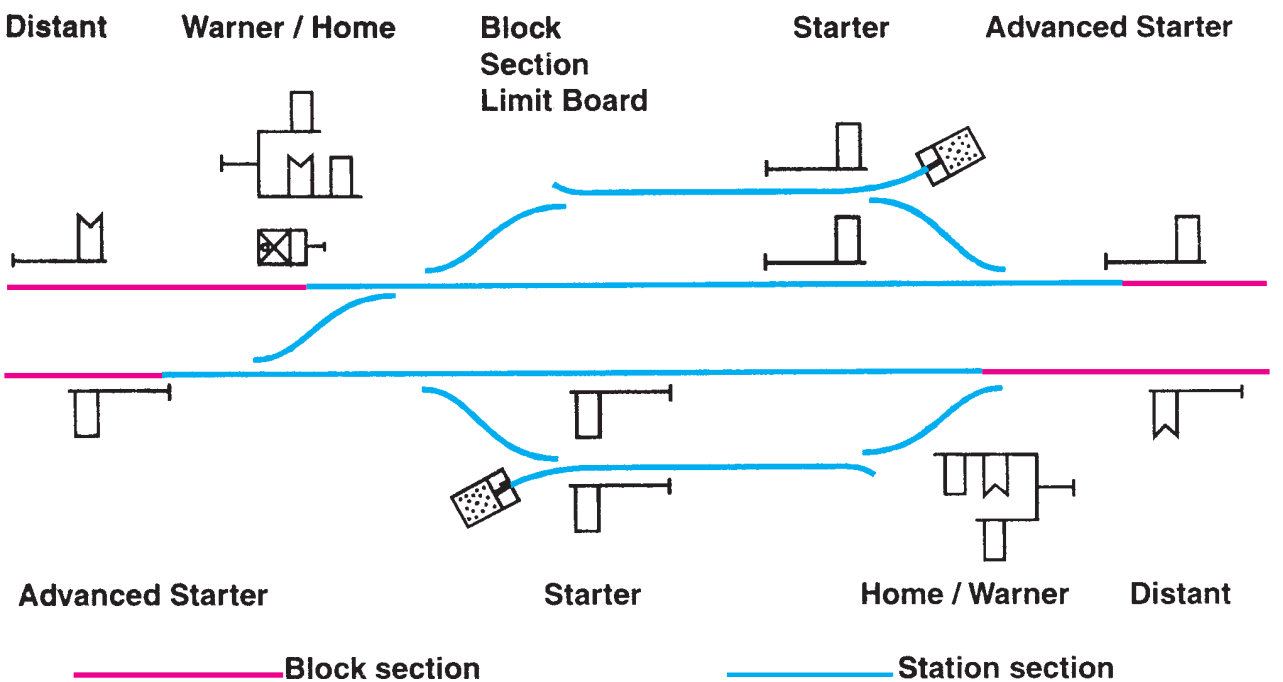
Class 'B' Single line station in two-aspect signalling territory with Warner, Outer, Home, Starter and Advaned Starter signals/Shunting Limit Boards



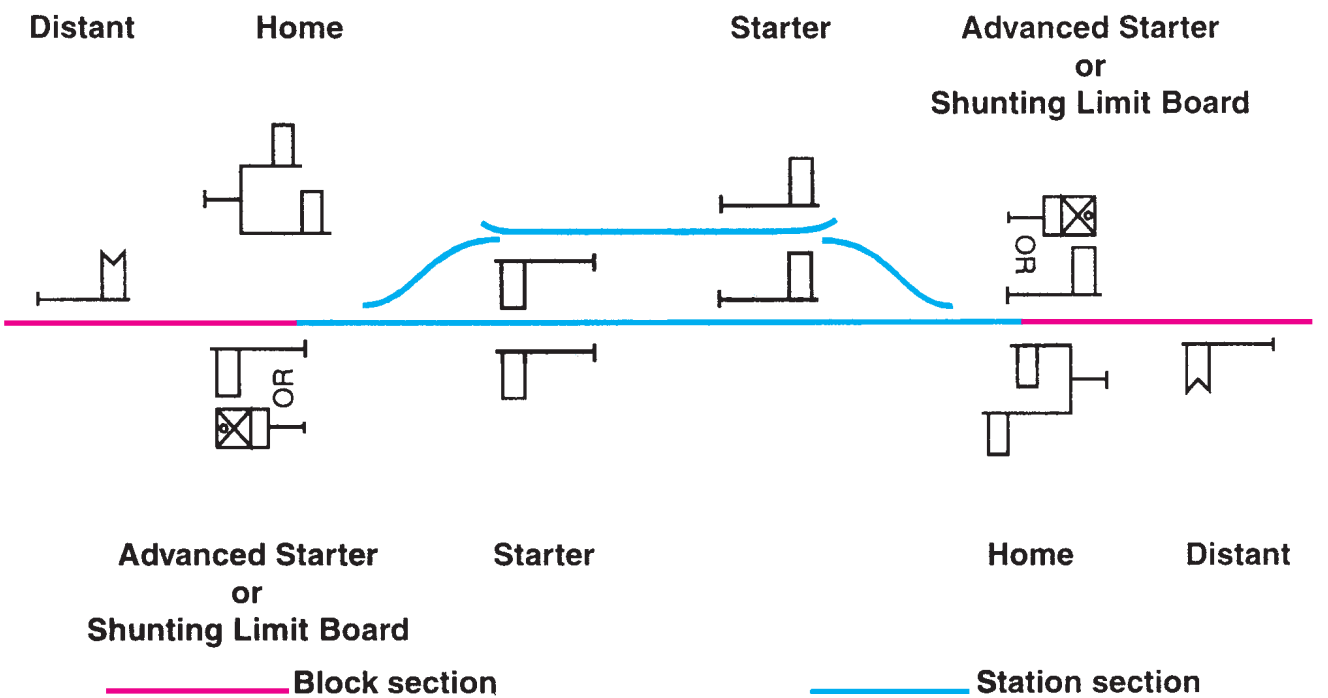
Class 'B' Double line station in multiple-aspect signalling territory with Distant. Home, Starter, Advanced Starter signals and Block Section Limit Board



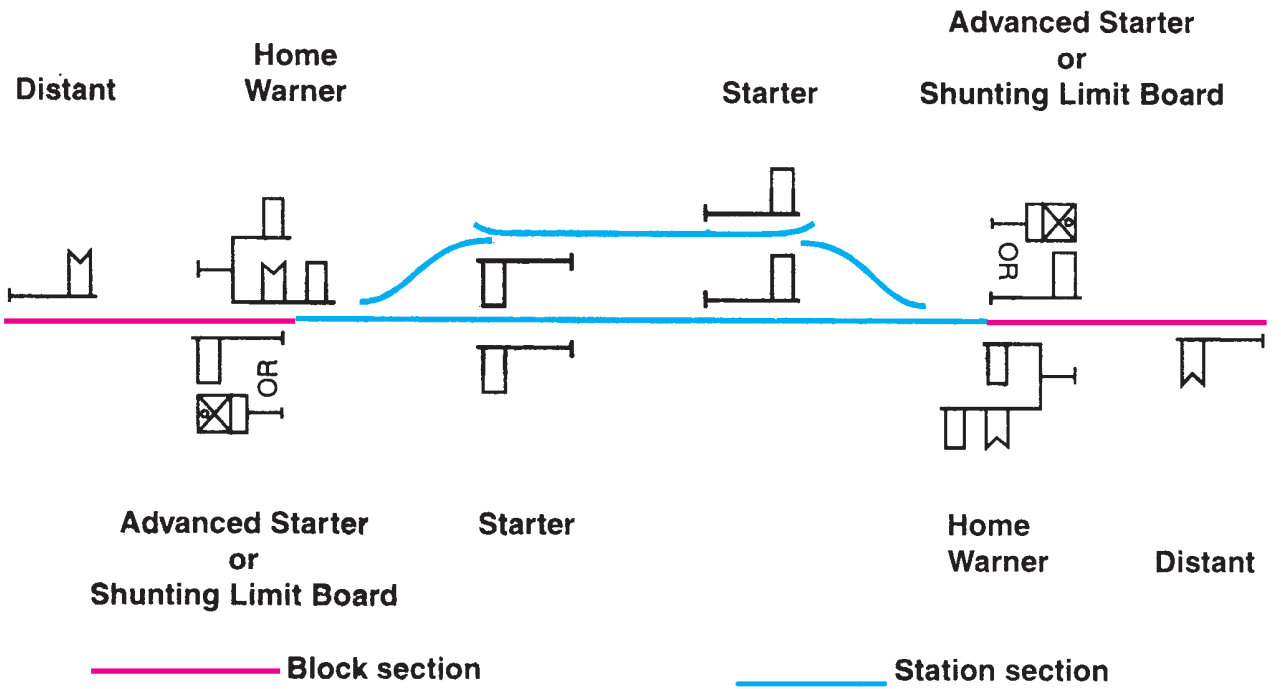
Class 'B' Double line station in modified lower quadrant signalling territory with Distant, Warner, Home, Starter, Advanced Starter signals and Block Section Limit Board



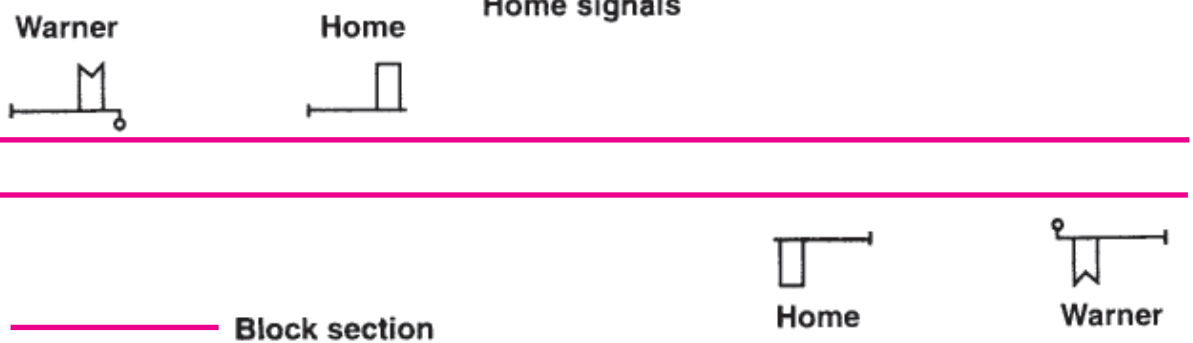
Class 'B' Single line station in multiple-aspect signalling territory with Distant, Home, Starter and Advanced Starter Signals / Shunting Limit Boards



Class 'B' Single line station in modified lower quadrant signalling territory with Distant, Warner, Home, Starter and Advanced Starter signals / Shunting Limit Boards



Class 'C' Double line station in two-aspect signalling territory with Warner and Home signals



Class 'C' Double line station in multi aspect signaling territory with Distant and Home signals.



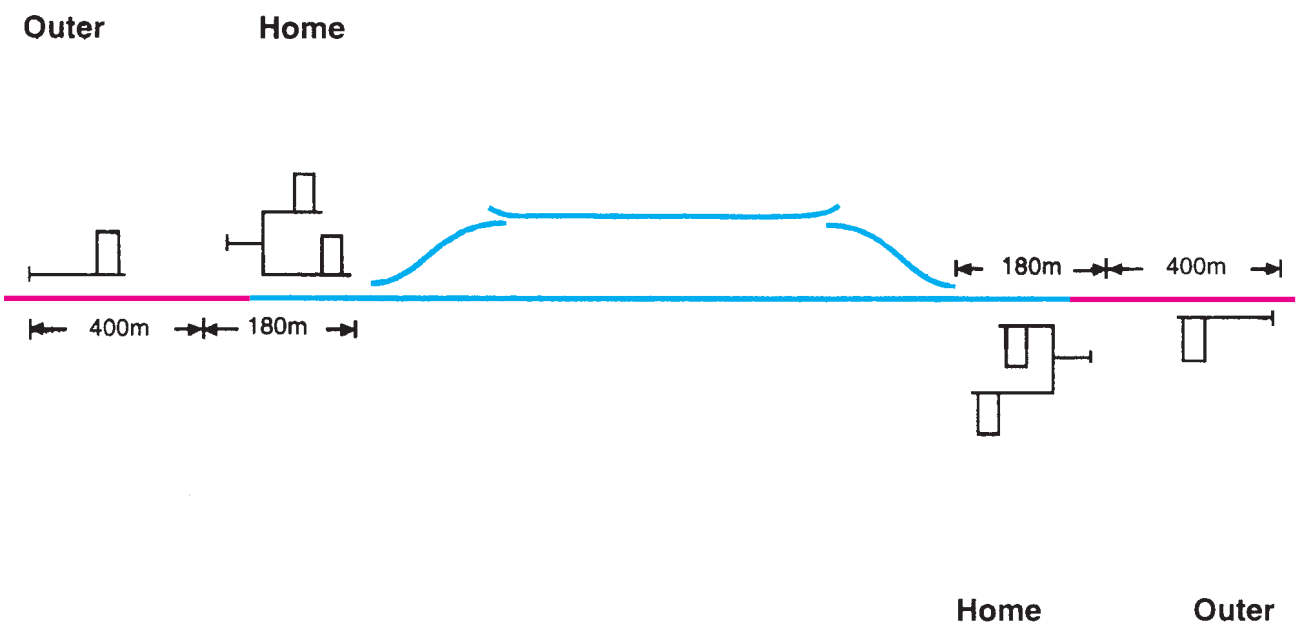
Class 'C' Single line station in two aspect signaling territory with Warner and Home signals.



Class 'C' Single line station in multiple-aspect signalling territory with Distant and Home signals.

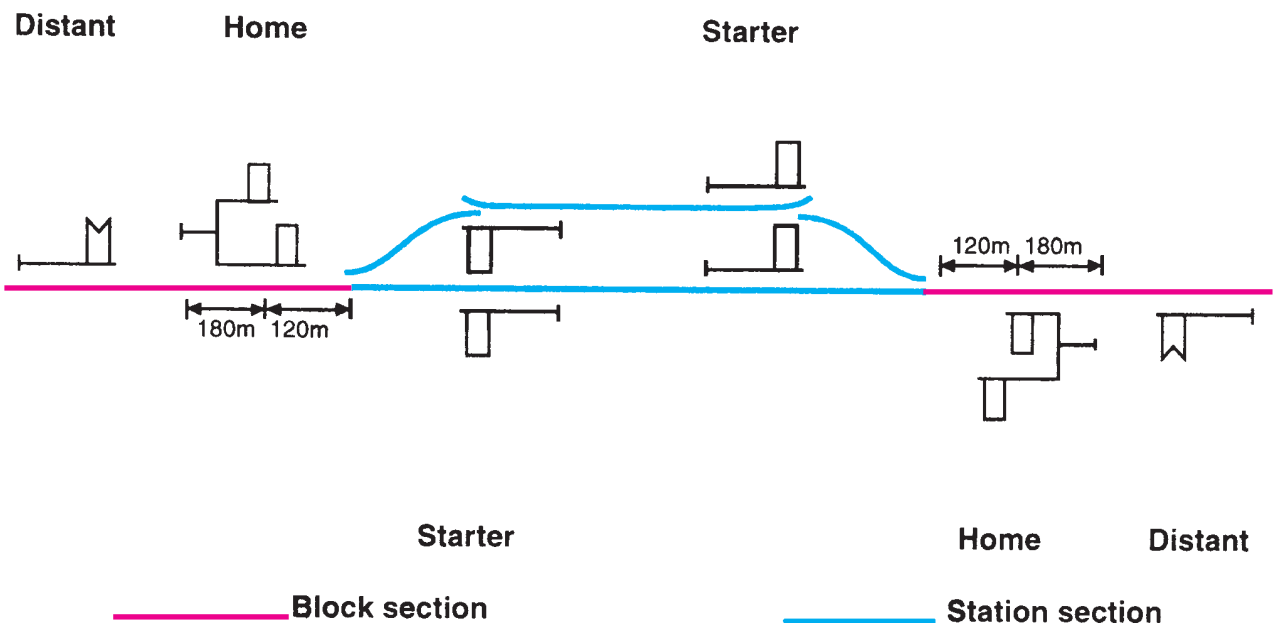


Class 'B' single line station in two-aspect signalling territory with outer and Home signals



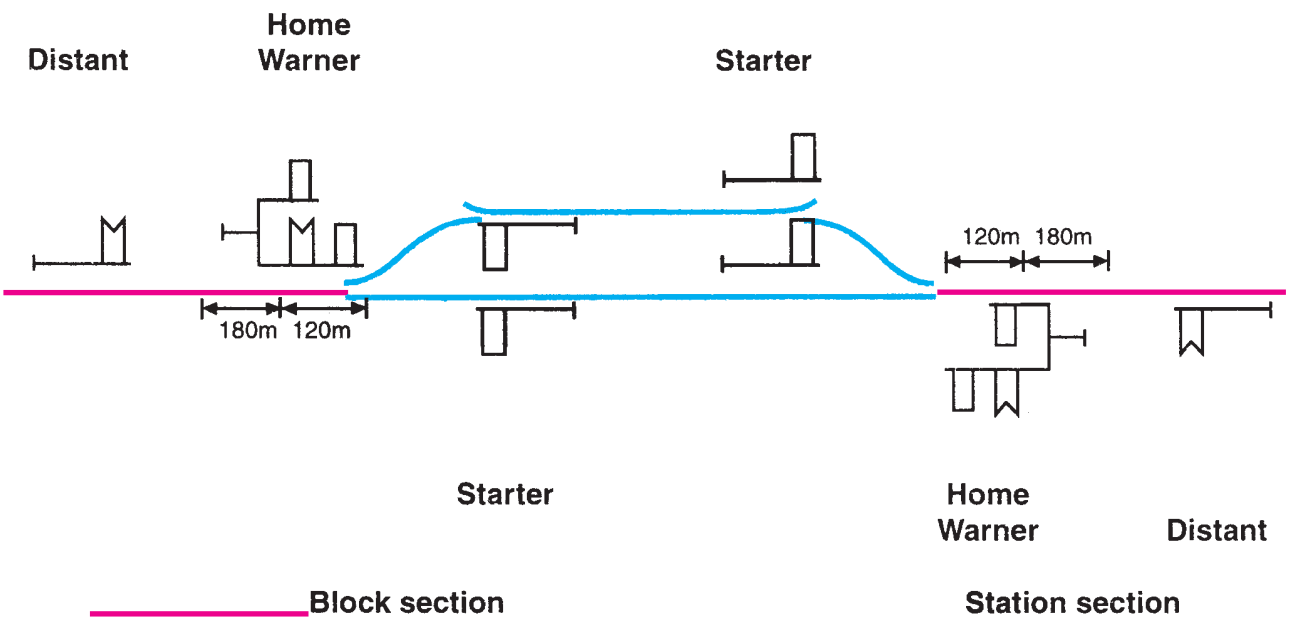
Class 'B' Single line station in multiple-aspect signalling territory with Distant. Home and Starter signals

(Note to Rule 8.03 refers)



Class 'B' Single line station in modified lower quadrant signalling territory with Distant, Warner, Home and Starter signals

(Note to Rule 8.03 refers)



CHAPTER IX

THE AUTOMATIC BLOCK SYSTEM

A. Rules applicable to Double Line

9.01. Essentials of the Automatic Block System on Double Line.-

(1) Where trains on a double line are worked on the Automatic Block System-

(a) The line shall be provided with continuous track circuiting or axle counters,

(b) The line between two adjacent block stations may, when required be divided into a series of automatic block signalling sections each of which is the portion of the running line between two consecutive stop signals, and the entry into each of which is governed by a stop signal, and

(c) The track circuits or axle counters shall so control the stop signal governing the entry into an automatic block signalling section that-

(i) The signal shall not assume an 'off' aspect unless the line is clear not only upto the next stop signal in advance but also for an adequate distance beyond it, and

(ii) The signal is automatically placed to 'on' as soon as it is passed by the train.

(2) Unless other wise directed by approved special instructions, the adequate distance referred to in sub-clause (i) of clause (c) of sub-rule (1) shall not be less than 120 metres.

9.02. Duties of Loco Pilot and Guard when an Automatic Stop signal on double line is to be passed at 'on'.-

(1) When a Loco Pilot finds an Automatic stop signal with an 'A' marker at 'on', he shall bring his train to a stop in the rear of the signal. After bringing his train to a stop in the rear of the

signal, the Loco Pilot shall wait there for one minute by day and two minutes by night. If after waiting for this period, the signal continues to remain at 'on', he shall give the prescribed code of whistle and exchange signals with the Guard and then proceed ahead, as far as the line is clear, towards the next stop signal in advance exercising great caution so as to stop short of any obstruction.

(2) The Guard shall show a stop hand signal towards the rear when the train has been so stopped at an Automatic Stop signal, except as provided for in sub-rule (4).

(3) Where owing to the curvature of the line, fog, rain or dust storm, engine working the train pushing it, or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances, exceed 10 kilometres an hour. Under these circumstances, the Loco Pilot, when not accompanied by an Assistant Loco Pilot, and if he considers necessary, may seek the assistance of the Guard by giving the prescribed code of whistle.

(4) When so sent for by the Loco Pilot, the Guard shall accompany him on the engine cab, before he moves forward, to assist the Loco Pilot in keeping a sharp look-out.

(5) When an Automatic Stop signal has been passed at 'on', the Loco Pilot shall proceed with great caution until the next stop signal is reached. Even if this signal is 'off', the Loco Pilot shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously upto that signal and shall act upon its indication only after he has reached it.

SR 9.02.01.- (a) When a Loco Pilot finds an Automatic Stop signal with an 'A' Marker at 'on', he shall, while bringing his train to a stop in rear of it, draw his train as close as possible in rear of the signal.

(b) (i) After the signal has been passed at 'On' and while taking the train under sub-rule (1) of General Rule 9.02, the Loco Pilot shall so regulate the speed of his train so as to be able to stop within half the distance upto which the line ahead can be seen clearly. But in any case, subject to the observance of speed limit prescribed under sub-rule (3) of General Rule 9.02, the speed of the train shall not exceed 15 kilornetres per hour even in normal conditions of visibility until the next stop signal is reached looking out for any possible obstruction/train and be prepared to stop short of the same. In clear weather after passing an Automatic Stop signal at 'On', the Loco Pilot of the following train shall ensure that a minimum distance of 150 metres or two clear OHE spans is maintained between his train and the preceding train or any obstruction on line except in the case of EMU train following where the above distance rnay be reduced to 75 metres or one clear OHE span. However, during dense fog, after passing automatic stop signal at ON, the Loco Pilot/Motorman of the train hauled by any locomotive including EMU train, shall, while moving at a speed not exceeding 10 kmph should ensure that he maintains a reasonable distance at which he is able to observe the flashing tail lamp of the train ahead or the obstruction, as the case may be. In special circumstances like floods, etc., the following train may of course, be pulled closure to the preceding train or obstruction.

(ii) a) The Guard of a train shall watch that the Loco Pilot/ Motorman does not exceed the speed prescribed under sub-rule (3) of GR 9.02 and clause (i) sub-rule (b) of SR 9.02.01.

b) In the case of EMU trains if the Motorman exceeds the speed prescribed, the Guard (when not travelling with the Motorman) shall give three pause three rings on the bell code to warn the motorman and take action as prescribed in GR 4.45.

c) In case of other trains if the Loco Pilot exceeds the speed prescribed, the Guard shall take action as per GR 4.45.

SR 9.02.02.- When a Loco Pilot comes across an automatic stop signal which is flickering/bobbing, he shall treat the signal to be showing its most restrictive aspect and bring his train to a stop in rear of the signal. If the signal assumes a steady aspect and remains steady for at least 60 seconds, he shall act according to the steady aspect so displayed by the signal. But if the signal continues to flicker or bob and does not assume steady aspect for at least 60 seconds, he shall treat the signal as defective and take action in accordance with General Rule 9.02 and Subsidiary Rule 9.02.01.

B. Rules applicable to Single line

9.03. Essentials of the Automatic Block System on single line.-

(1) Where trains on a single line are worked on the Automatic Block System,-

(a) The line shall be provided with continuous track circuiting or axle counters,

(b) The direction of traffic shall be established only after Line Clear has been obtained from the block station in advance.

(c) A train shall be started from one block station to another only after the direction of traffic has been established,

(d) It shall not be possible to obtain Line Clear unless the line is clear, at the block station from which Line Clear is obtained not only upto the first stop signal but also for an adequate distance beyond it,

(e) The line between two adjacent block stations may, where required, be divided into two or more automatic block signalling sections by provision of stop signals,

(f) After the direction of traffic has been established, movement of trains into, through and out of each automatic block signalling section shall be controlled by the concerned Automatic stop signal and the said Automatic stop signal shall not assume 'off' position unless the line is clear upto the next Automatic stop signal;

Provided further that where the next stop signal is a Manual stop signal, the line is clear for an adequate distance beyond it, and

(g) All stop signals against the direction of traffic shall be at 'on'.

(2) Unless otherwise directed by approved special instructions, the adequate distance referred to in clauses(d) and (f) of sub-rule (1) shall not be less than 180 metres.

9.04. Minimum equipment of fixed signals in Automatic Block territory on single line.- The minimum equipment of fixed signals to be provided for each direction shall be as follows -

(a) Manual Stop signals at a station,

(i) a Home,

(ii) a Starter.

(b) An Automatic Stop signal in rear of the Home signal of the station.

NOTE - Under approved special instructions, the Automatic Stop signal may be dispensed with.

9.05. Additional fixed signal in Automatic Block territory on single line.-

(1) Besides the minimum equipment prescribed in Rule 9.04, one or more additional Automatic Stop signals, as are considered necessary, in between block stations, may be provided.

(2) In addition, such other fixed signals as may be necessary for the safe working of trains may be provided.

9.06. Conditions for taking 'off' Manual Stop signals in Automatic Block territory on Single line.-

(1) Home signal-When a train is approaching a Home signal, otherwise than at a terminal station, the signal shall not be taken 'off' unless the line is clear not only upto the Starter but also for an adequate distance beyond it.

(2) Last Stop signal - The last Stop signal shall not be taken 'off' for a train unless the direction of traffic has been established and the line is clear upto the next Automatic Stop signal, or when the next Stop signal is a Manual Stop signal for an adequate distance beyond it.

(3) The adequate distance referred to in sub-rules (1) and (2) shall never be less than 120 metres and 180 metres respectively unless otherwise directed by approved special instructions. A sand hump of approved design, or subject to the sanction of the Commissioner of Railway Safety, a derailing switch shall be deemed to be an efficient substitute for the adequate distance referred to in sub-rule (1).

9.07. Duties of Loco Pilot and Guard when an Automatic Stop signal on single line is to be passed at 'on'.-

(1) When Loco Pilot finds an Automatic Stop signal with an 'A' marker at 'on', he shall bring his train to a stop in rear of that signal and wait there for one minute by day two minutes by night.

(2) If after waiting for this period the signal continues to remain at 'on', and if telephone communication is provided near the signal, the Loco Pilot shall contact the Station Master of the next block station or the Centralised Traffic Control Operator of the section where Centralised Traffic Control is provided, and obtain his instructions. The Station Master or the Centralised Traffic Control Operator, as the case may be, shall, after ascertaining that there is no train ahead upto the next signal and that it is otherwise safe for the Loco Pilot to proceed so far as is known, give permission to the Loco Pilot to pass the signal in the 'on', position and proceed upto the next signal, as may be provided under special instructions.

(3) If no telephone communication is provided near the signal or if the telephone communication provided near the signal is out of order and cannot be made use of, the Loco Pilot shall give the prescribed code of whistle and exchange signals with the Guard and then proceed past the signal as far as the line is clear, upto the next stop signal in advance, exercising great caution so as to stop short of any obstruction.

(4) The Guard shall show a stop hand signal towards the rear when the train has been so stopped at an Automatic Stop signal, except as provided for under sub-rule (6),

(5) Where owing to the curvature of the line, fog, rain or dust storm, engine working the train pushing it, or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 10 kilometres an hour. Under these circumstances, the Loco Pilot when not accompanied by an Assistant Loco Pilot, and if he considers it necessary, may seek the assistance of the Guard by giving the prescribed code of whistle.

(6) When so sent for by the Loco Pilot, the Guard shall accompany him on the engine cab before he moves forward to assist the Loco Pilot in keeping a sharp lookout.

(7) When an Automatic Stop signal has been passed at 'on', the Loco Pilot shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'off', the Loco Pilot shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously upto that signal and shall act upon its indication only after he has reached it.

SR 9.07.01.- (a) When a Loco Pilot finds an Autornatic Stop signal with an 'A' Marker at 'on', he shall, while bringing his train to a stop in rear of it, draw his train as close as possible in rear of the signal.

(b) (i) After the signal has been passed at 'on' and while taking the train under sub-rule(3) of General Rule 9.07, the Loco Pilot shall so regulate the speed of his train so as to be able to stop within half the distance upto which the line ahead can be seen clearly. But in any case, subject to the observance of speed limit prescribed under sub-rule(5) of General Rule 9.07, the speed of the train shall not exceed 15 kilometres per hour even in normal conditions of visibility until the next stop signal is reached, looking out for any possible obstruction/train and be prepared to stop short of the same. In clear weather after passing an Automatic Stop signal at 'On', the Loco Pilot of the

following train shall ensure that a minimum distance of 150 metres or two clear OHE spans is maintained between his train and the preceding train or any obstruction on line except in the case of EMU train following where the above distance may be reduced to 75 metres or one clear OHE span. However, during dense fog, after passing automatic stop signal at ON, the Loco Pilot/Motorman of the train hauled by any locomotive including EMU train, shall, while moving at a speed not exceeding 10 kmph should ensure that he maintains a reasonable distance at which he is able to observe the flashing tail lamp of the train ahead or the obstruction, as the case may be. In special circumstances like floods, etc., the following train may of course, be pulled closure to the preceding train or obstruction.

(ii) (a) The Guard of a train shall watch that the Loco Pilot/ Motorman does not exceed the speed prescribed under sub-rule(5) of General Rule 9.07 and clause (i) of sub-rule (b) of SR 9.07.01.

b) In the case of EMU trains if the Motorman exceeds the speed prescribed, the Guard (when not travelling with the Motorman) shall give three pause three rings on the bell code to warn the Motorman and take action as prescribed in GR 4.45.

c) In case of other trains if the Loco Pilot exceeds the speed prescribed, the Guard shall take action as per GR 4.45.

SR 9.07.02.- When a Loco Pilot finds an Automatic Stop signal flickering/bobbing, he shall take action in accordance with SR 9.02.02 except that when the signal continues to flicker or bob and does not assume steady aspect for at least 60 seconds, he shall treat the signal as defective and take action in accordance with General Rule 9.07 and Subsidiary Rule 9.07.01.

9.08. - Person in charge of working trains on Automatic Block System on single line.-

(1) Except where Centralised Traffic Control is in operation, the Station Master shall be responsible for the working of trains at and between stations.

(2) On a section where Centralised Traffic Control is in operation, the Centralised Traffic Control Operator shall be responsible for the working of trains on the entire section except as provided for in sub-rule (3).

(3) On a section where Centralised Traffic Control is in operation, the working of trains at a station or part of a station

may be taken over by or handed over to the Station Master during emergency or as prescribed by special instructions. When such emergency control is transferred, the Station Master shall be the person in charge of working trains at the station or part of the station and the station shall be worked in accordance with sub-rule (1).

C. Rules applicable to both Double and Single lines

9.09. Working of trains on Centralised Traffic Control territory.- On a section where Centralised Traffic Control is in operation, the working of trains shall be governed by special instructions.

9.10. Protection of a train stopped in an automatic block signalling section.-

(1) When a train is stopped in an Automatic block signalling section, the Guard shall immediately exhibit a stop hand signal towards the rear and check up that the tail board or tail light is correctly exhibited.

(2) If the stoppage is on account of accident, failure, or obstruction and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle and the train shall be protected immediately as per Rule 6.03 except that for the protection of the occupied line one detonator shall be placed at 90 metres from the train on the way out and similarly two detonators, 10 metres apart, not less than 180 metres from the train or at such distance as has been fixed by special instructions.

9.11. Loco Pilot to report failures.-

(1) When a Loco Pilot has to pass an Automatic stop signal at 'on', he shall stop his train at the next reporting station or cabin as prescribed by special instructions and report particulars of Automatic Stop signals passed at 'on' by him.

(2) The Station Master or person in charge of the reporting station or cabin shall promptly report the fact to the signal and operating officials concerned.

SR 9.11.01.- The Station Master on receipt of signal failures shall atonce advise by telephone the Technician (Signal), the Controller and the Station Master in rear and other concerned giving correct number of the signal and time of failure in accordance with SR 3.68.01.

SR 9.11.02.- After failure has been rectified, the Technician (Signal) shall immediately advise the Station Master on duty of the nearest station who will inform the Controller and other concerned giving them the time when failure was rectified.

SR 9.11.03.- Whenever any Automatic Signal is passed at 'ON' the Guard shall record in his journal the time of passing the next signal. All such cases of passing the Automatic Stop signal at 'on' together with the timings of passing the two signals, shall be recorded in a special register to be maintained in control office, and this shall be periodically scrutinised by the Operating Officers to ensure that the Loco Pilots take not less than the minimum running time required for observing the speed restrictions and cautious driving.

SR 9.11.04. - When a Loco Pilot/Motorman finds an Automatic Stop signal with an 'A' Marker or a Semi-Automatic Stop signal when working as Automatic Stop signal displaying more than one aspect simultaneously other than what have been prescribed under General Rules 3.08(4) (b) in the three aspect signalling territory and 3.08(4) (c) in four-aspect out of the aspects displayed by the signal. He shall also make a report in this regard in terms of SR 9.11.01.

9.12.- Procedure during failure of Automatic signalling.- When a failure of Automatic signalling is likely to last for some time or cause serious delay, trains shall be worked from station-to-station over the section or section concerned under special instructions.

SR 9.12.01.- Procedure for working of trains during failure of all or series of signals in the Automatic Block System (Double Line) likely to last for some time and cause serious delay while means of communications are available.-

In the event of failure of all or series of signals in an area consisting of two or more stations worked under Automatic Block System (Double Line), the concerned official of the Signal Department shall take immediate steps to inform all concerned, and the procedure detailed in these rules shall be adopted for train passing.

(a) The Station Master shall inform the controller and the concerned Station Master of the affected section.

(b) Before the train is allowed to enter the affected section it shall be brought to a stand and the Loco Pilot and the Guard of the train advised of the circumstances by the Station Master.

(c) The Station Master on duty at the station in rear of the affected section shall obtain 'Line Clear' for each train by one of the following means indicated below in order of preference:

(i) Inter-cabin / Station to Station fixed telephone,

(ii) Railway auto telephone / BSNL Phone

(iii) Control phone

(iv) VHF set in compliance to SR 14.01.02.

(d) The Station Master on duty at the station in advance shall not give such 'Line Clear' unless-

(i) the whole of the last preceding train has arrived

(ii) the line on which it is intended to receive the train is clear upto the starter and for a distance of 180 metres beyond it,

(iii) all signals behind the said train have been put back to 'on'.

(iv) all points have been correctly set and all facing points locked for the admission of the train on the said line.

NOTE - The granting of line clear shall be supported by a Private Number and Identification Number.

(e) (i) The Station Master on obtaining 'line clear' from the station in advance shall give the Loco Pilot /Motorman of each train an Authority to proceed on Automatic Block System during prolonged failure of signals" (T/D 912)

(ii) A Caution order shall invariably be issued to the Loco Pilot/ Motorman and Guard as prescribed in sub-rule (g) (i) and (ii) below.

(f) Before handing over the 'Authority to Proceed' all the points over which trains will pass shall be correctly set and all facing points locked. Whenever any power operated points have to be operated for diverting trains these may be released and operated as per the instructions contained in the Operating Manual.

(g) (i) The Loco Pilot / Motorman of the first train entering the affected section shall proceed with utmost caution and shall not run

at a speed exceeding 25 KM per hour under any circumstances subject to other restrictions in force and continue to look out for any obstruction until he reaches the station ahead.

(ii) After ensuring that the first train has arrived safely at the station in advance, the Loco Pilot of the subsequent train may run at normal speed subject to the observance of any other speed restrictions in force exercising great caution, bearing in mind the possibility of level crossing gates being open to road traffic and other obstructions and stop short of any obstruction that he may encounter on the run.

(h) When approaching the next station the Loco Pilot / Motorman shall obey aspect of the first stop signal. The Station Master after satisfying himself that all is safe shall arrange to receive the train by taking 'off' the relevant reception signal or pilot the train if the situation warrants.

(i) Clearance of the section by each train shall be intimated to the station in rear supported by a Private Number.

(j) Train Signal Register Book shall be brought into use and all entries regarding train working recorded there in. Controller shall be kept advised of movement of all trains in the affected section.

(k) As soon as signals are put right by the competent authority, normal working of trains on Automatic Block System shall be resumed after exchanging messages with Private Numbers by the Station Masters concerned assuring that the section is clear. Controller's advice shall be obtained before resumption of normal working.

(l) All records in connection with Train working on this system shall be retained at the station for inspection by the Transportation Inspector of the section.

SR 9.12.02.- Failure of all signals likely to last for some time and cause serious delay when no means of communications are available.-

In the event of failure of all signals occurring in an area consisting of two or more stations working under Automatic Block System (Double Line) the following procedure shall be adopted for working of trains between stations :-

(a) (i) Before any train is allowed to enter in the interrupted section, it shall be brought to a stand and the Loco Pilot as well as the Guard of the train shall be advised of the circumstances by the Station Master.

(ii) All the points over which trains will run within the affected area shall be correctly set and facing points locked before the movement of any train is authorised over them. Whenever any power operated points have to be operated these may be released and operated locally as per the instructions contained in the Operating Manual.

(b) The Station Master shall give the Loco Pilot of each train

An Authority to proceed without line clear on Automatic Block Signalling territories (T/B 912) which shall include-

1) An Authority to proceed without line clear.

2) An Authority for the Loco Pilot to pass the intervening Automatic, Semi Automatic / Manually operated stop signals between the two stations at 'ON' provided that the Semi Automatic Signals and Manually operated signals shall be hand signalled past by a railway employee in uniform deputed for the purpose and the Loco Pilot after passing a gate stop signal, shall proceed continuously upto the level crossing where the Loco Pilot shall ascertain that the gates are locked and hand signals are displayed by the gateman before he proceeds further. The individual distinguishing number of each Automatic, Semi-Automatic, manually operated and gate signal shall be indicated on this authority.

(3) A caution order restricting the speed to 25 KM per hour over straight and to 10 KM per hour when approaching or passing any portion of the line where the view ahead is not clear due to tunnel, curve, obstacle, rain fog and dust storm or for any other cause subject to the observance of other speed restrictions in force.

(c) In the event of the Loco Pilot approaching or passing any portion of the line where the view ahead is not clear, the Asstt. Loco Pilot or the Assistant Guard /Guard with hand signals shall be sent in advance to guide the further movement of the train. A sharp look out ahead shall be kept and the engine whistle used freely.

(d) No train shall be allowed to enter the affected section until there is a clear interval of 15 minutes between the train about to leave and the train which has immediately preceded.

(e) Manually operated fixed signals with the exception of the last stop signal may be taken 'off' for the reception and departure of trains. First Stop signal shall, however be taken 'off' only after the train has been brought to a stand outside it.

(f) The Guard shall keep a sharp look out in the rear and be prepared to exhibit a Stop Hand signal and Waring signal as indicated in GR 3.65 to prevent the approach of a train from the rear and to protect it, if necessary as per extant rules.

(g) When approaching the station ahead the Loco Pilot shall bring his train / engine to a stop outside the First Stop signal and sound one long continuous whistle. If within 5 minutes neither the signal is taken 'off' nor any one turns up from the station, the Loco Pilot and the Guard shall take action as prescribed under GR 4.44 and Subsidiary Rules thereto.

(h) The Loco Pilot of all trains shall make over "Authority to Proceed without Line Clear" on Automatic Block Signalling Territories to the Station Master at the end of the affected section. These shall be kept by the Station Master in his personal custody for inspection by the Transportation Officials.

(i) Records of all trains worked over the affected section on "Authority to proceed without Line Clear" on Automatic Block Signalling Territories during the course of total interruption of communication, shall be maintained in the Train Signal Register books at both stations concerned.

(j) Trains shall continue to work on this system until either the singnals are put right or any one of the authorized means of communications is restored by the competent authority.

(k) As soon as the signals are put right trains shall be worked in accordance with the instructions contained in SR 9.12.05. But where signals continue to remain inoperative and any one of the authorized means of communications is restored, trains shall be worked in accordance with the instructions contained in SR 9.12.01 after exchanging a message with the Station Master at the other end of the affected section on the following form :-

From : Station Master 'A'

No..... Train (Number and description) ..... arrived complete at ..... Hours ..... Last Train ..... (Number and description) ..... despatched to your station ..... at ..... Hours. Propose to cancel present method of working of trains. Line Clear shall hereafter be obtained by means of ..... Acknowledge. Private Number .....

On receipt of the above message, the Station Master 'B' shall not acknowledge the same unless he is satisfied from his record about the complete arrival of the last train despatched from station 'A' and also the complete arrival at station 'A' of the last train despatched from station 'B'. On thus being satisfied he shall reply in the following form :-

From : Station Master 'B'

No. …….. Your No. ……. Understand that train (Number and description) …… which was the last train to leave my station has arrived complete at your station. Train No. …….. which left your station has arrived completed at my station at …… hours. Present system of train working is cancelled. Line Clear for the next train shall be obtained by means of ……. Private Number .....

(1) The Station Master at Station 'A' shall not resume working of train by means of communication so restored unless he has verified from his records about the clearance of both Up and Down lines. The Section Controller shall also be informed about the trains worked on "Authority to proceed without Line Clear" on Automatic Block Signalling Territories whenever control working is resumed.

SR 9.12.03.- Working of trains under Automatic Block System (Double Line) during obstruction of one line when signals are operative and communications are available –

(a) Whenever an accident to a train or other obstruction precludes the use of the lines on a double line on obtaining Line Clear by means of the electrical communication instruments which shall be used in order of preference given below:

(i) Inter-cabin/Station to Station fixed telephone,

(ii) Railway auto telephone / BSNL phone

(iii) Control telephone.

(iv) VHF set in compliance to SR 14.01.02.

(b) When it is desired to introduce temporary single line working, the Station Master at one end of the affected section shall, on receipt of the information in writing from Guard/Loco Pilot/JE/SE/SSE (P way)/JE/SE/SSE (TrD)that one line is clear and on being satisfied that no train is on the section over that line, takes 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.

(c) (i) If there is reason to suspect that the line over which temporary single line working is to be introduced is fouled or damaged, such working shall not be introduced until a responsible engineering official of the rank not less than that of JE (P way) has inspected the section and certified that the line is safe for the passage of trains;

(ii) Single line working shall not be introduced on a section of double line on which engineering or OHE operations require display of engineering signals as laid down in GR 15.09 without the concurrence of the engineering or the OHE official in charge. Such concurrence shall be obtained by the Station Master by exchange of messages / memos with the concerned official.

(d) Single line working shall be introduced between the nearest stations provided with cross-overs between Up and Down lines on either side of the obstruction.

(e) If for any reason other than introduction of single line working it becomes necessary to run an engine or a train against the normal direction of traffic, the provision given in sub-rule (g) of SR 6.02.05. shall be followed.

(f) After ascertaining that one of the lines is clear for passage of traffic, the Station Master proposing to introduce single line working shall issue a message supported by a Private Number, containing the following information to the Station Master at the other end of the affected section-

(i) Cause of introduction of single line working

(ii) The line on which single line working is proposed ;

(iii) The source of information that the said line is clear ;

(iv) Place of obstruction with KM ;

(v) The number and timings of the last train which arrived/left the block station issuing the message, on the line on which single line working is to be introduced ;

(vi) enquiry regarding temporary speed restrictions if any on the said line.

(g) On receipt of the acknowledgement from the Station Master at the other end accompanied by the required particulars and confirmed by a Private Number, Single line working shall be introduced.

(h) (i) All trains running in the wrong direction shall be worked in accordance with the rules for the use of electrical communication

instrument on single line and line clear shall be obtained on the means of communication mentioned in sub-rule (a) above supported by Private Number and Identification Number.

(ii) Line Clear referred to in clause (i) above shall not be given unless the whole of the last preceding train has arrived complete and unless the line on which the train is to be received is clear upto the fouling mark or starter, if any, at the trailing end. All points at the approaching end are correctly set in favour of the intended line and the facing points are locked.

NOTE - For each first train to run in the wrong direction after the complete arrival of right direction train / trains, line clear shall neither be asked for nor given unless both the Station Masters have assured under exchange of Private Numbers that all trains running in the right direction have already arrived complete at the station in advance.

(i) For each first train to run in the right direction, line clear shall be obtained in accordance with the procedure laid down in sub-rule (h) above, except that line clear shall be given only when the line is clear for atleast 180 metres beyond the first stop signal and the last train running in the wrong direction has arrived complete at the station at the other end of the affected section for which Private Number shall be exchanged between the Station Masters concerned.

(j) Subsequent trains to run in the right direction shall be allowed to follow each other on Automatic Signals indications provided the Station Master of the station in rear has intimated the Station Master of the station in advance of the fact that former is permitting particular trains(s) to follow and has ascertained the latter's readiness to receive it/them and obtain Private Number for each such train.

(k) Loco Pilot of all trains to run in the wrong direction, as also the first train in the right direction, shall be given-

(i) a paper line clear ticket on prescribed form (T/C 1425 or T/D 1425 as the case may be).

(ii) an authority on prescribed form (T/A-912) authorising the Loco Pilot to pass the intervening non-governing/governing Semi-Automatic and manually operated signals on being hand signalled past by a Pointsman/any other competent railway servant in uniform deputed for the purpose. The distinguishing number of each signal shall be indicated on this authority. In case of Semi-Automatic gate

signal the train shall be drawn cautiously upto the level crossing where the Loco Pilot shall ascertain that the gates are closed and locked and 'proceed' hand signal is displayed by the Gateman at the level crossing before he proceeds further. The Loco Pilot shall also ascertain that the points of the outlying sidings are correctly set and locked and proceed hand signal is displayed at such points by a competent railway servant before passing over them.

(iii) A caution order indicating-

(a) the line on which single line working has been introduced;

(b) the Kilometreage at which the obstruction exists on the other line ;

(c) speed restriction, if any

(l) An endorsement shall also be made in the Caution Order issued to the Loco Pilot of the first train after introduction of single line working to stop and inform all Gatemen, Gangmates and Keymen working on the line about the introduction of single line working specifying the line on which the trains shall run.

(m) The speed of the first train passing over the temporary single line shall be restricted to 25 km / h subject to the observance of any other restriction already in force. Subsequent train(s) may run at normal speed subject to observance of any other restriction already in force.

NOTE - In case there is any speed restriction on the line over which temporary single line working has been introduced, the Station Master concerned shall issue a message to the concerned JE/SE/ SSE(P way) to arrange for showing of engineering signals as required vide GR 15.09 for trains in the wrong direction.

(n) All trains to run in the right direction, except the first train of a group of trains shall be given a caution order as detailed in clause (iii) of sub-rule (k) above.

(o) All trains in the right direction shall run at booked speed subject to the observance of speed restriction, if any.

(p) All fixed signals governing the movement of the trains in the right direction shall be taken 'off'. Trains in the wrong direction shall be piloted out at the despatching station in accordance with the procedures detailed in SR 3.70.01 except that in lieu of form T-369(3b), an authority on form T/A-912 shall be issued. These trains shall also

be piloted in, at the receiving station in accordance with the procedures detailed in GR 5.10 & SR there to.

(q) While approaching the station ahead Loco Pilot of each train proceeding in the wrong direction shall bring his train to a stop opposite to the first stop signal pertaining to the correct line or at the last stop signal pertaining to the wrong line on which he is running, whichever he comes across first, and whistle.

(r) Train Register Book shall be introduced at the stations for the duration of such working.

(s) Resumption of normal working:-

(i) On receipt of a written certificate from a responsible Engineering official not below the rank of JE(P way) or JE (TrD) in case of accident pertaining to OHE and Guard /Loco Pilot in case of engine failure, that the obstructed track is free for passage of trains, the Station Master shall issue a message to other stations as the case may be under exchange of Private Numbers and decide, in consultation with the Section Controller, the train after the passage of which normal working shall be introduced;

(ii) An entry shall also be made in the Train Signal Register books of the stations concerned the time at which double line working was suspended, signal line working was introduced and normal working resumed.

(iii) A message shall also be issued to the concerned JE/SE/ SSE(P way) if action was initiated as per note below sub-rule (m) above for removal of the indicators which were provided temporarily,

(t) All records in connection with temporary single line working shall be retained at the station for inspection by the inspecting officials.

SR 9.12.04.- Procedure for working trains under Automatic Block system (Double Line)during obstruction of one line when no means of communication are available.

Whenever an accident to train or other obstruction precludes the use of one line on a double line (worked under Automatic Block system) during total failure of communications, traffic may be temporarily worked on the unobstructed line by introducing single line working in accordance with the procedure detailed below :-

(a) Before introducing single line working the Station Master at one end of the affected section must have an information in writing

from the Guard/ Loco Pilot/ JE/SE/SSE(P way)/JE/SE/SSE(TrD) that one line is clear.

(b) On receipt of information about the obstruction by the Station Master of the station in advance of the obstructed section, he shall arrange to send a message as indicated in SR 9.12.03(f) to the Station Master of the block station controlling the entry of trains into the said obstructed line through the Guard of any train which is to proceed to that station as per the procedure laid down in SR 9.12.02. In case no train is waiting or no train is expected, the message shall be sent through one of his station staff /gangman who may proceed either on foot or by using a push trolly or by using any public transport.

(c) After sending out the message, the Station Master shall not despatch any train in terms of SR 9.12.02 before the arrival of any engine /engines with brakevan /empty rake of EMU stock from the opposite direction. He may, however, send a train engine / light engine / engine with brakevan /empty rake of EMU stock in the manner laid down in SR 9.12.06.

(d) On receipt of the message indicated in sub-rule(b) above, the Station Master of the station controlling the entry of trains into the obstructed section shall arrange to send the acknowledgement thereof through-

(i) The Loco Pilot of train engine / light engine / engine with Brakevan / Empty rake of EMU stock, if any is waiting / expected which may be sent in accordance with the procedure laid down in SR 9.12.06, or

(ii) The Loco Pilot of Engine / Empty rake of EMU stock sent by the Station Master at the other end which is to return to that station as per procedure laid down in SR 9.12.06.

(e) In case the information about the obstruction is received by the Station Master of the Block controlling the entry of trains into the obstructed section, he shall immediately arrange to send a message as indicated in SR 9.12.03(f) to the Station Master at the other end of the affected section. If situation necessitates, the Station Master shall also send a Line Clear Enquiry message for the train which may be waiting / expected at his station. The message and the Line Clear Enquiry message shall be sent through one of his station staff / Gangman who may proceed to such station either on foot or by push trolly or by using any public transport.

(f) On receipt of the message indicated in the sub-rule (e) above, the Station Master shall arrange to send the acknowledgement thereof by returning the said railway servant who shall proceed either-

(i) by any train / Engine which is to proceed to that station in accordance with the procedure laid down in SR 9.12.02, or

(ii) on foot / using public transport / push trolly if no train or engine is to proceed as indicated in clause (i) above.

(g) If Line Clear Enquiry has been sent by the Station Master at the other end, a Conditional Line Clear Reply message shall also be sent through such person mentioning the number & description of the last train after the complete arrival of which the line shall be considered as clear for the train for which Line Clear has been asked for.

(h) After the acknowledgement has been sent as indicated in sub-rule (f) above, trains over the line proposed for single line working may be worked in accordance with the instructions contained in SR 9.12.06. But if Conditional Line Clear Reply message has been given, no train or Engine shall be despatched until the arrival of the train for which Conditional Line Clear has been given.

(i) On receipt of the acknowledgement mentioned in sub-rule (f) above, the Station Master of the station controlling the entry of the train into the obstructed section, may resume working of trains over the un-obstructed line in accordance with the procedure laid down in SR 9.12.06. A caution order in accordance with clause (iii) of sub-rule (k) and sub-rules (l) and (m) of SR 9.12.03 shall also be issued.

j) After the Station Masters of the stations at either end of the obstructed section have become aware of the obstruction in the manner detailed above, trains shall continue to work in accordance with the procedure detailed in SR 9.12.06 over the unobstructed line between the stations concerned until-

(i) Both the Station Masters have been informed of the obstruction having been removed, in which case procedure detailed in SR 9.12.05 shall be observed, or

(ii) Any one of the means of communication is restored in which case the procedure laid down in SR 9.12.03 shall be observed.

SR 9.12.05.- Working of trains under Automatic Block System (Double Line) during failure of the means of communication when signals are operative.

(a) The Station Master of the station in rear of the affected section shall in consultation with the Section Controller, or with the Station Master of the station immediately in rear of his station, if Section Controller is not available, ascertain the number and description of train(s) in the section and the expected time of arrival at his station. He shall then decide the sequence for allowing the trains into the affected section keeping in view the order of precedence and make out a list in duplicate under his stamp and signature indicating the number and description of the trains in the sequence in which the trains shall be allowed to leave his station.

(b) Before the first train of the series so listed, is allowed to enter the affected section, it shall be brought to a stop. A caution order shall be issued to the Loco Pilot and the Guard detailing the circumstances and advising the Loco Pilot to bring his train to a stop outside the first stop signal of the station in advance and sound the prescribed code of whistle and thereafter be guided by the instruction of the Station Master of the station in advance. The Loco Pilot shall also be given a copy of the list (mentioned in sub-rule (a) to be handed over to the Station Master of the station in advance.

(c) On arrival of the train at the station in advance of the affect section, the Loco Pilot shall hand over the list to the Station Master and the latter shall paste the same and make necessary entries in the log-register about the number and description of the trains according to the sequence shown therein. As and when the train actually passes/arrives his station he shall score out the train number and description from the list indicating the time of its arrival / passing, until and unless he is advised otherwise by the Station Master of the station in rear in the similar manner.

(d) After sending out the list through the Loco Pilot as per sub-rule (b) above, the Station Master of the station in rear shall paste the other copy in his Train log-register. Subsequent train(s) of the list need not be stopped out of course, provided they are allowed to enter the affected section in the same sequence as detailed in the list. As each train enters the section, he shall also score out the train number and description from his list.

(e) If due to any operational exigencies, it becomes necessary to change the sequence for running of the trains in the affected section or on the completion of the movement of all the trains in the list already sent, a fresh list shall be prepared with necessary remark for any change in the sequence of the previous list and action taken for working of the subsequent trains as per fresh list in the same manner as indicated in sub-rule (b) to (d) above.

SR 9.12.06.-Procedure for working of trains under Automatic Block System (Single line) during suspension of the panel working and when no means of communications are available.

In the event of suspension of the panel working between two consecutive block stations when direction of traffic cannot be established and when no means of communication are available, trains shall be worked between the stations concerned in the manner laid down in SR 6.02.04 along with the Authority (T/B602) in which authority to pass signals in 'ON' position may be scored out. In order to pass the automatic signals in 'ON' position, an authority in the prescribed form T/A-912 shall be issued. This form shall indicate the individual number of Automatic / Semi-Automatic signal passed by the Loco Pilot. In case of departure signal(s), the Loco Pilot shall pass such signal(s) only on being hand signalled past by a competent railway servant. In case of Gate signal(s), the Loco Pilot shall pass such signal(s) cautiously upto the level crossing where he shall ascertain that the gates are closed and locked against the road traffic and proceed hand signal is displayed by the Gateman before he proceeds further.

SR 9.12.07.-Procedure for working of trains on Automatic Block system (single line) during suspension when direction of traffic cannot be established but line clear can be obtained from the block station in advance by one of the following means which shall be used in the order of preference laid down below:

(i) Inter- cabin/ station to station fixed telephone.

(ii) Railway auto telephone / BSNL phone

(iii) Control telephone.

(iv) VHF set in compliance to SR 14.01.02.

Whenever line clear is obtained by using the communication instrument listed above, Identification Numbers shall be exchanged

in addition to the use of Private Number. Line Clear Enquiry and reply books in the prescribed form T/A-1425 or T/B-1425 shall be brought into use.

The following procedure shall be adopted for train passing:

(a) Before any train is allowed to leave the block station, it shall be brought to a stand and the Guard and the Loco Pilot of the train shall be advised of the circumstances by the Station Master.

(b) The Station Master shall ask for and obtain "Line Clear" for the train from the Station Master of the block stations immediately in advance of the affected section.

(c) The Station Master of the block station at the other end of the affected section shall not grant 'Line Clear" unless the conditions prescribed under sub-rule (2) of General Rule 8.03 are complied with.

(d) On receipt of "Line Clear", the Station Master shall deliver of each train :-

(i) A "Line Clear Ticket" on the prescribed form i.e., T/C-1425 or T/D-1425 as the case may be.

(ii) An authority on the prescribed form T/A-912 indicating individual number of Automatic /Semi Automatic /Manually operated departure and Gate signals which are to be passed by the Loco Pilot. In case of departure signal(s), the Loco Pilot shall pass such signal(s) cautiously upto the level crossing where he shall ascertain that the gates are closed and locked against the road traffic and proceed hand signals is displayed by the Gateman before he proceeds further.

(iii) A Caution Order shall also be issued advising the Loco Pilot to be on the look out for any possible obstruction and exercising greater caution. Speed of the first train entering the affected section shall be restricted to 25 KM/h subject to other restrictions in force.

(e) Before the authorities mentioned in subrule (d) above are handed over to the Loco Pilot, it shall be responsibility of the Station Master to ensure that the points over which the train shall run are correctly set and facing points are locked.

(f) Except the first train, the Loco Pilot of the subsequent train(s) may run at normal speed subject to the observance of any other speed restriction in force exercising great caution bearing in mind the possibility of level crossing gates being opened to the road traffic and other obstructions and stop short of any obstruction that he may encounter on the run.

(g) When approaching the next station, the Loco Pilot shall obey the aspect of the First Stop signal. The Station Master after satisfying himself that all is safe, shall arrange to receive the train by taking "off" the relevant reception signal(s) or pilot the train if the situation warrants.

(h) Train Signal Register Book shall be brought into use and all entries regarding trains working under this system shall be recorded therein.

(i) As soon as the panel is put right by the competent authority, normal working of trains on Automatic Block system (Single line) shall be resumed after exchanging messages with Private Numbers by the Station Masters concerned, assuring that the section is clear. Controller's permission shall be obtained before resumption of normal working unless control is suspended.

(j) All records in connection with train working on this system shall be retained at the station for inspection by the Transportation Inspecting officials.

SR 9.12.08. - Rules and regulations for working of trains on the obstructed line in case of obstruction or accident on the authority of "Authority to proceed for Relief Engine /Train into an Automatic Block Signalling section" (T/C-912).

When it becomes necessary to work trains on the obstructed line on the authority of 'Authority to proceed for Relief Engine / Train into an Automatic Block Signalling Section', all the instructions contained in SR 6.02.05 shall be followed except, in lieu of prescribed form No. T/A-602, T/C-912, shall be used.

9.13. Movement of trains against the direction of traffic on the Automatic Block System.- In Automatic signalling territory, trains shall run in established direction of traffic only. Movement of trains against the established direction of traffic is not permitted. When in an emergency it becomes unavoidably necessary to move a train against the established direction of traffic, this shall be done only under special instructions which shall ensure that the line behind the said train upto the station in rear is clear and free from obstruction.

SR 9.13.01.- When a train is required to be pushed back, the procedure laid down in SR 4.12.01 shall be followed. The Station

Master before giving the assurance referred to in SR 4.12.01 (a) (i) shall ensure that no train has been allowed or shall be allowed in rear of the train for which permission is being given to push back.

9.14. Procedure when Semi-Automatic stop signal is 'on'.-

(1) When a Semi-Automatic Stop signal is worked as an Automatic stop signal, Rule 9.02 or 9.07 shall apply as the case may be.

(2) When a Semi-Automatic stop signal is working as a Manual stop signal and becomes defective, it may only be passed under relevant rules detailed in Chapter-III Section 'H'.

(3) When a Loco Pilot is authorised to pass a Semi-Automatic stop signal at 'on' by taking 'off' the Calling-on signal fixed below it, he shall follow the precautions stipulated in Rule 9.02 or 9.07 as the case may be.

SR 9.14.01.- (a) In case of Semi-Automatic Stop signal governing the approach of a train to a station when working as a manual stop signal and becomes defective it shall be passed only in accordance with the procedure detailed in SR 3.69.03.

(b) At stations on the Automatic Signalling territory (Double Line) when the last stop signal which may either be. a Manual Stop signal or a Semi-Automatic Stop signal working as a Manual Stop signal governing the departure of a train from a Station becomes defective, the Station Master shall hand over to the Loco Pilot a written authority on the prescribed form T/A-912 authorising him to pass such signal at 'on' or when defective the written authority shall not be given, unless all the points for the departure of the train have been set and the facing points locked. Hand signal shall also be shown to the departing train in accordance with General Rule 3.70. The Loco Pilot after passing such signal at 'on' or when defective, shall take his train upto the next signal in advance in the manner as laid down in General Rule 9.02 and Subsidiary Rule 9.02.01 (b).

Provided that, where there is/are no intervening Automatic / Semi-Automatic Stop signal(s) between two consecutive stations, action shall be taken in accordance with Subsidiary Rule 9.12.01 for passing trains.

SR 9.14.02.- When a Loco Pilot finds a Semi Automatic Stop signal with illuminated 'A' Marker to flicker/bob, he shall act in accordance with SR 9.02.02 or 9.07.02 as may be applicable.

9.15. Passing a gate Stop signal at 'on' in Automatic signalling territory,- If the Loco Pilot finds a gate stop signal at 'on' in an Automatic signalling territory:

(a) he shall comply with the provisions of Rule 9.02 or 9.07, as the case may be, if the 'A' marker is illuminated, or

(b) (i) If the 'A' marker light is extinguished, he shall sound the prescribed code of whistle to warn the Gateman and bring his train to a stop in rear of the signal, and

(ii) If after waiting for one minute by day and two minutes by night, the signal is not taken 'off', he shall draw his train ahead cautiously upto the level crossing, and

(iii) If the gateman is available and exhibiting hand signals, proceed further past the level crossing gate cautiously,or

(iv) If the gateman is not available, or, is available but not exhibiting hand signals, stop in rear of the level crossing and after ascertaining that the gates are closed against road traffic and on getting hand signals from the Gateman, and in his absence from Assistant Loco Pilot, the Loco Pilot shall sound the prescribed code of whistle and cautiously proceed upto the next stop signal complying with the Rule 9.02 or 9.07 as the case may be.

9.16. Illustrative diagrams.- Automatic change of sequence of aspects behind the train in three-aspect and four-aspect signalling is illustrated in the following diagrams, which are not drawn to scale.

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Automatic Change of Squence of aspects behind the train in three-aspect signalling territory

Automatic Change of Squence of aspects behind the train in four-aspect signalling territory

CHAPTER X

THE FOLLOWING TRAINS SYSTEM

10.01. Essentials of the Following Trains System.-

(1) Where trains are worked on the Following Trains System, they may be despatched from one station to the next, following each other in succession in the same direction on the same line in such manner and at such intervals of time as may be prescribed by special instructions.

(2) Trains shall not be worked on the Following Trains System unless the Station Master of the block station in advance has exchanged messages regarding his readiness to receive the trains and has, in addition, given his assurance that no train will be allowed to leave his station for the station from which the following trains are to be despatched, until the latter have all arrived at his station and until he has received permission to despatch trains in the opposite direction.

10.02. Report to the Commissioner of Railway Safety.- When the Following Trains System is introduced on any portion of a railway under Rule 7.01 a report shall be sent to the Commissioner of Railway Safety.

10.03. Conditions to be observed in working trains on the Following Trains System.- When the Following Trains System is adopted, the following conditions shall be observed, namely:

(a) no train shall start until the Loco Pilot has been given a written authority to proceed in the form prescribed for the purpose and a written acknowledgement thereof has been obtained from him, the train being stopped for the purpose, if not booked to stop.

(b) the authority to proceed shall state the station at which the train is next to stop, the speed at which it is to run and the actual time of departure of the preceding train.

(c) the Loco Pilot and Guard of each preceding train shall

have been informed of the fact that a train will follow, and of the probable period which will elapse before the following train shall start.

(d) a train shall not follow another from a station unless there has elapsed since the departure of the previous train, an interval of not less than 15 minutes, or such shorter interval as may be fixed by special instructions.

(e) all the trains following the first train shall be timed to run at the same speed and such speed shall not exceed 25 kilometres an hour except under special instructions.

(f) the actual time of the departure of each train shall atonce be intimated to the block station in advance and the actual time of arrival of each train shall atonce be intimated to the block station in rear, and

(g) the number of following trains running at the same time between any two block stations shall not be more than one for each 5 kilometres of station interval; and unless permitted by special instructions, shall never exceed four, whatever may be the length of the station interval.

10.04. Delivery of authority to proceed to Loco Pilot or Guard on the Following Trains System.-

(1) Every authority to proceed shall be delivered to the Guard or Loco Pilot by the station Master, or by some railway servant appointed in this behalf under special instructions.

(2) When such authority to proceed is delivered to the Loco Pilot under sub-rule (1), a duplicate shall be given to the Guard.

(3) When an authority to proceed is delivered to the Guard under sub-rule (1), it shall be either-

(a) handed personally by the Guard to the Loco Pilot; or

(b) counter signed by the Guard and then handed to the Loco Pilot either by the Station Master or by some railway servant appointed in this behalf by special instructions.

(4) An authority to proceed shall not be handed to the Loco Pilot under sub-rule (2) or (3)-

(a) until the train is ready to start, and

(b) if the train is waiting to pass another train, until the whole of the latter train has come in and is clear of the running line for the former train.

10.05. Authority to procced on the Following Trains System.-The written authority to proceed for use on the Following Trains System shall be in the following form :-

S. No .... Railway

THE FOLLOWING TRAINS SYSTEM
AUTHORITY TO PROCEED
(UP OR DOWN)

Train No ..... .(Up or Down) Date .....
Time .....Hours.....Minutes.
From.....station,
to ..... station.

To Loco Pilot and Guard.

(1) You are hereby authorised to proceed with your train from .....station to ..... station.

(2) Train No..... ahead of your train left this station at..... hours ..... minutes.

*(3) Train No ..... shall follow your train from this station at ..... hours ..... minutes.

(4) You are required to observe a speed restriction of ……..…..…… Kilometres an hour.

Signed . .....
Station Master at .....
(Station Stamp)

Signatures of Guard at .....station

*Srike out which is inapplicable.

This ticket shall be given up by the Loco Pilot immediately on arrival to the Station Master or other person authorised to receive it and such person shall immediately cancel it and place it on record.

10.06. Responsibility as to proper preparation of authority to proceed on the Following Trains System.-

(1) When an authority to proceed is delivered to the Loco Pilot under sub-rule (1) of Rule 10.04, the Station Master shall see

(a) that it is properly filled up in the form prescribed for the purpose, and

(b) that it is signed in full and in ink.

(2) When the authority to proceed is delivered to the Loco Pilot under sub-rule (1) of Rule 10.04, he shall satisfy himself that the authority to proceed delivered to him has been correctly and completely prepared in the form prescribed for the purpose and he shall not proceed with his train until he has done so and the mistake or omission, if any, has been rectified.

(3) When an authority to proceed is delivered to the Guard of the train under sub-rule (3) of Rule 10.04, he shall, before it is handed to the Loco Pilot, satisfy himself similarly

10.07. Obstruction in face of approaching train or trains on the Following Trains System.-The line shall not be obstructed outside the outermost facing points in face of an approaching train as long as this system of working is in force.

10.08. Cessation of working on the Following Trains System.- When it is intended that no more following trains shall be despatched in the same direction, the Station Master shall intimate such intention by a message to the block station in advance, after which no more trains in either direction shall be despatched between the two stations until the last train has arrived at the block station in advance and the line has been cleared between the two stations.

10.09. Protection of trains on the Following Trains System.-

(1) When a train is stopped between stations and if the detention exceeds or is likely to exceed five minutes, it shall

be protected in accordance with the provisions of Rule 6.03, except that the Guard going back to protect the train shall place one detonator. at 250 metres from the train on the way out, and two detonators, 10 metres apart, at 500 metres from the train, irrespective of gauge.

(2) In case the train stopped between stations is unable to proceed on account of accident, failure, obstruction or any other exceptional cause, the Loco Pilot shall also arrange to protect the train in the front in the manner laid down for the Guard.



CHAPTER XI

THE PILOT GUARD SYSTEM

11.01. Essentials of the Pilot Guard System.- Where trains are worked on the Pilot Guard System.-

(a) a railway servant (hereinafter called a Pilot Guard) shall be specially deputed to pilot trains; and.

(b) no train shall leave a station except under the personal authority of the Pilot Guard.

11.02. Conditions to be observed for following trains on the Pilot Guard System.-Trains shall not follow one another in the same direction between stations, unless-

(a) the Loco Pilot has been properly warned of the time of departure of the preceding train and of the place at which it will next stop;

(b) all the trains are timed to run at the same speed, and such speed shall not exceed 25 kilometres an hour except under special instructions; and

(c) an interval of fifteen minutes has elapsed since the departure of the preceding train.

11.03. Pilot Guard's dress or badge.-The Pilot Guard shall be distinguished by a red dress or badge.

11.04. Pilot Guard to accompany train or give authority to proceed.-

(1) No train shall be started from a station unless the Loco Pilot sees that it is accompanied by, or that the authority to proceed is given personally by the Pilot Guard wearing the dress or badge prescribed in Rule 11.03.

(2) The Pilot Guard shall accompany every train:

Provided that when it is necessary to start two or more trains from one end of the section before a train has to be started from the other end, the Pilot Guard shall accompany only the last such trains, and shall personally give the authority to proceed for the preceding trains.

(3) When accompanying a train, the Pilot Guard shall ride on the foot-plate of the engine.

11.05. Pilot Guard's Tickets.-

(1) When the Pilot Guard does not accompany a train, he shall deliver to the Guard (or, if there be no Guard, to the Loco Pilot) a Pilot Guard's ticket on a printed form properly filled up and signed in ink, as the authority to proceed.

(2) Every such ticket shall apply only to the single journey to the station named on it.

(3) If the train is in charge of a Guard, he shall, before the train is started, deliver the ticket to the Loco Pilot.

(4) Immediately on the arrival of the train, the Loco Pilot shall deliver the ticket to the Station Master who shall at once cancel it.

11.06. Protection of trains on the Pilot Guard System.- In the event of a train, which is followed by another train, stopping on the line between stations, the Guard and the Loco Pilot shall take action to protect the train in accordance with the provisions of Rule 10.09.

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CHAPTER XII

THE TRAIN-STAFF AND TICKET SYSTEM

12.01. Essentials of the Train-staff and Ticket System.- Where trains are worked between two stations on the train-staff and ticket system.-

(a) a single Train-staff shall be kept at one of such stations, and

(b) no train shall start from either of such stations to the other unless the said train-staff is at the station from which the train starts and has either been handed to or shown to the Loco Pilot by the Station Master when giving such permission.

12.02. System where applicable.-Trains may be worked on the train-staff and ticket system only when the line is single and only between such stations as have been declared by special instructions to be train-staff stations.

12.03. Conditions to be observed for following trains on the train-staff and ticket system.- Trains shall not follow one another in the same direction between Train-staff stations, unless.-

(a) the Loco Pilot has been properly warned of the time of departure of the preceding train and of the place at which it will next stop ;

(b) all the trains are timed to run at the same speed, and such speed shall not exceed 25 kilometres an hour except under special instructions; and

(c) an interval of fifteen minutes has elapsed since the departure of the preceding train.

12.04. Loco Pilot to have Train-Staff or Train-Staff Ticket. - No train shall be started from a station unless the Loco Pilot has in his possession to be carried with him on the

journey, either the Train-Staff or a Train-Staff Ticket, for the section of the line over which the train is about to travel.

12.05. Train-Staff or Train-Staff Ticket : by whom to be delivered to Loco Pilot.-The Train-Staff or Train-Staff Ticket shall be delivered to the Loco Pilot by the Station Master or by some railway servant appointed in this behalf by special instructions.

12.06. Train-Staff or Train-Staff-Ticket : When to be delivered to Loco Pilot.-

(1) When no other train is intended to follow before the Train-Staff will be required for a train running in the opposite direction, then subject to the provisions of sub-rule (3), the train- staff shall be delivered to the Loco Pilot.

(2) When other trains are intended to follow before the Train-Staff can be returned then, subject to the provisions of sub-rule (3), a Train-Staff Ticket indicating that the Train-Staff is following, shall be delivered to the Loco Pilot of each train except the last; and the Train-Staff shall be delivered to the Loco Pilot of the last train.

(3) When a train is assisted by a second engine in the rear, a Train-Staff Ticket shall be delivered to the Loco Pilot of the front engine and the Train-Staff shall be delivered to the Loco Pilot of the rear engine:

Provided that if both the engines attached to the train are to travel over the entire length of line to which the Train-Staff applies, and the train is to be followed by other trains, a Train- Staff Ticket shall be delivered to the Loco Pilot of each of the engines attached to the first mentioned train.

(4) When a train is assisted by a second engine in the front, the train-staff or a Train-Staff Ticket, as the case maybe, shall be delivered to the Loco Pilot of the leading engine.

(5) When a material train has to stop between stations, the Train-Staff shall be delivered to the Loco Pilot.

(6) The Train-Staff or a Train-Staff Ticket shall not be delivered to Loco Pilot of any train until the train is ready to start.

(7) The Loco Pilot shall not accept a Train-Staff Ticket unless he sees the Train-Staff at the same time in the possession of the person who delivers the Train-Staff Ticket to him.

12.07. Train-Staff to be kept on engine.- When the Train-Staff is delivered to the Loco Pilot of a train, he shall place it in a conspicuous place provided for the purpose on the engine.

12.08. Trains not to be started until Train-Staff returned.- When the Train-Staff has been taken away from a station by the Loco Pilot of a train, no other train shall be started from that station to follow the first mentioned train until the Train- Staff has been returned to the station.

12.09. Train-Staff or Train-Staff Ticket to be given up and ticket to be cancelled on arrival of train.-

(1) Upon the arrival of a train at the station to which the Train-Staff or a Train-Staff extends, the Loco Pilot shall immediately give the Train-Staff or Train-Staff Ticket to the Station Master, or to some railway servant appointed by special instructions to receive it.

(2) The person to whom any such Train-Staff Ticket is so delivered shall immediately cancel the same.

12.10. Procedure when engine is disabled on the Train-Staff and Ticket System.-

(1) If an engine which carries the Train-Staff breaks down between two stations, the Assistant Loco Pilot shall take the Train- Staff to the Staff-station in the direction where assistance can best be obtained in order that the Train-Staff may be available at that station for delivery to the Loco Pilot of the assisting engine.

(2) If an engine which carries a Train-Staff Ticket breaks down between two stations, assistance shall ordinarily be obtained only from the station at which the Train-Staff has been left; but if assistance can more readily be obtained from another station in the opposite direction, immediate steps shall be taken to have the Train-Staff transferred to the other end of the section.

(3) Whenever an engine has broken down between two stations, the Assistant Loco Pilot shall accompany the assisting engine to the spot.

12.11. Train-Staff Tickets : how kept.-Train-Staff Tickets shall be kept in a Ticket-box provided for the purpose and fastened by an inside spring, the key to open the box being the Train-Staff to which the Tickets apply

12.12. Train-Staff: how kept.-The Train-Staff, when at a station, shall not be left in the box but shall be kept by the Station Master in safe custody.

12.13. Distinguishing marks on Train-Staff Tickets an boxes.-

(1) Each Train-Staff shall have shown upon it the name of the Train-Staff station at each end of the portion of line to which it applies.

(2) The Train-Staff and Train-Staff Tickets and boxes for

the different portions of the line shall be distinguished by different colours.

(3) "Up" and "Down" Train-Staff Tickets shall also have distinguishing marks.

12.14. Form of Train-Staff Ticket.- Every Train-Staff Ticket shall be in the following form.-

Ticket No._____ _____Railway

TRAIN -STAFF TICKET
(Up or Down)

Train No._____
Time _____Hours _____Minutes
From_____To _____

To Loco Pilot and Guard.
You are authorised to proceed from _____
_____station to _____station
and the Train-Staff will follow.
Train No._____ in front left _____
_____ hours _____ minutes.
Signed _____
Station Master at _____
(Station stamp) _____
Date _____

(BACK OF TICKET)

The Loco Pilot shall not accept this Ticket unless he sees the Train-Staff for the portion of line which he is about to enter.

This Ticket shall be given up by the Loco Pilot, immediately on arrival, to the Station Master or other person authorised to receive, it, and such person shall immediately cancel it.

12.15. Record of Train-Staff Tickets issued.-The Station Master shall keep a record in a book of each Train-Staff Ticket issued, showing the number of each Ticket and the particular train for which it was issued.

12.16. Obstruction outside the Home signal.-The line outside the Home signal shall not be obstructed unless the Train- Staff of the portion of the line to be obstructed is at the station.

12.17. Protection of trains on the Train-Staff and Ticket System.- In the event of a train, which is followed by another train, stopping on the line between stations, the Guard and the Loco Pilot shall take action to protect the train in accordance with the provisions of Rule 1 0.09.

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CHAPTER XIII

THE ONE TRAIN ONLY SYSTEM

13.01. Use of the One Train Only System.-Trains may be worked on the One Train Only System, only on short terminal branches on the single line.

SR 13.01.01.-Sections where trains are-worked on the One Train Only System in the E.Co. Rly are (1) Naupada-Gunupur (2) Bobbili - Salur

13.02. Essentials of the One Train Only System.- Where trains are worked on the One Train Only system, only one train shall be on the section on which this system is in force, at one and the same time.

13.03. Authority to enter the section.- A Loco Pilot shall not take his train into the section unless he is in possession of the authority to proceed as prescribed by special instructions.

SR 13.03.01.- The Authority to proceed shall be a metallic badge with the inscription :

Obverse

Authority for the Loco Pilot/ Motorman to proceed

From _____ to _____and

return to _____

Reverse

Name of the Controlling station.

The badge should normally to be in the custody of Station Master on duty at the controlling station. In case of loss of the metallic badge, a Line Clear Ticket shall be issued under signature of the Station Master on duty with time, date and train number with Station Stamp. The fact that the badge is lost shall be recorded.

13.04. Procedure in case of accident or disablement on the One Train Only System.-

(1) (a) If the train becomes disabled and require assistance

or if an accident occurs which renders it impossible for the train to proceed, the train shall be protected in accordance with the provisions of Rule 6.03 in the direction from which assistance, if necessary, is being obtained.

(b) The Guard of the train shall convey advice of the circumstance, under which the train has become disabled and is not able to proceed, to the Station Master of the station from which assistance can best be obtained, and if it is necessary for such Guard to proceed to such station, he shall instruct the Loco Pilot in writing to keep the train stationary until his return, and obtain his written acknowledgement.

(2) (a) Such Station Master, if he is not the Station Master of the base station, shall communicate this information to the Station Master of the base station. On receipt of such information, the Station Master of the base station may allow another engine to enter the line.

(b) The engine so sent shall either be accompanied by the Guard of the disabled train, who shall explain to the Loco Pilot where and under what circumstances the disabled train is situated and such other particulars as may be necessary to enter the line unaccompanied by the Guard of the disabled train.

(3) The Guard of the disabled train shall be responsible for the safe and proper working of the line until the disabled train has been moved and any other engine sent to the assistance of the disabled train has been returned to the base station.

(4) If there is no Guard of a disabled train, the Assistant Loco Pilot or, if necessary, the Loco Pilot shall perform the duties imposed by this rule on the Guard, provided that the engine is not left unmanned in terms of Rule 4.20.

SR 13.04.01.- If a train becomes disabled in mid section and is unable to proceed, the Guard shall convey a written advice of the circumstances through Assistant Loco Pilot to the Station Master of the station from which assistance can be obtained. In absence of Assistant Loco Pilot sub-para 1 (b) of Rule 13.04 shall be complied with.

SR 13.04.02.- On Naupada-Gunupur Section with one train only system of working-Telephone communication will be available in the Station building of Ganguvada, Parlakimidi, Kashinagar and Gunupur stations which will remain under lock and key and one key will remain with the booking clerk of the concerned station and duplicate keys of the above mentioned stations will remain under the custody of Station Master on duty at Naupada.

Before starting the train from Naupada, the Station Master on duty will hand over all the keys of the above mentioned stations to the Guard of the train under clear signature in the register maintained at the station for the purpose.

On return to Naupada station the Guard of the train will handover all the keys to the Station Master on duty at Naupada station under a clear signature of the Station Master on duty at Naupada.

In case of accident or disablement of the train or for other necessity, Guard or Loco Pilot or Asst. Loco Pilot will use, the telephone located at the above stations to convey information to the Station Master on duty at Naupada for necessary action. In case the telephone is out of order, SR 13.04.01 shall be complied with.

SR 13.04.03.- On Bobbli - Salur section train will work on the 'One train only system'. In this system only one train will remain in the section and the Loco Pilot shall not take his train into the section unless he is in possession of the authority to proceed which is to be prepared in duplicate by the SM/Bobbili and one copy to be kept as record with the signature of the Loco Pilot.

The 'Authority to proceed' given by the Loco Pilot, SM/Bobbili should clearly indicate that the Loco Pilot should proceed with his train upto Salur and return.

In case of disablement of the train to proceed further due to accident or any other reason the procedure laid down vide GR 13.04 to be followed and if the Guard is not provided, the duties of the guard will devolve on to the Loco Pilot of the train as provided in the working rule of 'One train only system' vide GR 13.04.

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CHAPTER XIV

BLOCK WORKING

A. General Provisions

14.01. Means of granting or obtaining Line Clear.- The running of every train shall, in its progress from one block station to another, be regulated by means of any one or a combination of the following-

(a) electrical block instruments of token or tokenless type,

(b) track circuits,

(c) axle counters, or

(d) electrical communication instruments.

SR 14.01.01 : The following means of granting or obtaining line clear shall be used as per their availability and strictly in order of preference :

1. Block Instruments, Track Circuits or Axle counters
2. Telephones attached to Block Instruments
3. Station to Station fixed telephones wherever available
4. Fixed telephone such as Railway auto phones and BSNL phones
5. Control telephone and
6. VHF sets

SR 14.01.02 : USE of VHF as sole means of communication:- The order of preference as mentioned in SR 14.01.01 shall not be violated under any circumstances. VHF set should not be used as the sole means of communication on the sections where passenger trains run. However, it can be used as the only means of communication with issuance of special instructions by COM in the newly commissioned sections where only operation of freight trains are involved, till such time any other communication is provided as above but in no case more than one year. Wherever GSMR is provided, the use of VHF sets for the purpose of obtaining line clear is prohibited. In all cases, line clear shall be obtained only after exchange of Identification Number supported by a private number as mentioned in SR 6.02.06 (1).

SR 14.01.03 : Use of walkie-talkie sets : Walkie Talkie is a communication instrument which can be easily carried for making conversations between various officials involved in train working. This shall be used in the following instances :

(i) In case a train has come to an out of course halt in automatic signalling territory between two stations and is not in a position to move ahead and requires a relief engine, the Guard of that train shall guide the crew of the relief engine when it is to come to pick up the train, except in suburban sections.

(ii) Station Master/Loco Pilot/Guard may communicate on walkie-talkie among themselves for advising abnormalities that require immediate attention by Station Master/loco pilot/ guard for controlling/stopping the train.

(iii) Use of walkie-talkie sets should in no way contravene conditions required to be satisfied for reception/despatch of trains as mentioned in this manual.

(iv) Walkie-talkie sets should not be used as an alternative to written authority to proceed and authority to pass defective signal at danger, etc.

(v) These sets shall not be used for communicating the aspects/position of any signal by SM to Loco Pilot/Guard. The Loco Pilot/Guard may advise if the aspect of any signal is ON.

(vi) Walkie-talkie should not be used as alternative to or replace physical exchange of signals. However in case of full length of trains, in following circumstances, walkie-talkie sets may be used for exchange of signals between Loco Pilot and Guard; When it is not possible to exchange signals physically and the conditions for exchange of signals have been fulfilled :-

(a) To despatch/start the train from a station.

(b) To start a train stop in curvatures/tunnels in block section and

(c) on run, when it is not possible due to curvature or due to geographical layouts.

In all the above cases where SM or Loco Pilot/Guard used the walkie-talkie, he will clearly mention his identily along with station name/train number while communicating and also confirm the identity of the speaker at the other end.

14.02. Provision of instruments.-

(1) Electrical communication instruments shall be provided at every station, except at class 'D' stations where they may be provided under special instructions.

(2) (a)The electrical block instruments, where provided, and electrical communication instruments at any station shall be of a type approved by the Commissioner of Railway Safety and shall not be brought into use in the first instance unless they have been passed by him.

(b) The person in charge of the maintenance of electrical block instruments shall not without the approval of the Commissioner of Railway Safety, permit the substitution, for the instruments and installation brought into use in the first instance, of any instruments or installation which do or does not satisfy the conditions prescribed in clause (a).

14.03. Consent required before interfering with Block working equipment. - No railway servant shall interfere with the block working equipment, or their fittings for the purpose of effecting repairs, or for any other purpose except with the previous consent of the Station Master.

SR 14.03.01.- For detailed procedure for effecting repairs of block working equipment, see Block Working Manual.

B. Block Stations at which Electrical Block Instruments, Track Circuits or Axle counters are provided.

1 4.04. Certificate of competency.-

(1) No person shall operate the electrical block instruments until he has passed a test in the operation of block instruments and unless he holds a certificate of competency granted by a railway servant appointed in this behalf by the

Railway Administration.

(2) The certificate of competency referred to in sub-rule (1) shall only be valid for a period of three years or such longer period as may be laid down by special instructions.

SR 14.04.01.-The Principal, Zonal Railway Training Institute Sini, is authorised to examine and to issue the certificate of competency on prescribed form No. OP/T1B referred to in sub-rule (1) of GR 14.04 which shall only be valid for a period of three years in case of Station Superintendents, Deputy Station Superintendents, Station Masters and Asstt. Station Master and Cabin Master from the date of test as shown in the certificate. However, in exceptional circumstances, the validity of a competency certificate issued by the Principal, Zonal Railway Training Institute, Sini may be extended locally by an officer not below the rank of an A.O.M. for a period not exceeding six months.

14.05. Bell code.- For the signalling of trains, the prescribed code of bell signals as detailed below, shall be used, and a copy thereof shall be exhibited in each block station near the place of operation of the block working equipment :-

Ref. No.	Indication	Code	How signalled	How acknow-ledged.
1.	Call Attention Or Attend Telephone	0	One stroke or beat	One stroke or beat
2.	Is Line Clear, or Line Clear Enquiry	00	Two	Two
3.	Train Entering Block Sectioin	000	Three	Three
4.	(A) Train Out Of Block Section (B) Obstruction Removed	0000	Four	Four

Ref. No.	Indication	Code	How signalled	How acknow-ledged
5.	(A) Cancel Last Signal (B) Signal Given in Error	00000	Five	Five
6.	(A) Obstruction Danger Signal (General)	000000	Six	Six
	(B) Stop and Examine Train	000000-0	Six Pause one	Six Pause one
	(C) Train Passed Without Tail board	000000-00	Six Pause two	Six Pause two
	(D) Train Divided	000000-000	Six Pause three	Six Pause three
	(E) Vehicles Running Away In Wrong Direction On Double Line Or into the Block Section On Single Line	000000-0000	Six Pause four	Six Pause four
	(F) Vehicle Running Away In Right Direction on Double Line	000000-00000	Six Pause five	Six Pause five
7.	Testing	0000000000000000	Sixteen	Sixteen

NOTE. - (1) 'O' INDICATES A STROKE OR A BEAT AND '___' INDICATES A PAUSE.

(2) EACH SIGNAL SHALL BE GIVEN SLOWLY AND DISTINCTLY.

(3) Exchange of bell codes under reference numbers 3 and 4 are not required in a section provided with block providing axle counter or track circuit having complete track circuiting of station yard excluding non-running lines on either end.

14.06. Acknowledgement of signals.-

(1) Each signal received shall be acknowledged by sending its authorised acknowledgement.

(2) No signal shall be acknowledged until it is clearly understood.

(3) A signal shall not be deemed to be complete until it is acknowledged.

(4) If the station to which a signal is sent does not reply, the signal shall be repeated at intervals of not less than 20 seconds until reply is received.

14.07. Train Signal Register.-

(1) A Train Signal Register shall be kept by the Station Master or under his orders.

(2) All signals received or sent on the electrical block instruments and the timings of receipt and despatch shall be entered therein, immediately after acknowledgement, by the person operating the block instrument.

(3) The timings entered in the register shall be the actual timings, except that any fraction of a minute shall be counted as one.

(4) All entries in the register shall be made in ink.

(5) No erasure shall be made in the register, but if any entry is found to be incorrect, a line shall be drawn through it, so that it may be read at any time and the correct entry shall

be made above it.

(6) The person who keeps the register for the time being shall be responsible for all entries made therein and for correctly filling in each column thereof.

SR 14.07.01.- (a) The Station Master who makes an entry for a train, shall continue on duty till all entries affecting that train are complete. The Station Master who gives line clear for a train shall remain on duty till the train has arrived and the 'Train out of Block Section' signal has been given by him to the station in rear and acknowledged. Similarly, the Station Master who receives line clear shall remain on duty till the "Train out of Block Section" signal is received from the station in advance and is acknowledged by him.

Except as indicated above, the change of duty should follow the prescribed roster.

(b) Whenever the Station Master changes duty, a line shall be drawn right across the Train Signal Register, and the outgoing Station Master shall sign his name legibly and enter the time above the line or make any of the following endorsements as may be appropriate in the event of his having to sign off at any time after his rostered duty hours terminate

Signed off at _____hours in order to admit _____ train, arrived at _____ hours or Signed off at _____hours in order to receive train out of Block section report for_____ train despatched to _____ station, arrived there at _____ hours.

Similarly, the incoming station Master shall sign his name legibly and enter the time below the line.

(c) In the event of another train being signalled after the incoming Station Master has reported and before the outgoing Station Master has signed 'off' the Line Clear shall be given by the former and latter need not wait for completing the transactions in respect of that train.

(d) Sub-rule (a) above shall not apply if the detention to a train in block section due to an accident or for any other exceptional reasons exceeds by more than one hour beyond the normal running time. In such case the Station Master may sign 'off' after making the following entries in red ink in the Station Master's diary as well as in the Train Signal Register :-

(i) On the double line -"UP or Down line (as the case may be) occupied by No _____ train left _____ at_____Hrs."

(ii) On the single line _____ 'Block section between _____and _____ occupied _____ by No _____ Up/Down train left _____ at _____ Hrs'.

The above entry shall be signed jointly by the Station Master who goes off duty and the Station Master who relieves him.

14.08. Authority to proceed.-The Loco Pilot shall not take his train from a block station unless he has been given an authority to proceed-

(a) On the double line, by the taking 'off' of the last stop signal, and

(b) On the single line, either-

(i) by a token for the block section, taken from an electrical block instrument, or

(ii) by a Line Clear Ticket duly signed by the Station Master, or

(iii) by any document prescribed in this behalf by special instructions, or

(iv) by the taking 'off' of the last stop signal in lieu of tangible authority as mentioned in sub clauses (i) to (iii) on sections provided with electrical block instruments of tokenless type or track circuits or axle counters.

SR 14.08.01.- For special instructions see Block Working Manual.

14.09. Loco Pilot to examine authority to proceed.-

(1) The Loco Pilot shall ensure that the authority to proceed given to him is proper authority under the system of working and refers to the block section he is about to enter, and if the said authority is in writing that it is complete and duly signed in full and in ink.

(2) If the conditions mentioned in sub-rule (1) are not complied with, the Loco Pilot shall not take his train past or start from the station until the mistake or the omission is rectified.

14.10. Conditions for closing the block section.-

(1) When the block section has been cleared by the arrival of the train or by the removal of the cause of blocking, block section shall be closed by the block section in advance by giving the prescribed bell code signal.

(2) Before such signal is given, the Station Master shall satisfy himself- as per the preseribed special instructions.

(a) that the train has arrived complete, or the cause of blocking the section has been removed, and

(b) that the conditions under which Line Clear can be given, are complied with.

(3) The provision of clause (b) of sub-rule (2) may be relaxed at class 'A' single line crossing stations. In such cases, the Station Master shall satisfy himself that the train is standing at its Starter clear of the line on which the second train is to run.

(4) Where in a section a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non-running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, it would be taken as assurance for complete arrival of the train to the Station Master.

14.11. Responsibility of Station Master as to authority to proceed.-

(1) An authority to proceed shall not be given to the Loco Pilot until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.

(2) An authority to proceed shall not be given to the Loco

Pilot except by the Station Master or by some railway servant appointed in this behalf by special instructions.

(3) The Station Master shall see that the authority to proceed given to a Loco Pilot is accurate and that, when it is in writing, it is complete and is signed in full and in ink.

(4) If the train stops at the station and is waiting to cross another train, the authority to proceed shall not be given to the Loco Pilot until the whole of the latter train has arrived and is clear of the running line for the former train.

(5) If two engines are coupled together or if one engine is in front and another in rear of the train, the authority to proceed shall be given to the Loco Pilot of the leading engine.

14.12. Special responsibility as to electrical token instruments and to the token.-

(1) The Station Master shall be responsible to ensure that-

(a) no one but himself operates the electrical block instruments.

(b) the procedure regarding bell signals and, in addition any communication made by electrical communication instruments including the use of a private number, as laid down under special instructions, is correctly carried out,

(c) in the case of stopping trains, the incoming token is surrendered by the Loco Pilot before an outgoing token is delivered to him.

(d) when he receives the token of an incoming train, it is put in the electrical block instrument immediately, and

(e) no one except the person authorised by special instructions opens the electrical block instruments.

(2)(a) a token shall not be taken out of an electrical block instrument earlier than necessary and when taken out, its number shall be recorded in the Train Signal Register, and it shall be kept in the personal custody of the Station Master till issued to a Loco Pilot or returned to the instrument.

(b) On arrival of the train at the block station in advance, the Loco Pilot shall give up the token in accordance with special instructions, and his token shall then be placed in the electrical block instrument at that station.

(c) If the train has to return to the block station from which it started, the token shall, on such return, be replaced in the electrical block instrument from which it was extracted.

14.13. Failure of electrical block instruments or track circuits or axle counters.-

(1) If the electrical block instruments, track circuits or axle counters or their electric connections fail, line clear shall be obtained through the electrical communication instruments.

(2) When Line Clear has been so obtained, an entry to that effect shall be made in the Train Signal Register, and the train may be allowed to proceed on the issue of a written authority to proceed, which shall also bear a remark to that effect.

14.14. Closing of Intermediate Block Post.- If the electrical block instruments provided at the stations on either side of an Intermediate Block Post or the track circuiting provided beyond the last stop signal, or the axle counters provided at either end of block section fail, the Intermediate Block Stop signal shall be treated as defective and the Intermediate Block Post shall be deemed to be closed and section between the stations on either side of the Intermediate Block Post shall be treated as one block section.

C. Block Stations at which Electrical Block Instruments are not provided.

14.15. Transmission of signals.- For the working of trains at such stations where electrical block instruments are not provided, signals as prescribed under special instructions shall be transmitted, as occasion may require on the electrical communication instruments.

14.16. Train Signal Register.-The Train Signal Register referred to in Rule 14.07 shall also be maintained at block stations where block instruments are not provided.

14.17. Forms for messages and written authority to proceed.-

(1) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written on forms specially provided for the purpose by the Railway Administration.

(2) Such forms shall be bound up in books and kept at each block station by the Station Master, or by some railway servant appointed in this behalf by special instructions.

14.18. Distinction of messages.-

(1) Every message despatched in connection with the working of a train shall distinctly describe the train to which it relates.

(2) For every train a separate inquiry and reply shall be sent.

14.19. Writing and signing of messages and written authorities to proceed.-

(1) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written up in ink and signed by the person authorised to despatch or issue the same.

(2) No message or written authority to proceed shall be written out, either in full or in part, or signed, until necessary

14.20. Completion of messages- No part of any message shall be despatched or acted upon until the whole message has been written out except with a view to the prevention of an accident, or in some other case of emergency

14.21. Preservation of messages and written authorities to proceed.- Messages and written authorities to

proceed shall be destroyed at such time after issue as may be prescribed by special instruction:

Provided that no message or written authority to proceed shall be destroyed before one month after issue.

SR 14.21.01. - Retention of Train message Books. - Train message books after completion and other messages received and despatched under these rules shall be retained for six months at the station. After six months they may be disposed off as prescribed unless required to be preserved any longer in connection with a pending case.

14.22. Cancellation of Line Clear.- On a single line when a Line Clear has been cancelled, no train shall be allowed to leave in the opposite direction until a message has been received acknowledging such cancellation and stating that the train for which the Line Clear has been given is and shall be detained.

14.23. Loco Pilot to have authority to proceed.- The Loco Pilot shall not take his train from a stations unless he has in his possession, as his authority to proceed, a Line Clear Ticket duly signed by the Station Master.

14.24. Authority to proceed : when to be given to Loco Pilot- An authority to proceed shall not be given to the Loco Pilot until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.

SR 14.24.01.- For procedure of Delivery of Authority to proceed, Block Working Manual Rule 2.04 shall be referred to.

D. Line Clear Tickets

14.25. Line Clear Tickets.-

(1) When owing to failure or non-provision of electrical block instruments, the authority to proceed is a Line Clear Ticket, it shall, except under special instructions, be in the following form-

Form No. T/D 1425
Sr. No. _____

_____ **RAILWAY**

PAPER LINE CLEAR TICKET

Down (Loco Pilot/Record)
Number of Train _____ Down (Description) _____
Date _____ Time ____hrs.____ mins.
From Station Master _____
To The Loco Pilot of Train No. _____ Down
The line is clear and you are authorized to proceed to _____ station.
Last train No. _____ cleared section at _____ Station
Private No. (In words) _____ (In figures) _____

AUTHORITY TO PASS SIGNAL AT ON POSITION

*You are authrized to pass Last Stop Signal in danger when the signal is interlocked with Block Instrument.

Signature of Station Master
Station Master Stamp

*Strike out which ever is not applicable.

Form No. T/C 1425
Sr. No. _____

_____ **RAILWAY**

PAPER LINE CLEAR TICKET

Up (Loco Pilot/Record)
Number of Train _____ Up (Description) _____
Date _____ Time ____hrs.____ mins.
From Station Master _____
To The Loco Pilot of Train No. _____ Up
The line is clear and you are authorized to proceed to _____ station.
Last train No. _____ cleared section at _____ Station
Private No. (In words) _____ (In figures) _____

AUTHORITY TO PASS SIGNAL AT ON POSITION

*You are authrized to pass Last Stop Signal in danger when the signal is interlocked with Block Instrument.

Signature of Station Master
Station Master Stamp

*Strike out which ever is not applicable.

(2) Each such ticket shall bear a serial number which shall be recorded in the Train Signal Register, the numbers for the Down direction being clearly distinguished from those for the Up direction.

(3) The ticket referred in Sub-rules (1) and (2) shall be printed on white paper with blue font. To distinguish paper line clear ticket for up and down directions, water mark arrow pointing “Up” and “Down” shall be printed on the ticket”.

E. Use and Operation of Block Working Equipment

14.26. Use and operation of block working equipment.- The use and operation of electrical block instruments shall be governed by special instructions to be issued with the prior approval of the Railway Board.

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CHAPTER XV

PERMANENT WAY AND WORKS

A. Railway Servants Employed on the Permanent Way or Works

15.01. Condition of Permanent Way and Works.- Each JE/SE (P way or Works) shall be responsible for the condition of the permanent way and works under his charge.

SR 15.01.01.- For the purpose of this Chapter, the term JE/SE of Works shall be taken to include JE/SE (Bridge) also.

15.02. Maintenance of line.- Each JE/SE (P way or Works) shall -

(a) see that his length of line or works in his charge are efficiently maintained, and

(b) promptly report to the Engineer-in-charge all accidents to, or defects in the way or works, which he considers likely to interfere with the safe running of trains, at the same time taking such action as may be necessary to prevent accidents.

SR 15.02.01.- The Engineer-in-charge referred to in this Chapter shall mean the Assistant Engineer or other officer in immediate charge of the section concerned.

15.03. Keeping of material.- Each JE/SE (P way or Works) shall see to the security of all rails, chairs, sleepers, and other material in his charge, and ensure that properly stacked clear of the line so as not to interfere with the safe running of trains.

SR 15.03.01.- Loose permanent way materials, tools, etc. shall not be left by the side of the line where they might be made use of by miscreants to form dangerous obstructions. Such materials shall be collected at gate lodges or gang huts and subsequently taken to a proper depot at the earliest opportunity. This does not apply to the case of remodelling of yards or relaying where special watchmen are engaged.

SR 15.03.02.- Stacks of wooden sleepers shall be covered with a layer of earth and all grass around the stacks cut closely for a distance of 7.5 m. as a precaution against fire.

SR 15.03.03.- Railway materials such as carriage and wagon parts found lying alongside the line shall be collected by the JE/SE(P way) and made over to the nearest Station Master for despatch to the nearest JE/SE (C&W).

15.04. Inspection of Permanent Way and Works.-

(1) Every portion of the permanent way shall be inspected daily on foot by some railway servant appointed in this behalf by special instructions:

Provided that the interval between such inspections may under approved special instructions, be increased to once in two days in the case of lines with light and infrequent traffic.

(2) All bridges and works including signals, signal wires, interlocking gear, points and crossings, overhead equipment and any other equipment affecting the safety and working of trains shall be inspected regularly in accordance with, special instructions.

SR 15.04.01.- The keyman of each gang shall walk daily over the length of each running track in his charge, starting at or soon after sunrise, and when necessary, more than once daily he shall tighten or replace any loose keys or other fastenings, as required and examine the state of the track generally.

SR 15.04.02.- The SE/SSE (P way) in overall charge should inspect the entire section by push trolley at least once in a fortnight and JE/SE(P way) working under them shall do so atleast once a week except when unavoidably prevented, in which case a report shall be sent at once to the Engineer- in-charge.

However, in sections provided with concrete sleepers and under mechanized maintenance, the SE/SSE (P way) in overall charge should inspect the entire section by push trolley at least once in a month and JE/SE(P way) working under them shall do so at least once a fortnight except when unavoidably prevented, in which case a report shall be sent at once to the Engineer-in-charge.

SR 15.04.03.- Permanent Way maintenance staff shall be responsible for seeing that signal wires are kept clear of all obstructions.

This duty shall clearly be impressed on Trackmen and Keymen by the JE/SE/SSE (P way).

SR 15.04.04.- JE/SE/SSE (P way) and JE/SE/SSE(Works) shall inspect each bridge or culvert in their section at regular intervals, the nature and periodicity of such inspections being as prescribed in the Indian Railways Way & Works Manual. Any serious defect noticed during their inspections shall at once be reported to the Engineer-in-charge

SR 15.04.05 .- JE/SE/SSE (Signal) shall visit each interlocked station and interlocked level crossing at least once a month and carefully inspect the working of all signals, points and other appliances.

SR 15.04.06. - JE/SE/SSE(P way) and JE/SE/SSE (Signal) shall pay particular attention to the correct adjustment of interlocked points. If, at any set of points, it is found possible to lock them in either direction with a gauge test piece 5mm thick inserted at 15 cm from the toe of switch, such points shall be treated as defective and worked as non inter-locked points, until necessary adjustments are made to ensure their proper setting.

15.05. Patrolling of lines. -

(1) In addition to the inspection referred to in Rule 15.04, whenever any portion of railway is likely to be endangered by abnormal conditions such as heavy rains, breaches, floods, storms and civil disturbances, the line shall be patrolled in accordance with special instructions.

(2) When a railway servant deputed to patrol the line notices any condition likely to affect the safety of trains or otherwise apprehends danger, he shall take action in accordance with special instructions prescribed for the purpose to protect the obstruction on line and thereafter inform the nearest Station Master by the most expeditious means.

See also Rule 3.62.

SR 15.05.01.- During monsoon, the Divisional Engineers shall arrange for regular patrolling of the line wherever considered necessary.

SR 15.05.02.- In case of exceptionally heavy rain or abnormal floods occurring during the monsoons or a sudden severe storm during the non-monsoon period, the JE/SE/SSE(P way), Permanent Way Supervisors and Gangmates shall, on their own initiative, organise

patrolling by the gangs of those portions of the line which are likely to be effected thereby, until the danger passes. This shall be done irrespective whether regular monsoon patrolling by patrolmen is in force or not. In case of heavy rainfall and floods, the gang patrols shall pay special attention to known points of danger, such as banks and cuttings which are liable to slips or subsidence, bridges and their approach banks likely to be affected by floods and portions of the line which may be endangered by railway affecting tanks. In case of cyclone or heavy gale, the patrol shall also inspect the lengths of track which are likely to be fouled by falling of trees etc.

SR 15.05.03.-The Divisional Engineer shall decide the sections where regular monsoon patrolling is necessary and divide them into suitable beats for individual patrols. The beats shall be numbered serially from one and to each JE/SE/SSE (P way)'s sections to the other end. In addition, vulnerable locations requiring stationary watchmen shall also be identified and listed.

SR 15.05.04.- In respect of mobile patrol beats extending from station to station, he shall arrange to prepare and supply patrol charts in sufficient numbers to the concerned Asstt. Engineers and JE/SE/SSE (P way) and also to the Divisional Operations Manager, Divisional Mechanical Engineer and, in case of electrified sections, to the Divisional Electrical Engineer (OP), for distribution among the concerned Station Masters, Control Office,Crew Controller, SE/SSE (TrD) etc. These charts shall be exhibited at a conspicuous place. The Foremen concerned shall be responsible for acquainting the Loco Pilots of passenger trains as to when to expect to pass the patrolmen if running to time.

SR 15.05.05.- A patrol book containing sufficient number of pages shall be supplied to each patrol, with a tin case. The book shall be serially numbered to correspond with the number of the patrol on each section. The first page of the book shall contain the number and kilometreage of patrol beat and the names of the Patrolmen. The remaining pages shall contain columns for date station name, time of arrival and departure and signature of Station Master/Cabin Master. Where the patrolling is done only by night, the patrol books shall remain in the custody of the Station Master/Cabin Master during the day.

SR 15.05.06.- The Patrolman shall, during his duty hours, patrol his beat as specified by the Divisional Engineer. A Patrolman whose beat terminates at a station shall, on reaching there, present his patrol

book to the Station Master/Cabin Master, who shall enter therein the time of his arrival and departure and sign the book. The name of the patrolman and his time of arrival/departure shall also be recorded in Station Diary. At the other end of the beat where there is no station, the Patrolman shall exchange his patrol book with the Patrolman of the next beat and shall then re-trace his beat. The intermediate Patrolmen shall also exchange the patrol books accordingly In this way, each patrol book will be conveyed from one station to the other and back.

SR 15.05.07.- If a Patrolman, on arrival at the end of his beat in the mid-section, does not find the next Patrolman to take over his patrol book, he shall, after waiting for 15 mts, proceed ahead until he meets him or the Patrolman of the next beat further ahead, and exchange the patrol book with him. The Patrolman shall report such cases of absence of Patrolman from the nominated beat to the Gangmate on the following day. If there be any gang hut on the way, he shall advise the Gangmate immediately for deputing another Gangman for patrolling.

SR 15.05.08.- Station Master/Cabin Master shall verify whether the Patrolmen coming on duty are sober and fully equipped, that their lamps are trimmed and filled with oil and that they leave for their beats on time.

SR 15.05.09.- Each Patrolman shall be provided with the following equipment and such others as may be prescribed by special instructions

(i) 1 staff
(ii) 1 number plate
(iii) 1 patrol book in tin case
(iv) 1 haversack
(v) 1 case containing 10 detonators
(vi) Hand signal flags - 2 red and 1 green (for day patrols only)
(vii) 2 tricolour hand signal lamps / tri-colour electric torches
(viii) 1 three-cell electric torch (for night patrols only and when tri-colour electric torches are not provided)
(ix) 1 match box
(x) 1 Whistle thunderer
(xi) Protective clothing, according to local dress regulations.
(xii) Luminescent safety jacket

NOTE :- When men have to patrol in pairs, the equipment need not be duplicated but the additional Patrolman should be provided with an extra hand signal lamp/tri-colour electric torch, whistle thunderer, luminescent jacket and protective clothing.

SR 15.05.10.- If a Patrolman does not turn up within 15minutes of his scheduled arrival, the Station Master on duty shall take the following action :-

(a) He shall stop run-through trains proceeding into the next Block Section, out of course;

(b) He shall advise the Station Master at the other end of the section to take similar action and also advise the Section Controller;

(c) He shall issue a caution order in form T-409 to every train proceeding into the Block Section, advising the Loco Pilot to be on the alert and to observe a speed restriction of 40 Kmph during the day when visibility is clear and 15 kmph during the night or when visibility is impaired. The caution orders shall be issued until the patrolman arrives and reports that the line is safe for passage of trains;

(d) He shall send out a Station staff/Trackman to ascertain the whereabouts of the Patrolman and the reason for delay and, in case the Patrolman is not found, the Station Master shall immediately contact the concerned Gangmate/JE/SE/SSE (P way) to arrange for another Patrolman.

SR 15.05.11.- Duties of Patrolman in regard to safety of the line :

(a) The Patrolman shall walk to and fro over his beat in accordance with the chart pertaining to the beat, looking out for subsidence, slips, signs of erosion, trees blown across the track during storms or any other cause likely to endanger the safety of the line. Bridges and their approaches shall be specially watched.

(b) He shall apprehend damage to the line when

(i) the flood level reaches or is higher than the danger level marked on any of the bridges;

(ii) the water on one side of the embankment is at a much higher level than an the other side:

(iii) any obstruction, such as a fallen tree, is blocking the water-way of a bridge;

(iv) the track shows signs of settlement, or

(v) failure of any part of bridge structure or its approach, which may endanger the safety of the bridge, is likely.

(c) He shall take immediate steps, in accordance with the instructions given in GR 15.05.11 (h) below, to stop trains when any portion of the line is rendered unsafe or is likely to be rendered unsafe due to abnormal rain or flood or any other cause.

(d) When no danger is apprehended, the patrolman shall stand on the cess on the left hand side of the train and facing it and exhibit his number plate, turning the light of his lamp on to it so that the number can be seen from the passing trains. He shall also whistle continuously during passage of the whole train.

(e) He shall obtain the signature of the Station Master or Cabin Master on duty at the station concerned for his arrival and departure and exchange patrol book with adjacent patrolmen, as the case may be.

(f) He shall exchange information with adjacent Patrolmen and Stationary Watchmen about the condition of their beats.

(g) He shall heed instructions from Loco Pilots in respect of any dangerous condition noticed enroute by the latter and proceed to the place indicated and take necessary measures.

(h) In the event of any portion of the line being breached or otherwise rendered unsafe for traffic, the Patrolmen shall act as follow:-

(A) In cases where two Patrolmen are employed :-

(i) Danger signals shall be shown at once in both directions:

(ii) The two Patrolmen shall then proceed in opposite directions, showing danger signal, and at 600 metres from the point of obstruction in the case of Broad Gauge each shall place one detonator on the rail and, thereafter, proceed to a distance of 1200 metres from the point of obstruction where he shall place three detonators on the rail about 10 metres apart. on double/triple line section, the detonators shall be placed on the line on which trains would normally approach. On the Narrow Gauge the first detonator shall be placed at 400 metres and the latter three detonators at 800 metres from the obstruction, spaced about 10 metres part.

(iii) One Patrolman shall then remain at the place where he has fixed three detonators and continue to show the stop hand signal, while the other Patrolman, who is closer to the nearest block station,

shall proceed with all haste to that station, exhibiting stop hand signal. If there be any gang on the way, he shall inform the Gang Mate of the occurrence. The Mate shall immediately proceed with his gang to the affected spot and ensure proper protection of line and attend to such repairs as are within his competence. On reaching the station, the Patrolman shall inform the Station Master/Cabin Master about the danger. He shall, thereafter, return to the site of obstruction and shall continue to protect the line till he is relieved by the Gang Mate.

(iv) Should the nature of the obstruction be such as to render it absolutely impossible for either of the Patrolmen to get across the same, as for instance a washaway with strong current, one of the men shall remain at the site of obstruction and show stop hand signal and endeavour to stop trains approaching from the opposite side, while the other patrolman shall proceed towards the station in the rear, taking action as described in para (ii) and (iii) above.

(B) In case where a single Patrolman is employed and the damage or obstruction is detected on single line :-

(i) The Patrolman shall place a red hand signal at a prominent place to warn any train which may approach from one direction and then proceed in haste in the opposite direction and in the case of Broad Gauge, place one detonator at 600 metres and three detonators about 10 metres apart at 1200 metres from the obstruction. On Narrow Gauge the first detonator shall be placed at 400 metres and the latter three detonators at 800 metres from the obstruction, spaced about 10 metres apart.

(ii) He shall thereafter return immediately and protect the other side with detonators in a similar manner.

(iii) In the event of it being absolutely impossible to get to the other side of the obstruction (as in a washaway with strong current), the stop hand signal shall be placed in such a position that it may be seen from as long a distance as possible by a train approaching from the opposite direction.

(C) In cases where a single Patrolman is employed and the damage or obstruction is detected on a double line section:-

(i) When obstruction is only on one line, the Patrolman shall place a red hand signal on the opposite side near the site of obstruction and run in the direction from which trains would approach and place detonators as described in sub-para B (i).

(ii) When both the lines are blocked, the Patrolman shall place a red hand signal at a prominent place so as to warn any train approaching on one track. Then he shall run along the other track in the direction from which trains would approach and place detonators as described in sub-para (B) (i). He shall, thereafter, run back immediately and protect with detonators the other line (on which the red hand signal had earlier been placed) by placing detonators as described in sub-para (B) (i).

After having protected both the lines, the Patrolman shall proceed with all haste towards the nearest station, exhibiting the stop hand signal. If he finds it impossible due to the station on the other side and report the matter on arrival, to the Station Master/Cabin Master on duty. If, on the way, he passes by a gang he shall intimate the Gang Mate of the obstruction and the latter shall proceed with his gang to the site of obstruction and ensure proper protection of line and attend to such repairs as are within his competence.

(iii) In all cases mentioned in sub-rule (h) above, after having protected the line and summoned assistance, the Patrolmen shall resume patrolling of their beat.

SR 15.05.12.-The Divisional Engineer shall, when he considers it necessary, arrange for other types of patrolling of the line, such as hot weather patrolling where buckling of track is apprehended or security patrolling on apprehension of civil disturbances or for any other reason. Such patrolling shall be done in accordance with special instructions. The protection of line in case of any damage or obstruction shall be done in the same manner as indicated in SR 15.05.11 (h).

SR 15.05.13.- JE/SE/SSE (P way) shall be responsible for ensuring that all Patrolmen under them are fully conversant with the rules and instructions regarding patrolling of the line and are properly drilled in their duties in respect of protection of the line.

15.06. Work involving danger to trains or traffic.- A gang shall not commence or carry on any work which will involve danger to trains or to traffic without the previous permission of the JE/SE/SSE (P way or works), or of some competent railway servant appointed in this behalf by special instructions; and the railway servant who gives such permission shall himself be present to superintendent such work, and shall see that the provisions of Rule 15.08 and 15.09 are observed:

Provided that, in case of emergency, when the requirements of safety warrant the commencement of any such work before the said railway servant can arrive, the Gangmate may commence the work at once and shall himself ensure that provisions of Rule 15.09 are observed.

15.07. Work in thick, foggy or tempestuous wheather impairing visibility.- In thick, foggy or tempestuous weather impairing visibility, no rail shall be displaced and no other work which is likely to cause obstruction to the passage of trains shall be performed, except in cases of emergency.

15.08. Precautions before commencing operations which would obstruct the line.- (1) No person employed on the way or works shall change or turn a rail, disconnect points or signals, or commence any other operation which would obstruct the line until stop signals have been exhibited and where prescribed detonators used; and if within station limits, he has also obtained the written permission of the Station Master and all necessary signals have been placed at 'on':

Provided that the exhibition of stop signals may be dispensed with, if such operations are performed or carried out after the necessary signals, other than Automatic Stop signals, have in addition to being placed in the 'on' position, been disconnected, so that such signals cannot be taken 'off' again until it is safe to do so and the corresponding adequate distance beyond such signals is kept clear:

Provided further that when the area of work is controlled by automatic signals, the railway servant in charge of the work shall post a competent railway servant at an adequate distance in rear of the site of the work to stop and warn any train approaching the affected area.

(2) No work involving removal of any rail from the track shall be undertaken without traffic block, except as provided in sub-rule (3) below.

(3) In emergent cases, the engineering official not below the rank of JE II (P way) undertaking such operations shall first bring the train to stop and advice the Loco Pilot of

the train about the need to stop the train through a written memo. The engineering official shall simultaneously arrange to send a message to the station master for the need to block the track and obtain written confirmation of the same. In such emergent cases, work may be commenced only after bringing the train to a stop and the Loco Pilot has been advised.

SR 15.08.01.- When any operation involving interference with permanent way or signalling/interlocking gear is to be undertaken, whether within or outside station limits, and the work is of such nature as to require blocking of the line or issue of caution order, the engineering official responsible for such operation shall issue an advice in writing to the Station Masters concerned of his intention to undertake the work and obtain written permission from the later. The work shall not be commenced until such permission has been obtained from the Station Master concerned.

NOTE : The term engineering official shall, for the purpose of this chapter, be taken to include the concerned officials of the S & T and Traction Distribution Departments also.

15.08.02.- Procedure for arranging blocks and imposing speed restrictions :-

(a) The Divisional Engineer concerned shall send to the Divisional Operations Manager by 15th of every month a forecast of speed restrictions and block likely to be required during the following month.

(b) Speed restrictions :-

(i) Speed restrictions shall be classified as permanent, semi-permanent and temporary. Temporary restrictions are there which are purely short term in nature and are not listed in the Working Time Table. The terms “permanent” and “semi-permanent’” as applied to speed restrictions, have been defined in SR 15.09.03, which may be referred to.

(ii) The Divisional Engineer shall inform the Divisional Operations Manager as soon as it becomes necessary to impose any speed restriction or to lower the speed limit for an existing restriction. Where the necessity for the same can be foreseen, 7 days notice shall be given, to enable the “Green Notice” being issued (vide sub- rule (d) below).

(iii) In case of emergency, temporary speed restrictions may be imposed by a JE/SE/SSE (P way) by issue of a message to the Chief Controller or to the Station Master concerned to enable caution orders being issued accordingly. Copies of the message shall be sent to all the concerned officers of Engineering, Operating, S & T, Mechanical and Electric (Traction) Departments, as well as to the Crew Controller concerned and the Station Masters on either side and those of the notice stations concerned.

(c) Blocking of line :-

(i) For urgent and unforeseen works required for safety, the requisite blocks shall be arranged specially on requisition by the Engineering officials concerned, even at short notice.

(ii) In the case of other works affecting running lines and involving speed restrictions, blocks shall not be imposed unless all concerned have been notified by a circular issued on green paper and known as "Green Notice" (Vide sub-rule (d) below). For all such works the Divisional Engineer or the Divisional Signal & Telecom. Engineer, as the case may be, shall give 7 days notice to the Divisional Operations Manager to enable him to issue the "Green Notice".

(d) Green Notice.-

(i) The object of the "GREEN NOTICE" is to afford advance information to all concerned on the grounds of safety so as to arrange the train services to suit the block or speed restrictions, the Divisional Operations Manager on getting necessary particulars from the Divisional Engineer or Divisional Signal and Telecom. Engineer, as the case may be.

The Divisional Operations Manager, shall check with the Divisional Engineer/Divisional Signal & Telecom. Engineer whether necessary provision for the loss of time involved exists, failing which he shall make a reference immediately to the Chief Operations Manager, advising the Divisional Engineer/Divisional Signal and telecom. Engineer about it.

(ii) The following items shall be incorporated in the "GREEN NOTICE" :-

1. Nature of work.
2. Probable duration of work.
3. Speed restriction to be imposed.

4. System of work such as signals, interlocking etc. to be introduced during the progress of work.

5. Various stages in which the work will be undertaken and the method of work in each stage separately

6. Nature of temporary signals which will be erected.

7. General and Subsidiary Rules to be observed.

8. Nature of Caution Order to be issued.

9. Additional time required for Mail, Express, Passenger and Goods Trains to cover the speed restriction.

10. Whether the work will be done and speed restriction applied between sunrise and sunset or during the entire 24 hours.

11. Currency of "GREEN NOTICE" -(maximum 3 months from the date of issue).

SR 15.08.03. General instructions regarding Blocking of line for Engineering Works :-

(a) The time for blocking the line shall be such as to cause as little interference as possible to train services.

(b) The period of line shall, in all cases, be deemed to commence immediately after clearance of the concerned block section by the last train nominated to pass the workspot prior to commencement of the line block, unless any later time than that is specifically stipulated in the line, block order.

(c) In cases where the location of the workspot is such that the nominated last train, after passing the workspot, has to negotiate a long or steep rising gradient before it clears the block section, no work obstructing the line shall be commenced until it has actually been ascertained that the train has cleared the section, or sufficient time has elapsed after its passage over the workspot to ensure that there is no possibility of its stalling and rolling back to the workspot (vide SR 15.08.04 (d).

(d) Line block orders, including Green Notices, issued by the Divisional Operations Manager shall be addressed to the Station Masters of the block stations on either side of the workspot, with copies to the Station Masters of the notice stations and to the Engineering officials concern and the same shall be acknowledged by the Station Masters under advice to the Engineering officials. These orders shall invariably be entered in red ink in the Train Signal Register, the Caution order Register and the Station Diary and be carried forward day by day until the block actually taken effect.

(e) Section Controllers shall be responsible for taking care to see that no extra train is ordered whose running would affect the line block or be affected seriously by the same, and for taking all possible steps to ensure that the line block can commence at the appointed time.

(f) While the line block is in force, no traffic train shall be allowed to enter the obstructed section under any circumstance whatsoever. The Station Masters at both ends of the section shall not ask for or grant Line Clear during the period for any train to enter the section.

(g) Material trains may be allowed to be taken into the obstructed section on the responsibility of the engineering official in charge of the work, provided he is of rank not lower than JE II(P way) For the rules of their working, see SR 4.62.05.

(h) Motor trollies and lorries may also be allowed to enter the obstructed section, provided they are treated in the same way as material trains, except that the duties of both Guard and Loco Pilot shall devolve upon the person in charge of the Motor Trolly or lorry.

(i) The running of traffic trains over the section shall not be resumed until all material trains or motor trollies/lorries as might have entered the section under sub-rules (g) and (h) above have cleared the section and separate messages to this effect have been exchanged between and acknowledged by the respective Station Masters in respect of each of such trains or motor trollies or lorries.

(j) The obstructed portion of track shall, in all cases, be protected with the use of banner flags and detonators in accordance with GR 15.09 (1) (a) irrespective of whether temporary stop indicators and caution indicators are provided or not.

(k) A line block, when once imposed, shall continue to be in operation until a block removal message in the manner prescribed under these rules is received from the engineering official in charge of the work by either of the Station Masters concerned.

SR 15.08.04. - Procedure for blocking the line when the workspot is on a section not provided with Train Control or when the use of a field telephone is not available to the Engineering official on a controlled section, whether due to failure of control working or for any other reason :-

(a) When the section is about to be blocked in terms of the line block orders received, the Station Master from whose end the last train to pass the workspot is to enter the section shall issue to the

Guard of that train a 'Last Train Certificate" in the following form in duplicate.

LAST TRAIN CERTIFICATE

The line between ..... and .....
will be blocked for Engineering purposes from.....*mts
after this train, No . ..... clears the section,
until ..... hours on..... 19.....
Station.....

Date .....

Station Master

Station Stamp.

Note : The period of lapse to be filled in shall be 10 mts. for passenger trains and 15 mts. for goods and mixed trains, for all cases coming under the purview of sub-rule 15.08.03 (c). No such period need be indicated in other cases.

The Station Master shall, in addition, hand over a caution order to the Loco Pilot, warning him to look out for a stop hand signal from the engineering official in charge at the workspot. If the last train is a run-through train, it shall be stopped out of course for the purpose.

No such caution order need, however, be issued to the Loco Pilot, if the train timing is such that there would be no Engineering official yet at the workspot. (Vide Note under sub-rule (b).

(b) The last train, as mentioned above, shall be stopped at the workspot by showing of a stop hand signal by the engineering official in charge. The Guard of the train shall also be on the look- out and, on the train being stopped, deliver one copy of the Last Train Certificate to the same engineering official and obtain a receipt therefore. The Guard shall subsequently deliver the duplicate copy to the Station Master at the other end of the block section and obtain a receipt, the train being stopped out of course for the purpose if booked to run through.

Note - In cases where the last train is due to pass the workspot so much in advance of the time of commencement of the work as to render it inconvenient for the Engineering official to be present there

during its passage, the train need not be stopped at the workspot. Instead, it may run through to the block station at the other end, where the Guard shall deliver both copies of the Last Train Certificate to the Station Master and obtain a receipt. It shall then be the responsibility of the engineering official to obtain his copy of the certificate personally from that Station Master and grant a receipt for the same. The Station Master shall, in turn, advise the Station Master at the other end by telephone about this having been done. Wherever this procedure is to be followed, it shall be the responsibility of the Engineering official to advise all concerned in this regard, well in advance.

(c) If, on the nominated train coming to a stand at the site of work, the Guard is not in possession of the Last Train Certificate, nor of any message advising deferment of the block, the Engineering official in charge shall, if he deems it necessary to proceed with the work as programmed, send a message through the Guard, addressed to the Station Masters at both ends of the block section, with a copy to the DOM, intimating that the work is being proceeded with as arranged. Immediately on arrival at the block station ahead, the Guard shall hand over the message to the Station Master and obtain a receipt. The Station Master shall, before giving the "Train out of Block Section" signal, transmit the message to the Station Master at the other end of the block section and obtain his acknowledgement.

(d) The Station Master who has issued the Last Train Certificate shall immediately after acknowledging the "Train out of Block section" signal for the same train from the Station Master at the other end, shall arrange to place a 'Line Blocked' label on the Block instrument and lever collar on the lever of the last stop signal and slide collar on Station Master's slot slide for the last stop signal (where provided). Similarly reminder collars shall be used at panel interlocked stations.The lever collar/reminder collars shall not be removed until the line block is over and the section is clear for the resumption of normal running of trains vide sub rules (f) and (g).

(e) The Line Block shall not be considered to be in operation nor shall any work obstructing the line be commenced by the engineering official in charge, until he is in possession of the Last Train certificate, or has issued the message referred to the sub-rule (c) above.

(f) If the workspot is at the lower end of a steep or long gradient which the last train has to negotiate after passing the spot, no work obstructing the line shall be commenced until the period prescribed in the Last Train Certificate as per Sub-rule 15.08.04 (a) has elapsed after the probable time of clearance of the block section by the last train.

(g) Except in cases where the work is delayed for any unforeseen reason, the engineering official in charge shall be responsible for removal of the block within the period stipulated in the Last Train Certificate. For this he shall send a block removal message in writing to the Station Master of the nearer block station and obtain acknowledgement thereof.

(h) If, for any reason, the line block is required to be extended beyond the stipulated period, the engineering official in charge shall, with all expedition, send to the Station Master of the nearer block station, a written message, stating the reasons for the delay and indicating the time upto which the block has to be extended. The Station Master receiving such message shall immediately advise the Station Master at the other end, as well as the Divisional Operations Manager about such extension.

(i) The running of Traffic trains may be resumed only if a message as per sub-rule (g) above, intimating removal of the obstruction, has been received from the concerned engineering official by either of the Station Masters and it has been communicated by him to the other and got acknowledged. This shall also be subject to the provisions of sub-rule 15.08.03 (i) being complied with.

(j) For the first train to pass after completion of the block work, a caution order for 'stop dead' at the kilometreage of the workspot shall invariably be issued. For subsequent trains normal working may be allowed with such restrictions as may have been indicated in the block removal message.

SR 15.08.05. Blocking of line through field telephone on non-electrified sections provided with Train Control and through VHF sets on both electrified and non-electrified sections provided with Train Control :

(a) Before proceeding to the workspot, the Engineering official shall obtain from the Station Master an Identification Cover. While taking the acknowledgement for the same, the Station Master shall personally verify that the Engineering official has been issued with the correct Identification Cover. Thereafter he shall advise the

particulars of the Identification cover to the Station Master at the other end of the section to be blocked. The same Identification Cover may be used for successive blocks.

(b) The Engineering official shall be responsible for ensuring that the field telephone/VHF set carried by him to the work spot is in good working order. He shall use VHF sets only when he is sure that there are no infringements to VHF signals in the block section and communiation can be established with the station master from the work spot. He shall tune his VHF set to that of the Station Master and shall also test check the communication with him before leaving to the work spot.

(c) Before commencing the block the Engineering official shall write out a block message in the following form, addressed to the Station Masters of the adjoining block stations :

"Please block the Up/Down* line between ..... and ..... from the time train No ..... Up/Down clears the sections on ..... (date) ..... until..... hours on..... (date).

Designation of Engg. Official

(Note : *Strike out either or both, as appropriate)

He shall thereafter directly contact the Station Master at the other end of the block section on VHF sets or through the Section Controller on the field telephone and transmit the message to the latter, supported by a Private Number, after duly exchanging Identification Numbers.

(d) The Station Master, on receipt of the message and on being satisfied about the correct identity of the Engineering official, shall obtain the consent of the Section Controller and transmit the message to the Station Master at the other end from where the Engineering official was issued with the Identification Cover; obtaining his acknowledgement supported by a Private Number. He shall thereafter make out a message, in the following form and transmit the same, supported by Private Number, the Engineering official at the workspot, after duly exchanging Identification Numbers.

"Reference your block message, the Up/Down line between ..... and ..... is allowed to be blocked after train No..... Up/Down clears the section on .....(date) until ..... hrs. on ..... (date).

Station Master .....

(e) After the message mentioned in sub-rule (d) above has been exchanged and after the last train referred to therein has passed the workspot, the Engineering official shall remain in touch with the Section Controller who, after duly ensuring that the train has cleared the block section, shall give an Order Number to the former, signifying commencement of the block, and also advise the same to the Station Masters at both ends.

(f) On the work being completed, and the Engineering official being in a position to pass the traffic, he shall remove the block and impose such speed restrictions as may be necessary, by transmitting a block removal message in the following form to the Station Master concerned, supported by exchange of Private Numbers, after duly exchanging Identification Numbers with him.

"Reference Control Order Number ..... Block on Up/Down line between ..... and ..... is hereby removed. Issue caution order to Loco Pilots to observe the following .-

(state the restriction and location)

Designation of Engineering official

(g) The Station Master, on receipt of the block removal message, shall immediately transmit the same to the Station Master at the other end and obtain his acknowledgement. He shall thereafter report the matter to the Section Controller. The Section Controller, on being satisfied that the messages have been correctly exchanged and the section is clear in terms of sub-rule 15.08.03 (i) shall issue an Order Number to the Station Masters to resume normal working.

(h) In the event of failure of control working or of the field telephone/VHF set at any stage of the work, either before or during the block, the procedure laid down in SR 14.08.04 shall be followed.

SR 15.08.06 - Blocking of line through field telephone on electrified sections : (Method - 1 with communications through Traction Power Controller) :-

(a) Before proceeding to the workspot, the Engineering official shall obtain from the Station Master an Identification Cover in the same manner as laid down in sub-rule 15.08.05(a).

(b) The Engineering official shall be responsible for ensuring that the field telephone carried by him to the workspot is in good working order.

(c) Before commencing the block, the Engineering official shall write out the block message in the same manner as indicated in sub-rule 15.08.05 (c). He shall thereafter contact the T.P.C. through one of the telephone sockets provided alongside the line at intervals of approximately 1 Km and transmit the message to him, supported by an Identification Number, duly exchanging Private Numbers with him.

(d) The T.P.C. on receipt of the aforesaid message, shall transmit it, together with the Identification Number of the Engineering official, to the Section Controller who, in turn shall transmit the same to the Station Masters concerned and get their acknowledgements, supported by Private Numbers. The Station Master holding the Identification Cover corresponding to that issued to the -Engineering official by the Station Master at the other end (vide sub-rule (a)) shall be responsible for verification of the authenticity of the block message by tallying the Identification Number received with it, before giving his acknowledgement to the Section Controller, supported by his own matching Identification Number. The Section Controller shall, thereafter, issue a confirmatory message in the same form as given under sub-rule 15.08.05 (d) indicating the duration of the block to be allowed and pass it on to the T.P.C. supported by the Identification Number given by the Station Master, for onward transmission to the Engineering official.

(e) The T.P.C. shall thereupon convey the message, along with the Identification Number, to the Engineering official over the telephone, duly exchanging Private Numbers. It shall be an important responsibility of the Engineering official to tally the Identification Number received with the message to satisfy himself about the correct identity of the Station Master who has acknowledged his block message. In case of any discrepancy he shall report the matter at once to the Section Controller through the T.P.C. and await further instructions.

(f) After the message mentioned in sub-rule (e) has been correctly received, and after the last train referred to therein has passed the workspot, the Engineering official shall remain in touch with the T.P.C. who, after duly verifying from the Section Controller that the train has cleared the block section and obtaining from the latter the Order Number authorising commencement of the block, shall transmit the same to the engineering official to enable him to proceed with the work.

(g) On the work being completed and the engineering official being in a position to pass the traffic, he shall remove the block and impose such speed restrictions as may be necessary, by transmitting to the T.P.C. a block removal message addressed to the Station Master concerned in the same form as indicated in sub-rule 15.08.05 (f), supported by another Identification Number, after duly exchanging Private Numbers.

(h) The T.P.C. on receipt of the block removal message, shall immediately pass it on to the Section Controller, who in turn, shall transmit the same along with the Identification Number, to the Station Masters at both ends and obtain their acknowledgements in the same manner as indicated in sub-rule (d) above. The Section Controller shall, thereafter, satisfied, himself that the section is clear in terms of sub rule 15.08.03 (i) and then issue an Order Number to the Station Master to resume normal working.

(i) Sub rules (h) and (i) of SR 15.08.05 shall also apply in this case.

SR. 15.08.07. - Blocking of line through field telephone on electrified sections (Method-II- With communications through a representative of the Engineering official positioned near one end of the block section)

(a) Before proceeding to the workspot, the engineering official shall post a trusted representative of his, of rank not lower that JE II(P way) to man a field telephone at the T.P.C. socket nearest to either of the stations. The representative shall carry a letter of authority, signed by the engineering official.

(b) The engineering official shall be responsible for ensuring that the field telephone provided to the above mentioned representative, as well as the one carried by himself to the workspot, are both in good working order.

(c) Before commencement of the block, the engineering official shall write out the block message in the same manner as indicated in sub-rule 15.08.05 (c). He shall, thereafter, contact his representative over the T.P.C. telephone and transmit the same message, with the latter shall write out carefully. The representative shall then proceed to the station and deliver a copy of the message to the Station Master.

(d) The Station Master, on receipt of the message and on being satisfied about the correct identity of the representative delivering, shall acknowledge the same and, thereafter obtain the consent of the Section Controller. He shall then transmit the message to the Station Master at the other end, obtaining his acknowledgement, supported by a Private Number. He shall thereafter make out a message to the engineering official in the form indicated in sub-rule 15.08.05 (d) and deliver the same to the representative.

(e) The representative shall go back to the T.P.C telephone socket and transmit the message over the telephone to the engineering official at the workspot. He shall then proceed again to the station and, as soon as the last train nominated has cleared the block section, obtain the order number to be issued by the Section Controller signifying commencement of the block. This order number shall, in turn, be transmitted over the T.P.C. telephone to the engineering official at the workspot.

(f) On the work being completed and the engineering official being in a position to pass the traffic, he shall remove the block and impose such speed restrictions as may be necessary by transmitting to his representative over the T.P.C. Telephone, a block removal message addressed to the Station Masters concerned, in the same form as indicated in sub-rule 15.08.05 (f). The representative shall take down the message carefully and deliver the same to the Station Master under acknowledgement.

(g) The Station Master receiving the block removal message, shall immediately transmit the same to the Station Master at the other end and, after taking his acknowledgement shall report the matter to the Section Controller. The Section Controller, on being satisfied that the section is clear in terms of sub-rule 15.08.03 (i), shall issue an Order Number to both Station Masters to resume normal working.

(h) Sub-rules (h) and (i) of SR 15.08.05 shall also apply in this case.

SR 15.08.08.- Special precautions relating to electrified section.-

(a) Arrangement of Power Blocks - No work which involves the use of cranes or is otherwise liable to infringe the safety clearance

of the overhead equipment shall be undertaken without the overhead equipment being made dead. Arrangement of power blocks for such purpose shall be made in accordance with GR 17.04 and subsidiary rules thereto.

(b) No excavation in the vicinity of an under ground signalling/ telecommunication cable shall be undertaken without a representative of the Signal and Telecommunication Department being present and without suitable precautions being taken for the safety of the staff.

SR 15.08.09.- Special rules relating to the Track Renewals and works connected with laying and maintenance of welded rails.-

(a) No work involving removal of any rail from the track shall be undertaken without blocking the line.

(b) Through renewal of sleepers, along with or without deep screening of ballast, and other works such as thermit welding not requiring removal of rails may be done under caution order, subject to the provision of sub rule (c) below. But where ever, blocks can conveniently be arranged, such works as may render the track unsafe for the passage of trains during their execution may preferably be done under block for added safety.

(c) (i) Whenever any track renewal or welding work is to be done under caution order, the JE/SE/SSE (P way) in charge shall give notice in the following form, to the Station Master at either of the stations, of his intention to do such work.

No.....

TRACK WORK NOTICE

From : JE/SE/SSE (P way)/.....To : S. Ms/ ..... and .....

Work of..... will be in progress on the Up/ Dn line between ..... and ..... from ..... hrs. to ..... hrs. & date..... . Advise all Up trains/ Down trains running on the section from ..... hrs. till further advice to observe Engineering signals at Km ..... /Km . ..... respectively and to be prepared to stop dead if required.

Date ..... (Signature)

Time ..... JE/SE/SSE (P way).....

(ii) On receipt of the above mentioned notice the S.M. shall at once advise the SM of the other end of the block section and obtain his acknowledgement supported by exchange of Private Numbers. He shall then hand over to the JE/SE/SSE (P way) an acknowledgement for his notice in the following form:

No .....

AUTHORITY TO COMMENCE TRACK WORK

From : SM/ ..... To : JE/SE/SSE (P way) .....

Your Notice No..... date.....Time..... has been noted by me and the SM/.....has also been advised and his acknowledgement obtained.

Caution order will be issued to Up trains/Down trains in the manner indicated by you.

Date ..... (signature)

Time..... SM/.....

(iii) Subject to his receiving the acknowledgement from the SM, the JE/SE/SSE (P way) may commence the work at the appointed place and time, taking the due precautions for protection of the track is accordance with Rule 15.09.

(iv) The JE/SE/SSE (P way) shall, in all such cases, be responsible for ascertaining the whereabouts and likely time of arrival at the workspot of all trains likely to pass during the course of the work and for having the track ready for the passage of all passenger trains without detention. Where deep screening is undertaken, he shall provide himself with sufficient number of wooden blocks so as to facilitate supporting of track temporarily for the safe passage of trains at restricted speed.

(v) On completion of the day's work, the JE/SE/SSE (P way) shall issue a message in the following form to the nearest Station Master

No.....

NOTICE OF REMOVAL OF TRACK WORK RESTRICTION

From : JE/SE/SSE (P way)/ _____ To : SM/_____

Track work mentioned in my Notice No. _____ dated _____ has been completed. Issue Caution Order to

all trains to observe speed restriction of _____km/h at Km _____ in the Up direction/Km._____in the Down direction.

Date _____ (signature)

Time_____ SM/ _____

(vi) On receipt of the above mentioned notice, the Station Master shall at once transmit the same to the Station Master at the other end and obtain his acknowledgement. He shall thereafter give his acknowledgement to the JE/SE/SSE (P way).

SR 15.08.10. - Work in non-running lines in station yards.- (a) In the case of ordinary track maintenance work in busy yards, two look-out men with red hand signal flags shall be posted at suitable locations on either side.

(b) In the case of any heavy repairs or renewals, two banner flags shall be placed at suitable distances on either side, in addition to the two look out men mentioned in sub-rule (a) above.

(c) The posting of men and placing of banner flags shall be decided with due regard to the safety of the gang at work and minimising interference with the normal working of the yard.

15.09. Showing of signals -

(1) Whenever due to lines being under repair or due to any other obstruction it is necessary to indicate to the Loco Pilot that he has to stop or proceed at a restricted speed, the following signals shall be shown and, where prescribed, detonators used, if on a double line in the direction from which trains approach, and if on a single line in each direction-

(a) **When the train is required to stop and the restriction is likely to last only for a day or less-** A banner flag shall be exhibited at a distance of 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge and three detonators shall be placed, 10 metres apart, at a distance of 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the place of obstruction. In addition, Stop hand signal shall be shown at distance of 30 metres from the place of obstruction, at the banner flag and at a distance of 45 metres from the

three detonators. The railway servant at the place of obstruction shall give proceed hand signal to indicate the Loco Pilot when he may resume normal speed after the train has been hand-signalled past the place of obstruction.

(b) **When the train is required to stop and the restriction is likely to last for more than a day-** A stop indicator shall be exhibited at a distance of 30 metres from the place of obstruction and a caution indicator at 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the place of obstruction. In addition, termination indicators shall be provided at the place where a Loco Pilot may resume normal speed.

(c) **When the train is not required to stop and the restriction is likely to last only for a day or less-** Proceed with caution hand signals shall be exhibited at a distance of 30 metres and again at a distance of at least 800 metres from the place of obstruction. The distance of 800 metres shall be suitably increased by special instructions, where required. The railway servant at the place of obstruction shall give proceed hand signal to indicate to the Loco Pilot when he may resume normal speed after the train has been hand signalled past the place of obstruction.

(d) **When the train is not required to stop and the restriction is likely to last for more than a day -** A speed indicator shall be exhibited at a distance of 30 metres from the place of obstruction and again a caution indicator at a distance of at least 800 metres shall be suitably increased by special instructions, where required. In addition, termination indicators shall be provided at the place where a Loco Pilot may resume normal speed.

(2) In case the place of obstruction is within station limits-

(a) the provision of sub-rule (1) may be dispensed with if the affected line has been isolated by setting and securing of points or by securing at 'on' the necessary manually controlled stop signal or signals and

(b) approach signals shall not be taken 'off' for a train unless the train has been brought to a stop at the first stop signal, except in cases where the Loco Pilot has been issued with a Caution Order at a station in rear, informing him of the obstruction and the details thereof.

(3) If the place of work is situated in Automatic Signalling territory, and if the distance between the place of obstruction and the Automatic signal controlling the entry of train in the signalling section concerned is less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and provided the automatic signal has been secured at'on'-

(a) the banner flag and three detonators referred to in clause(a)of sub-rule(1) may be provided at 90 and130metres respectively; and

(b) the caution indicator referred to in clause (b) of sub-rule (1) may be dispensed with.

(4)The shapes and sizes of the indicators referred to in clauses (b) and (d) of sub-rule (1) may be prescribed by special instructions.

SR. 15.09.01. (a) Whenever the place of obstruction is approached by a descending gradient steeper than 1 in 300 on a broad gauge, the detonators referred to in sub-rule 15.09.(1)(a) shall be placed at a distance of 1400 metres from the obstruction instead of 1200 metres, the caution indicator referred to in sub-rule 15.09 (1)(b) shall be placed as usual at 1200 metres from the obstruction. In such case the proceed with caution hand signals referred to in 15.09(1)(c) and the caution indicators referred to in sub-rule 15.09(1)(d) shall be placed at a distance of 1200 metres from the obstruction instead of 800 metres.

To maintain uniformity, the caution indicators in all cases in BG will be provided at a distance of 1200 metres. The first speed indicator will be provided at a distance of 30 metres prior to the starting of first restriction zone.

(b) In cases referred to in Sub-Rule 15.09 (1) (a), if the outermost hand-signalman's view of the line beyond is not clear for at least 800 m, additional hand-signalmen may be deputed further ahead, as required, to repeat the stop hand-signal to the Loco Pilot of any approaching train, allowing him sufficient sighting distance to stop the train short of the main hand-signalman and thus minimise the chances of the detonators being burst.

SR 15.09.02.- The various indicators referred to in sub-rule 15.09 (1) (b) and (d) and their use on the line shall be governed by the following :-

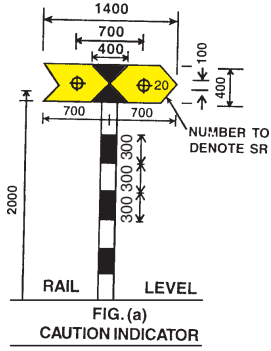


FIG. (a)
CAUTION INDICATOR

(a) Caution Indicator – This shall be as per the details shown in fig.(a) and shall consist of a horizontal board 1400mm wide and 400mm deep, fish tailed to the left and pointed to the right, painted yellow and black and fixed to a vertical post painted with 300mm high bands of black and white alternately, keeping the lower edge of the board at a height of 2000mm above rail level.

The indicator shall be provided both for permanent and temporary restrictions. When used for temporary restriction, it shall display two yellow lights, arranged horizontally. For permanent restriction, no light need be displayed.

(b) Speed indicator- This shall be as per details shown in fig- (b) and shall consist of a yellow equilateral triangular board with sides measuring 1000mm and black figure 300mm high, indicating speed at which trains may proceed. The board shall be fixed to a vertical post painted with 300mm high bands of black & white alternately, keeping the lower edge of the board at a height of 2000mm above rail level.

The indicator shall be Provided both for permanent and temporary restrictions, and illuminated by night (for temporary restriction only) by fixing a hand signal lamp in front of it, as shown in the figure.

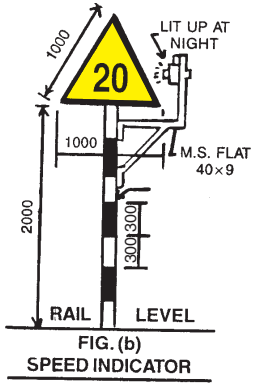


FIG. (b)
SPEED INDICATOR

(c) Stop Indicator- This shall be as per details shown in fig. (c) and shall consist of a horizontal board 1400mm wide and 400mm deep and painted with a red and white vertical strips. The board shall be fixed to a vertical post, painted with 300mm high bands of black & white alternately, keeping the lower edge of the board at a height of 2000mm above rail level. This indicator shall, by night, display two red lights arranged horizontally.

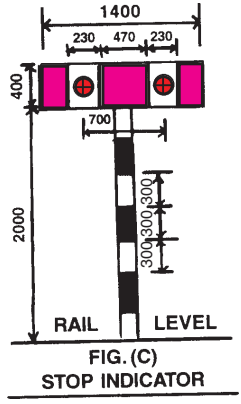


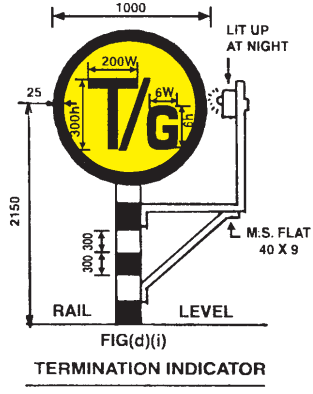
FIG. (C)
STOP INDICATOR

A signalman shall be posted for hand-signalling trains past the stop indicator, after verifying that there is no danger to the trains if allowed at restricted speed. As soon as the train stops the Signalman shall obtain the signature of the Loco Pilot on the restriction book (Stop Order) and then allow the train to proceed by showing a green hand signal.

Engineering Stop Order form E.D. 9.39 (for UP trains) and E.D. 9.40 (for Down trains) shall be used for the restriction books maintained with the Signalman.

(d) Termination Indicators :-

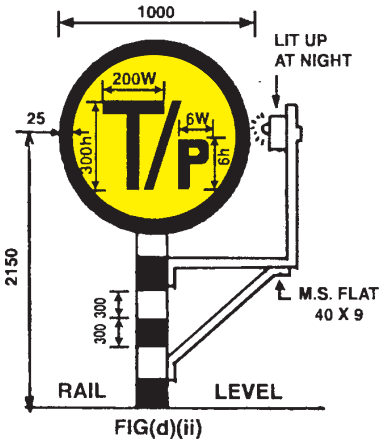
(i) These indicators shall be as per details shown in Fig(d) (i) and Fig-(d) (ii) and consist of yellow painted 1.00m. diameter disc and bearing letters T/G and T/P in black. These shall be fixed on a vertical post painted with 300 mm high bands of white and black alternately, keeping the bottom of the board at a height of 1650 mm above rail level.



FIG(d)(i)
TERMINATION INDICATOR

(ii) The termination indicator bearing letters 'T/P' shall be located at a distance beyond the restricted length equal to the length of the longest passenger carrying train running on the section. Similarly, the termination indicator bearing letters 'T/G' shall be fixed at a distance

beyond the restricted length equal to the length of the longest goods train running on the section. On broad gauge section, this distance shall be taken as 550m from T/P board and 700m for T/G board or length of the longest passenger and Goods trains respectively, unless other wise notified. These boards shall indicate to the Loco Pilot the point from which the normal speed may be resumed, except as provided for in sub-rule (iv) below.



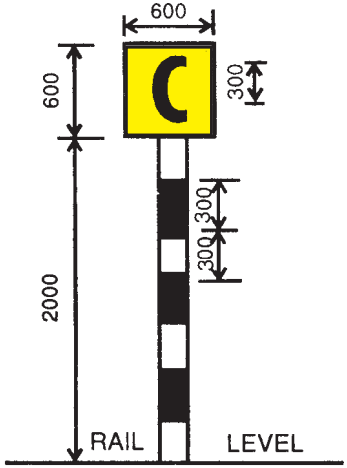
FIG(d)(ii)
TERMINATION INDICATOR

The termination indicator provided for temporary restriction shall be illuminated at night by fixing a hand signal lamp.

(iii) After passing the zone of speed restriction by the EMU trains, the guard shall give the bell-code signal to the Motorman to pick up the speed as indicated in SR 4.51.01 (13).

(e) Caution and Termination indicators at Vulnerable locations.

(i) At such of the bridges where, during monsoon, water level may touch the danger level mark, and also at other vulnerable locations as considered necessary (i.e. where there is likelihood of danger arising suddenly during monsoon), special type of Caution boards as per details shown in Fig. (e) shall be provided to enable the Loco Pilots' attention being drawn to the need for extra caution over such locations. These boards shall be 0.6 m square, painted yellow and bearing a 0.3 m high letter "C" in black, and fixed on vertical posts painted with 0.3 m high bands of white and black keeping the lower edge of the board 2m above rail level. Such a board shall be fixed at a distance of 1200m in respect of



CAUTION INDICATOR

the point from which the vulnerable bridge or location starts.

(ii) A Termination Board, of the same description as the Caution Board, but bearing the letter "T" instead of "C" shall be fixed at a distance beyond the vulnerable bridge of length, equal to the length of the longest train running on the section.

(iii) Where the length between the "C" and 'T' boards exceeds 1.6 km, a series of "C" boards shall be provided at intervals of 800 m to remind the Loco Pilot that the vulnerable length has not been passed completely.

(iv) On single line sections, the first and last boards may have the letter "C" and "T' painted on opposite faces so that no separate "T" board need be provided. Intermediate boards, if any, shall have the letter "C" painted on both faces.

(v) These special Caution and Termination Boards shall be fixed and maintained in position only during the monsoon season and need not be lit up at night.

(vi) When a Loco Pilot comes across a "C" Board, whether by day or by night, he shall remain specially vigilant and be prepared at any moment to reduce the speed or to stop, should he receive a signal from any stationary watchman, Patrolman or Gangman or should he himself observe any danger to the track. In the absence of any indication to the contrary, the Loco Pilot may resume normal running on his passing the "T" board.

(f) The caution indicator board, should not be hung from OHE mast and should be fixed on separate post using unserviceable rail post and fixed at a distance clearing infringement of all moving dimensions.

SR 15.09.03 - Permanent speed restrictions.-

(a) Speed restrictions which are likely to continue over a long period, with no prospect of early removal, are termed as permanent restrictions and these shall be notified in the Working Time Table. Semi-permanent restrictions which, although of limited duration, are likely to extend for the full period of the Working Time Table, shall also be notified therein. The rules relating to permanent restrictions shall equally apply to semi-permanent restrictions also.

(b) Any addition or alteration to the list of permanent restrictions during the currency of a Working Time Table shall be notified through the fort nightly gazette.

(c) All Loco Pilots shall make themselves fully conversant with the up-to-date list of permanent restrictions and observe them meticulously. As an indication to the Loco Pilots about the location of

such restrictions, caution, speed, stop and termination indicators shall be provided in the same manner as laid down in SR 15.09.02 except that the indicators in such cases need not be illuminated at night.

(d) Where a permanent restriction applies to a whole section, e.g. 15 km/h speed restriction over facing points on a non-interlocked section, or where it is according to definite rules on the subject, no indicator need be provided.

SR 15.09.04.- (a) A banner flag shall not be passed until it is removed.,

(b) In emergencies when a banner flag cannot be obtained in time, a hand signal shall be displayed at the distance at which the banner flag should have been displayed in terms of Rule 15.09.

SR 15.09.05.- "Temporary Engineering Indicators shall be illuminated at night either by fixing hand signal lamp or shall be provided with luminous point/fluorescent tape."

15.10. Assistance in protection of trains.- Every railway servant employed on way or works shall, on the requisition of the Guard of a train or the Loco Pilot thereof, render assistance for the protection of the train.

15.11. Gangmate in each gang.- Each JE/SE/SSE(P way or Works) shall see that in every gang employed in his length of line there is a competent Gangmate.

15.12. Knowledge of signals and equipment of gang.- Each JE/SE/SSE(P way or Works) shall see -

(a) that every Gangman and Gangmate employed under him has a correct knowledge of hand signals and detonating signals; and

(b) that every gang employed in his length of line is supplied with a permanent way gauge, two sets of flag signals, two hand signal lamps and ten detonators, in addition to such other tools or implements as may be prescribed by special instructions.

SR 15.12.01.- The equipment of every gang shall also include-
(i) Two banner flags with staves for erecting the same across the track.

(ii) A level board with spirit level.

(iii) Spanners of sizes as required.

SR 15.12.02.- Every Keyman employed under a JE/SE/SSE(P way) shall have a correct knowledge of the rules for protection of track in an emergency and shall be supplied with the following items of equipment :-

(i) Spanner and Hammer of required sizes.

(ii) H.S. Flags (2 Red and 1 Green).

(iii) Detonators - 10 (to be increased suitably on multiple lines)

(iv) H.S. lamps/tri colour torches - 2 (in case there is any long tunnel on the gang length).

(v) Luminescent safety jacket

15.13. Inspection of gauges, signals, tools and implements.-

(1) Each JE/SE/SSE(P way or works) shall at least once in every month inspect the permanent way gauges, flags, signal lamps, detonators, tools and implements supplied to the gangs under clause (b) of Rule 15.12 and ascertain whether the above equipment is complete and in good order.

(2) He shall also see that any defective or missing articles are replaced.

15.14. Responsibility of Gangmate as to safety of line. Each Gangmate shall-

(a) see that his length of line is kept safe for the passage of trains ;

(b) that the signals supplied to him under clause (b) of Rule 15.12, are kept in proper order and ready for use ;

(c) that the men in his gang each have a correct knowledge of hand signals and detonating signals.

(d) endeavour to prevent any trespassing by persons or cattle on his length of line or within the fences thereof, and

(e) when repairing, lifting or lowering the line or when performing any other operation which shall make it necessary for a train to proceed cautiously, himself be present at the spot and be responsible that the caution signals prescribed in Rule 15.09 are shown.

15.15. Blasting. - No railway servant employed on the way or on any works shall can on any blasting operations on or near the railway except as permitted by special instructions.

15.16. Putting in or removing points or crossings.- Except in cases of emergency, no railway servant shall put in or remove any points or crossings otherwise than as permitted by special instructions.

SR 15.16.01. - (a) In line used for trains carrying passengers, no additional points or crossing shall be inserted without the prior sanction of the Commissioner of Railway Safety. After the points or crossing have been put in, and till such time as they have been handed over to a duly authorised Traffic official, the Engineering official concerned shall be responsible for taking the necessary precautions for the safe working of traffic over such points, which shall be set, bolted/clamped, locked and spiked for the running line.

(b) In the case of points or crossing inserted in the running line outside station limits, the engineering official concerned shall provide men properly equipped with hand signals and detonators to watch such points, by day and night, until they are formally handed over to the Traffic Department. He shall also advise the Station Masters of the block stations on either side, as well as of the notice stations concerned, at what speed trains may be passed over the spot so that they may caution Loco Pilots accordingly.

(c) When it is necessary to put in points and crossing in line not used for Passenger trains, the Divisional Engineer, after advising the Divisional Operations Manager, may (subject to G.R.15.08 and Subsidiary Rules thereto) do so on his own initiative. After they have been put in and till such time as they are handed over to a duly authorised Traffic official, the engineering official concerned shall be responsible for taking the necessary precautions for the safe working of traffic and the points shall remain set, bolted/clamped, locked and spiked for the line in use. It will not be necessary to obtain the sanction of the Commissioner of Railway Safety to bring these points and crossings into use.

(d) When a new set of point is brought into use for traffic, or an old set removed, the following officials shall be informed.

Zonal headquarters	Divisional Hd. Qrs.	Remarks
CRS*	DRM	
CE	DEN	
COM	AEN	
CME	DOM	
CEE	DSTE	
CSTE	DME	
	@ DEE (RS)	
	@ DEE (T R D)	
	CHC	
	DT I of the section	

@ to be advised in case of electrified section only.

* CRS need to be included in the address only when the points are on a Passenger running line.

SR 15.16.02.- Each set of non-interlocked points on a running line shall be provided with an approved locking apparatus and key.

JE/SE/SSE(Signal) shall see that suitable padlocking appliances are provided for interlocked points, for use in the event of the interlocking going out of order.

Note . The Station Master shall be responsible for the custody of the clamps and padlocks.

SR 15.16.03.- The following rules apply to erection of interlocking installations at station...

(a) When the work of interlocking a station has to be taken in hand, the Divisional Signal and Telecom. Engineer shall give the Divisional Operations Manager reasonable notice, and the S &T official in charge of the work shall advise the Station Master in writing that he is about to commence work, and shall obtain the Station Master's signature on a notice in the form T-351 vide SR 3.51.04.

(b) The Station Master and, in the case of points not yet handed over to the Traffic Department, the JE/SE/SSE (P way) shall assist the S & T official in charge of the work as far as possible, to unlock any locked points without danger to traffic and to correctly adjust facing point locks, other fittings and connections.

(c) All points which were locked by padlocks before the interlocking work was commenced, shall continue to be so locked for the running of trains and the key retained by the Traffic or Signal & Telecom staff as before, until the interlocking is tested and brought into use.

(d) Until the interlocking is tested and brought into use all trains shall be controlled by the old signals or by hand signals.

(e) The S & T official in charge of the work and his men shall render all assistances possible in instructing the Traffic staff to work the interlocking equipment.

(f) When it is necessary to test signals or interlocking outside the limits of an existing station, as for instance at a new station; the line shall be treated as obstructed under GR 15.08 and the necessary stop signal displayed by the S & T official in charge of the work.

(g) When new interlocked installations are brought into use, or existing installations are put out of use, or alterations in them introduced, the following officials shall be informed.

Zonal H.Q.	**Divisional H.Q.**
CRS	DRM
C E	DEN
COM	AEN
CSTE	DOM
CME	DSO
CEE	DSTE
	DME
	D E E (RS)
	*D E E (TRD)
	SMs on either side
	D T I of the Section.
	JE/SE/SSE(P way)
	JE/SE/SSE(Signal)
	C H C

* To be advised in case of electrified sections only.

SR 15.16.04.- No new points, signals or interlocking arrangements shall be taken over from the Engineering/S & T Department without the prior permission of the Divisional Operations Manager and, in the case of new stations and sidings of the Divisional Commercial Manager also.

SR 15.16.05. - The following shall be the procedure for handing over/taking over of new points signals or interlocking arrangements.

(a) At new stations to be used as block station,the block instruments shall be fitted up and the system of rules shall be brought into force.

(b) All the points shall remain spiked until they are handed over to the Traffic Department. When these are to be handed over, the Divisional Operations Manager, shall depute the Divisional Transportation Inspector to proceed to the station who will along with engineering official concerned have the spikes removed.

(c) The Divisional Transportation Inspector, after a careful examination in the presence of the Station Master concerned, shall see that all traffic requirements have been complied with and that everything is in working order. He shall then give the Engineering/S & T a receipt for the works in the following from (E.D. 9.22) -

Received from the ..... of .... division the undernoted works in good order at ..... station, I understand the working of them. Dated .....

Signature of DTI/SS

Date ..... Time .....

(d) When this has been done, the responsibility of the Engineering/S & T departments shall cease and the responsibility of the Station Master shall begin.

(e) After instructing the staff as to the working of the points and signals, and seeing the they clearly understand their use, the Divisional Transportation Inspector shall hand them over to the Station Master, obtaining from him a certificate in the same form as he has previously given to the Engineering/S & T departments.

(f) In case of points on lines used by passenger trains or of new interlocked signals, the Divisional Transportation Inspector shall not leave the station until he has personally seen the first train safely passed, and he shall be jointly responsible with the Station Master for its safe passage.

(g) When a new station or siding is opened for traffic or an old station or siding closed, the following officials shall be informed.

Zonal Hd-Quarter.	Divisional H.Q.	Section
GM	DRM	SMs on either side,
CRS	DEN	
CE	AEN	
COM	DOM	DTI of the section.
CSO	DSO	
CCM	DCM	
CSTE	DSTE	SE/SSE(P way) of the section,
CME	DME	SE/SSE(Signal) of the section,
CEE	DEE	
CMO		
CPO	DEE (RS)	
FA & CAO	*DEE (TRD)	
COS	DPO	
	DFM	

*To be advised in case of electrified sections only.

SR 15.16.06.- (a) When a new installation of interlocked signals or additions or alterations to the existing interlocked at any station is ready to be brought into use, the Signal Engineer in charge of the work shall arrange with the Divisional Operations Manager to bring it into use on a specified date.

(b) In the case of new installations, or additions or alterations to the existing interlocking at any station, temporary speed restrictions, as considered necessary, shall be imposed by the Signal Engineer in charge of the work for the minimum period required.

(c) In case where Commissioner of Railway Safety has intimated his desire to inspect the installation prior to opening, the temporary speed restrictions imposed, if any, shall not be removed until the Commissioner of Railway Safety has inspected and passed the installation.

(d) New interlocking installations and major alterations to the existing interlocking shall be taken over by the Assistant Operations Manager/Divisional Operations Manager, as far as possible.

15.17. Duties of Gangmate and Trackman when apprehending danger. - If a Gangmate or Trackman considers that the line is likely to be rendered unsafe, or that any train is likely to be endangered unsafe, or that any train is likely to be

endangered in consequence of any defect in the way or works or of abnormal rain or floods or any other occurrence, he shall take immediate steps for securing the stability of the line and the safety of trains by using the prescribed signals for trains to proceed with caution or to stop, as necessity may require; and shall as soon as possible report the circumstances to the nearest Station Master and the JE/SE/SSE(P way or Works).

SR 15.17.01. (a) If a rail is badly fractured, no train shall be allowed to pass over the affected portion of track until the fractured rail is replaced or otherwise made safe by an official not below the rank of JE II(P way) and certified fit by him.

(b) For the purpose of sub-rule (a), a rail shall be considered badly fractured when :

(i) A gap of more than 75 mm (25 mm in the case of outer rail of a curve) has been formed in the rail head portion, or is likely to be formed, either due to the breaking off of a portion of the rail or due to the broken rail ends moving apart, thereby affecting the continuity of support and guidance for wheels.

OR

(ii) There is more than one fracture in a length of 1 m measured along the rail head.

OR

(iii) A length of more than 150 mm of the rail foot is broken off or is likely to break off completely under the passage of wheels.

OR

(iv) The fracture, irrespective of its nature, has occurred on a girder bridge.

SR 15.17.02.- (a) In case of a rail fracture less serious in nature than what has been indicated in SR 15.17.01, the P. way Supervisor or Gang Mate or Keyman may allow trains at a speed not exceeding stop dead and 10 kmph for the first train and 20 kmph for subsequent trains, but only after making the rail safe for purpose by using special/joggled fish plates, if available and/or by shifting the nearest sleeper closer together or by providing an extra wooden sleeper/block under the fractured location and fastening both the fractured ends firmly to the same, duly ensuring that the sleepers are well packed and remain in proper alignment; providing adequate support during passage of trains.

(b) Until the track has been made safe in the manner indicated in sub-rule (a) above, no train shall be allowed to pass over the affected portion.

SR 15.17.03.- (a) The Station Master, on receipt of the information about a rail fracture, whether it is a case of bad fracture or not, shall at once advise the Section Controller, the Station Master at the other end, the JE/SE/SSE(P way) and other concerned officials.

(b) In case of a bad fracture, as defined in SR 15.17.01 the section shall remain blocked until certified fit by the concerned JE/ SE/SSE(P way).

(c) In other cases, as covered by SR 15.17.02, the Station Master concerned shall issue caution orders to the Loco Pilots and Guards of trains to observe a speed restriction of 20 kmph over the affected portion and to obey engineering signals.

SR 15.17.04.- If, for any reason, it is necessary to insert a rail closure of length shorter than 5.5 m in a running track, the speed over it shall be restricted to 15 km/h, with the prescribed signals shown by day and night in accordance with GR 15.09.

B. The Working of Lorries, Trollies and Motor Trollies

15.18. Distinction between trolley, lorry and motor trolly.-

(1) A vehicle which can be lifted bodily off the line by four men shall be deemed to be a trolly and any similar but heavier vehicle shall be deemed to be a lorry.

(2) Any trolly which is self-propelled, by means of a motor, is a motor trolly.

(3) A trolly shall not, except in cases of emergency, be used for the carriage of permanent way or other heavy material; and when a trolly is so loaded, it shall be deemed, for the purpose of these rules, to be a lorry

SR15.18.01.- The classification of trollies, lorries , motor trollies and rail dolleys on this Railway shall further be governed by the following :-

(a) A vehicle, of which the total weight including the seat does

not exceed 220 Kg, shall be termed as a "trolly" if it is worked by handpower and is capable of being lifted bodily off the track by four men.

(b) A self-propelled vehicle which has a total weight not exceeding 165 kg and is capable of being lifted bodily off the track by three men shall be termed as a "light motor trolly". Moped trollies and motorised light trollies which satisfy these conditions will come under this category.

(c) The term "motor trolly" shall be taken to mean a self-propelled vehicle which has a total weight exceeding 165 kg, or which cannot be lifted bodily off the track by three men.

(d) A "dip lorry", which consists of two separate four-wheeled units that can be joined together to form a single vehicle for the conveyance of materials and equipment, shall be treated as a lorry even when run light, whether as single units or in pairs coupled together.

(e) The term "material trolly", which is commonly in use on this Railway, shall be taken as synonymous with the term "lorry" used in this Chapter, subject to the provision that, when run light, it may be treated as a 'Trolly" if it satisfies the conditions set forth in (a) above.

(f) Rail Dolley is a device with two or more wheels which in balanced condition can be moved manually on one rail of track and can carry one rail/sleeper in suspended condition. When necessary, the suspended material can be dropped and rail dolley cleared off the track.

NOTE : Ladder Trolley which is commonly used by the department of Railway Electrification shall not be worked with any one of the above provisions. The placement, movement and working of ladder trolley of RE department independently altogether in sections already open to traffic is prohibited.

SR 15.18.02.- Every trolly or lorry in use on the line shall be registered in the Division and shall have marked on it, its registration number and the designation and the code names of the headquarters station of the holder and of the Division to which it belongs.

15.19. Red flag or light to be shown- Every lorry or trolly when on the line shall show a red flag by day and a red light by night, during thick, foggy or tempestuous weather impairing visibility or in a tunnel in the directions from which a train may come.

SR 15.19.01.- (a) As soon as a trolly, lorry or motor trolly has been removed from the line and placed clear of it, the red flag or lamp, as the case may be shall be removed but before doing so, it shall be ensured that line has been cleared of all obstructions until the line has so been cleared, the flag or lamp shall conspicuously be displayed.

(b) The person in charge of a trolly, lorry or motor trolly shall be responsible for ensuring that the flags and lamps are trimmed and the dubbers with sufficient kerosene oil, and that the lamps, when in use, burn brightly.

15.20. Equipment of trolly, lorry or motor trolly.- Each trolly, lorry or motor trolly shall have the following equipment:-

(a) two hand signal lamps,

(b) two red and two green hand signal flags,

(c) sufficient supply of detonators,

(d) a chain and a padlock,

(e) a copy of the Working Time Table and all correction slips and appendices, if any, in force on that section of the railway over which the trolly, lorry or motor trolly is to run.

(f) a motor horn and a search light (for motor trolly only).

(g) two banner flags (for lorry only) and

(h) such other articles as may be prescribed by the Railway Administration in this behalf.

NOTE . - The official in charge of the trolly, lorry or motor trolly shall also be in possession of a watch in addition to the prescribed equipment.

SR 15.20.01.- Every trolly, lorry or motor trolly shall be provided with the following equipment, before it is put on the line :

(i) Two hand signal lamps/ tri colour torches;

(ii) Three red and three green hand signal flags;

(iii) 10 detonators in tin case;

(iv) A copy of the Working Time Table;

(v) Luminescent safety jacket

(vi) One lamp (by night) to show red to the front and rear on single line working, and red to face approaching trains and white in the opposite direction in double line working.

One red flag (by day),

One staff with a socket or other arrangements for erecting the same to display conspicuously the lamp or flag, as the case may be.

(vii) A powerful electric torch of approve quality, or a powerful head- light, in good working order and an efficient horn (for motor trollies only)

(viii) For lorries only :

One skid or one wooden wedge, two red banner flags and

Material trolly notice books (Form A and Form B)

(ix) Oil can and other accessories or tools as needed for the vehicle.

SR 15.20.02.- Trollies, lorries, motor trollies and rail dolleys which are to be run in track-circuited areas shall be insulated.

15.21. Efficient brakes.- No lorry or trolly shall be placed on the line unless it is fitted with efficient brakes.

SR 15.21.01.- The person in charge of the trolly/lorry/motor trolly shall be responsible to see that the brakes are in proper order and shall test them at the commencement of each journey

SR 15.21.02.- When two or more trollies, lorries or motor trollies follow one another, the distance between them shall be sufficient to bring any following one to a stop by application of the brake, particularly on falling gradients, curves, cuttings etc., without coming into contact with the one in front. This distance shall be laid down by the Divisional Railway Manager for the individual sections taking into account the gradients, the speed of the vehicles and other local conditions.

15.22. Qualified person to be in charge of lorry or trolly when on the line.-

(1) No lorry or trolly shall be placed on the line except by a qualified person appointed in this behalf by special instructions.

(2) Such qualified person shall accompany the lorry or trolly, and shall be responsible for its proper protection and or its being used in accordance with special instructions.

SR 15.22.01.- No trolly, lorry or motor trolly may be used on the running lines or in Station Yards unless it is accompanied by a person holding the necessary permit issued by the Chief Operations Manager or the Divisional Railway Manager and unless it is also accompanied by adequate number of men as prescribed in these rules.

SR. 15.22.02.- Permits to work trollies, lorries or motor trollies shall be granted only in accordance with the following conditions :-

(a) Application for permit to work trollies, motor trollies or lorries by officers or staff belonging to the different departments shall be made to the Divisional Railway Manager of the respective divisions on which they are working at the time of application.

(b) On receipt of such application, the Divisional Railway Manager shall, either himself set a written paper, or authorise a competent officer under him to do so. The applicant, after undergoing the written test, shall also be given an oral test by the Divisional Railway Manager or by such officer, as has been deputed by him.

(c) If the applicant passes both the written and oral tests, the case shall be put up to the Divisional Railway Manager for issuing the competency certificate. The certificate of competency (permit) so issued shall be valid for a period of one year only.

(d) In the case of illiterate employees, the written examination will be done away with, but the oral examination shall be thorough and searching. The requirement of executing the annual certificate as detailed in SR 15.22.03 shall be obligatory on such employees, as well.

(e) Trolly and motor trolly permits to officials at the Zonal Headquarters shall be issued by the COM, in the same manner as prescribed in sub-rule (a) to (d) above.

(f) Officers-and Inspectors of the Engineering, Electrical (Traction), Operating, Commercial and Signal & Telecom departments and such other Railway officials as may be specified by the Chief Operations Manager, the Chief Engineer, the Chief Elect. Engineer, the Chief Signal &Telecom. Engineer or the Divisional Railway Manager alone are allowed to use trollies/motor trollies in course of their duties.

(g) The use of lorries shall normally be confined to employees of the Engineering Department :

(h) It is essential for trolly, lorry and motor trolly to know the

special conditions, if any obtaining on the various section on which they have to operate their trollies, lorries or motor trollies.

(i) Every rail dolley shall be manned by not less than two able bodied persons. The person in-charge for the working of rail dolleys shall be a railway servant not lower in rank than a keyman. The official in-charge should have passed in medical category A-3 and must hold a valid certificate of competency for working of rail dolleys. Certificate of competency shall be issued by SE/JE(P.Way) of the section who must satisfy himself that the person to whom competency certificate is being issued is fully aware of the rules for the working of rail dolleys and is also well acquainted with the concerned section.

SR 15.22.03.- (a) Before the end of December every year, each trolly, lorry or motor trolly permit holder shall submit a certificate to the Divisional Railway Manager, in the following form. -

I (Name) ..... working in the capacity of (designation) ..... at (station) ..... hereby certify that I am fully conversant with all the sections on which I have to use my trolly/lorry/motor trolly and also with all the rules in respect of working trollies/lorries/motor trollies, as well as the latest changes made in the rules, and undertake to comply meticulously with the same. In the event of my failure to comply with these rules, I alone shall be held responsible.

Signature .....

Date .....

(b) These certificates shall be carefully examined in the Divisional Railway Manager's office. If a permit-holder fails to submit it in time, he shall be treated as having forfeited his right to use the permit until such time the certificate is submitted by him, apart from rendering himself liable to disciplinary action for such failure.

SR 15.22.04.- Supervising officials shall test the permit holders in their knowledge of rules relating to driving trollies, lorries and motor trollies, as often as possible.

SR 15.22.05.- In the event of an officer or staff getting transferred from one station to another, it shall be necessary for him to acquaint himself with all the rules in regard to any special conditions obtaining on any of the sections within his new jurisdiction.

SR 15.22.06.- (a) Trollies and motor trollies are meant primarily for the conveyance of railway employees in the discharge of their duties.

Authorised person however, also carry on their trollies/motor trollies other employees of the Railway and persons requiring urgent medical aid, as well as contractors or agents of contractors working on the section.

(b) Government officials (non-Railway) and persons not employed on the Railway, may be permitted to travel by trolly/motor trolly at the discretion of the Divisional Officer of the concerned department holding the trolly; but such trolly/motor trolly shall invariably be accompanied by an authorised person. The permission may be for a single trip or a specified period. Authorised person carrying such persons are responsible for ensuring that the necessary permission has been given by the Divisional Officer, but in cases of urgency, as in the case of persons needing urgent medical aid, they may act on their own discretion, reporting the matter subsequently to the Divisional Officer concerned.

(c) Any Government official (non-Railway) or any other person not employed on the Railway, who is permitted to travel on a trolly or motor trolly under the circumstances mentioned under sub-rule (b) above, shall be required to execute a stamped Indemnity Bond on the prescribed form, unless specially exempted under extent orders from the C.C.M.

(d) Lorries are meant exclusively for carrying materials and no person shall ride on the same. These shall work only under the orders and direct personal supervision of a competent engineering official holding the necessary permit as per SR 15.22.01.

(e) The maximum number of persons allowed to travel by a trolly or a motor trolly shall not exceed eight, including the complement of staff prescribed for the trolly, or such other limit as specially laid down by Chief Engineer or Chief Elect. Engineer for any particular type of trolly.

SR 15.22.07.- (a) The official in charge of a trolly shall be responsible at all times for its safe working. When there are two or more competent officials on the trolley, this responsibility shall devolve upon the official who is actually in control of its working, for the time being.

(b) The person in charge of a trolly, lorry or motor trolly, while working on a double or multiple line section, shall be responsible to see that no adjacent line is fouled in any way no motor trolly or lorry shall be placed on any line other than the one blocked or authorised for the purpose by the Station Master on duty.

(c) All persons authorised to work a trolly, lorry or motor trolly shall be conversant with the location of spring points, wherever they exist, and the correct manner of negotiating them.

SR 15.22.08.- (a) Where licence has been granted to the Manager of all mill, colliery or other company to run a trolly on the Railway within prescribed limits, the Head Trollyman in charge of the trolly shall be a Railway servant appointed by the Divisional Railway Manager and shall hold a current competency certificate.

(b) The head Trollyman appointed to have the charge of a private trolly shall equip himself with a copy of the General & Subsidiary Rules and with any special orders relating to the working of trollies on the section of line to which the private trolly licence applies and shall give an assurance for the same to the Divisional Railway Manager concerned.

(c) A pass shall be issued for every private trolly, to be kept by the Head Trollyman and shown on demand by the Station Master or any other official of the Railway.

15.23. Attachment to train prohibited - No lorry or trolly shall be attached to a train.

SR 15.23.01.- Trollies or lorries shall always be pushed and not pulled. Use of sails or any other unauthorised aid for their propulsion is strictly prohibited.

SR 15.23.02.- (a) No trolly, lorry or motor trolly shall be carried in a train unless covered by a card pass issued by the Divisional Railway Manager.

(b) No trolly / lorry or motor trolly shall be loaded into any vehicle of a train without the consent of the Guard in charge of the train, who shall direct where it is to be placed. Inspectors and other requiring their trollies to be carried in trains shall give notice of the same to the Station Master sufficiently in advance of the arrival of the train. The Station Master shall advise control if it is necessary to stop a goods train out of course and act upon instructions given.

(c) When there is room in a train, the Guard shall not refuse to receive a trolly/motor trolly.

15.24. Time of running.- A lorry shall ordinarily be run only by day and when the weather is sufficiently clear for a signal to be seen distinctly from an adequate distance, which shall never be less than 800 metres.

SR 15.24.01.- (a) Except in cases of accidents or of absolute necessity, no lorry shall be run on the line by night or during fog, dust storm or any other condition that prevents a good look-out being kept. If in such circumstances, the lorry has to be run owing to absolute necessity, the line shall first be blocked.

(b) If, during the course of working, the visibility is impaired and is reduced to less than 800 m owing to any cause, the lorry shall immediately be removed, unless working under block protection.

15.25. Motor Trolly. - A motor trolly shall only be run in accordance with special instructions.

SR 15.25.01.- (a) Motor trollies are issued to or placed in the charge of particular officials; but their use is not restricted to those officials.

(b) No person shall drive motor trolly who has not been issued with a motor trolly permit.

(c) A motor trolly shall not be used without the permission of the official controlling it and without at least two of the regular crew.

SR 15.25.02.- (a) At no time shall more than 8 persons be carried on a motor trolly.

(b) While a motor trolley is on the run, there shall be at least two persons seated in front at all times.

(c) The provisions of SR 15.26.05 and SR 15.26.08 shall apply in case of a motor trolley negotiating a level crossing when it is off the track.

SR 15.25.03.- A motor trolly shall be run either on line clear, or following a train, a light engine, or another motor trolly, subject to the following :-

(a) On line clear. -

(i) When running on line clear, whether on single line or on double line, the motor trolly shall obey all signals and shall be treated in the same manner as a light engine in all aspects relating to 'Authority to proceed', 'Caution Orders' etc. subject, however, to the provisions of sub-clause (ii)

(ii) At night, a motor trolly shall run at a speed not exceeding 30 kmph and shall not pass any signal at danger. In addition, a powerful head light or electric torch of approved quality shall be used.

(b) Following a train or a light engine or another motor trolly on single or double line.-

(i) Such following movements of motor trollies shall be permitted during the hours of day light only.

(ii) Subject to the provision of sub-clauses (v) and (vi) a motor trolly shall obey the same signals as for the train or the light engine or the motor trolly it is following and it shall, in this sense, be regarded as the last vehicle of a train. In other words, the signals lowered for a train, light engine or motor trolly preceding it shall not be put back to 'on' until the following motor trolly has passed such signals. The motor trolly shall, in such case, be admitted on to the same line as the train, light engine or motor trolly it is following. At stations with level crossing gates interlocked with the approach signals, when road traffic is waiting at the gate if the following motor trolley does not arrive closely after train, the reception signals may be put back to 'on' to pass road traffic. After clearing the road traffic, the motor trolley may be admitted on signals on any line which is clear. If a clear line is not available, arrangement shall be made for admission of 'motor trolley' by piloting.

(iii) At stations where automatic reversers are in use in conjunction with track circuiting, the signal levers shall not be put back to normal, and the road for the reception of the preceding train, light engine or motor trolly shall not be altered until the following motor trolley has been admitted on to the same line, the person in charge of the Motor trolly being allowed to pass the signals in the on' position with special caution.

(iv) Before a motor trolly is permitted to follow a train, a light engine or another motor trolley, the Station Master of the station from which it is about to leave, shall advise the Station Master of the station in advance under a message supported by a Private Number and obtain his acknowledgement supported by a Private Number. Thereafter a trolly following line clear authority in the prescribed form No. T/1525 shall be delivered to the official in-charge of the motor trolly as his authority to follow the train, light engine or motor trolly.

Note :- (i) In the Train Signal Register, Station Masters' Diary and Line Clear book at both the stations, an entry in red ink shall be made to the effect that motor trolly is following,

(ii) A board with legend 'motor trolly on line'shall be placed on the block instrument at the receiving station.

The report of arrival of the train, light engine or leading motor trolly at the station in advance shall not be signalled to the station of departure (i.e. station in rear), till the following motor trolly has also arrived and the 'motor trolly following' authority held by the official in charge of the following motor trolly and the Station Master of the station in advance has signalled to the station in rear, a 'Train out of Block Section' message in the following form :-

Motor trolly of ..... following train/motor trolly/ light engine No ..... arrived here intact at ..... and the section between stations..... ..... and ..... is now clear of all obstructions.

Till receipt of this message, the Station Master of the station allowing a motor trolly to follow a train/a light engine/a motor trolly shall not give 'Line Clear' for another train or light engine. Copies of all messages exchanged shall be pasted in the Station Diary.

(v) The person in charge of the motor trolly shall, as far as possible, keep reasonably close behind, but at a safe distance from the train, light engine or motor trolly that is being followed than 10 mts after the arrival of the later. This may, however, be relaxed in the case of Engineering motor trollies if the Section Controller permits the person in charge of the motor trolley to occupy the section for any longer period, and provided that, on single line sections worked by token instruments, the trolley user shall lock the token of the train or light engine he intends following, by the use of a clamp of approved design, and retain the key in his possession to prevent insertion of the token into the block instrument till his arrival at the station ahead.

(vi) If the motor trolly fails to arrive at the next station within ten minutes of the arrival of the train, light engine or motor trolly that it is following, the Station Master may put back the signals to 'on' to perform shunting or other movements. The person in charge of the trolly shall, in such case, stop at the first stop signal and send a Trollyman ahead (displaying a red hand signal) to the Station Master/ Cabin Master/Cabinman asking the latter to arrange for the admission of the motor trolly.

(vii) In case a motor trolly follows another motor trolly travelling on line clear, the leading motor trolly shall, in addition to the usual "authority to proceed", be given a caution order to the effect that a second trolly in following. The following line clear authority laid down in clause (iv) shall be carried by the motor trolly which is following.

(viii) Two motor trollies may follow a train, a light engine or another motor trolly under the conditions laid down in clauses (iv) and (v). In such case, the leading trolly shall be given a caution order to the effect that a second trolly is following and the following line clear authority laid down in clause (iv) shall be carried by the last motor trolly. The Station Master of the station from which the motor trollies are about to leave shall, in his message with a Private Number advising the Station Master of the station in advance, mention that two motor trollies will follow and obtain his acknowledgement supported by a Private Number. The Station Master of the station in advance shall, on arrival of the motor trollies, report in his message to the Station Master in rear, the arrival of both the motor trollies.

(ix) When a motor trolly follows another motor trolly travelling on line clear in terms of clause (vii), or when two motor trollies follow a train, light engine or motor trolly, in terms of clause (viii), the motor trollies shall keep close to each other and leave and enter the station together. The officials in-charge of the trollies shall be jointly responsible for this.

(x) When two motor trollies are running together in the same direction, they shall be kept a sufficient distance apart so that the rear trolly may be stopped within a safe distance if a trollyman should slip from the front trolly, or if the front trolly should be stopped suddenly. On the level, or on a rising gradient, the distance between the trollies shall be not less than 100 m and on a falling gradient or with a strong wind behind, it shall be not less than 200 m.

(xi) On sections where there is danger of the rear portion of a train rolling back in the event of its parting, a motor trolly shall not follow any such train which is not vacuum braked throughout; but it may follow a light engine or an engine with a brake-van only, as also a train with a live light engine attached in rear.

(xii) When a motor trolly has arrived at a station, it may be removed from one line to another only with the concurrence of the Station Master. This may be done either by a shunt movement or by de-tracking the motor trolly. If the trolly user intends to leave the station precincts or to make a prolonged stay, the motor trolly shall be removed clear of all lines. For re-starting, the trolly shall not be placed on any line with out the prior concurrence of the Station Master.

(xiii) On the following sections, due to sharp curves and cuttings, motor trollies shall not be permitted to run on the "following line clear'

1. Khalikot - Rambha
2. Chatrapur - Jagannathpur
3. Bissamcuttack - Theruvali
4. S. Kota - Shimiliguda.
5. Keutiguda - Tikiri

SR 15.25.04 - (a) The speed of a motor trolly shall on no account exceed 15 kilometres per hour over points and crossings or when passing through yards.

(b) When a motor trolly, whether running on line clear or on a following line clear authority, has to pass over any spring-loaded points set against it, a caution order notifying the existence of such points shall be issued to the official in charge of the motor trolly and it shall be his responsibility to ensure that the points are negotiated safely, by lifting the motor trolly suitably, if required.

(c) On sections as are provided with axle-counters in lieu of track-circuits, trollies, motor trollies, lorries etc. which are not insulated shall not be allowed to run except on line clear.

SR 15.25.05.- (a) A motor trolly may be used within a section X-Y blocked for Engineering purposes, provided that, before entering the section from Station-X, the official in charge of the motor trolly shall obtain an acknowledgement from the Station Master at X as follows :-

"I am aware that motor trolly No ..... is in the blocked section between Station-X and Station-Y and I certify that I shall not permit any train to enter, or give line clear to any train to proceed on to his section, until you have informed me, either by personally returning this authority or personally cancelling it at station Y, that your motor trolly has cleared the section."

(b) The Station Master at Station-X shall before making over the authority to the official in charge of the trolly, advise the Station Master at Y by a message that he is permitted a motor trolly to enter the blocked section and shall obtain an acknowledgement from the latter supported by a Private Number.

(c) The official in charge of the motor trolly shall arrange to return or cancel the aforesaid authority not later than the time at which the original block is due to be cancelled.

SR 15.25.06.- Great care shall be exercised by the official in charge of a motor trolly while approaching cuttings or any other location

where the view ahead is obstructed, since danger is to be apprehended from push trollies coming from the opposite direction, or from cattle crossing the track, obstructions placed on the rails etc.

SR 15.25.07.- (a) In the event of a motor trolly engine breaking down between stations, the motor trolly shall be pushed into the nearest stations. But should it become immobilised, it shall be removed clear of the tracks and the 'Line Clear Authority' be sent to the nearest stations through a Trollyman along with a memo reporting the nature of the breakdown and giving a certificate to the effect that the trolly has been removed clear of the tracks.

(b) If, after sending the intimation of the break-down and removal of the motor trolly to the nearest station, it is put back in order, the official-in-charge shall not place the same on the line unless a trollyman is again sent to the nearest station with a memo informing the Station Master about the rectification of the motor trolly and asking permission for it to proceed to either of the stations. The Station Master, after satisfying himself that there is no train in the block section, shall give a written permission to the official in charge of the motor trolly to proceed to either of the stations, after blocking back or blocking forward as the case may be. Such permission shall specify the line on which the motor trolly is to run and shall be supported by the Station Stamp, the copies of message exchanged and a Private Number. On receipt of such permission from the Station Master, the official in charge may proceed to the station on the line specified. The Station Master of the station towards which the motor trolly is allowed to proceed shall arrange to receive it by taking 'off' the reception signals if arriving on the proper line. On arrival of the station, the official in charge of the motor trolly shall hand over the memo to the Station Master for cancellation of the block, duly certifying its intact arrival and giving the time of arrival. The Station Master shall then remove the block and restore normal working.

SR 15.25.08.- Running of motor trolly on Automatic Signalling section :-

(a) Normally Motor trolly shall be allowed to run on Automatic Signalling section during day light hours following a train only. At night or in emergency or when there is no train to follow, if it becomes necessary to run a motor trolly, Automatic Block system shall be suspended by exchange of messages supported by Private Numbers between the Station Masters of the concerned stations. After obtaining 'Line Clear' from the station in advance supported by a private number,

an authority in form T-369(3b) shall be issued to the Loco Pilot. Working of trains on Automatic Block system between the station concerned shall be resumed only on receipt of the arrival report of the motor trolly supported by a Private Number from the station in advance.

(b) When the motor trolly follows a train/light engine, the following conditions shall be observed :-

(i) The motor trolly shall be under the charge of an official holding necessary trolly permit. It shall carry adequate number of trollymen so as to enable its being removed bodily from the line in case of necessity.

(ii) The motor trolly shall only follow directly behind and reasonable close to a train or a light engine keeping it insight. In case it is not possible for the official in charge of the trolly to observe this rule, the trolly shall be cut off from the line and he shall make immediate arrangements to inform the nearest station of the position.

(iii) The official in charge of the motor trolly shall not enter the Automatic section without first advising the Station Master of the station controlling entry into the Automatic section, in order that he may inform the station in advance to report back to him on the safe arrival of the motor trolly at that station. Unless the arrival report has been received, duly authenticated by a private number, the first train following the motor trolly into the automatic section shall be issued with a Caution Order.

(iv) The official in charge of the motor trolly shall also be cautious and vigilant while negotiating points and crossings. In the interest of safety, he shall stop short of the above points and ensure their proper setting before proceeding slowly over them. Where the route is set against the trolly, he shall arrange for the trolly to be lifted and placed on the correct line.

SR 15.25.09.- Light Motor Trollies.-

The working of a light motor trolly shall be governed by the following and any other special instructions issued in this regard :-

(a) The maximum speed attained shall be limited to 20 kmph.

(b) The equipment shall be as prescribed for motor trollies, vide SR 15.20.01.

(c) The trolly shall be accompanied by a minimum of three trollyrnen, but in no case shall the total number of persons, including the trollymen, exceed six.

(d) The trolly may be allowed to run with or without block protection (subject to sub-rules (e) to (g) below) or following another light motor trolly or a motor trolly.

(e) From sunset to sunrise and on ghat sections or other sections where the clear visibility is restricted to less than 800 m. it shall be run only under block protection. The list of such sections shall be got notified in the Working Time Table by the Divisional Railway Manager.

(f) While working without block protection, the speed of the light motor trolly shall not exceed 15 kmph.

(g) In all other respects the working of a light motor trolly shall confirm to the rules laid down for ordinary trollies while run without block protection, and to those laid down for motor trollies while run under block protection or following another light motor trolly or a motor trolly.

SR 15.25.10.- Self-propelled Inspection Cars.-

The working of special heavy vehicles such as tunnel inspection cars shall be governed by special instructions, issued where necessary. In all other respects, these shall be worked in the same manner as light engines.

15.26. Protection of trolly on the line-The qualified person in charge of a trolly shall, before leaving a station, ascertain the whereabouts of all approaching trains, and shall, when a clear view is not obtainable for an adequate distance-

(a) on a single line, in both directions, or

(b) on double line, in the direction from which trains may approach, take such precautions for the protection of his trolly as may be prescribed by special instructions.

SR 15.26.01.- (a) The person in charge of a trolly shall, under all circumstances, be responsible for its use and protection.

(b) Before a trolly is placed on line, the person in charge of it shall advise the Station Master of this fact, except where it is impracticable to do so. For this purpose, he shall obtain from the Station master the prescribed certificate on Form E.D. 9-15, 9-16 or 9-17, as the case may be. Such certificate shall be obligatory where there are sharp curves or steep gradients. After a trolly is placed on line, advising the Station Master on duty, the latter shall take all necessary precautions for its safety, if it is not running under block protection. Whenever a trolly is to proceed into a block section, the

Station Master at the station allowing such trolly shall inform the Station Master at the other end of the block section and obtain his acknowledgement.

(c) If no information has been given to the Station Master by the person in charge, the entire responsibility for the protection of the trolly and the men accompanying it would devolve on the latter.

(d) On clearing a block section, the official in charge of push trolly shall hand over a memo to the Station Master at that end, informing him of his arrival. The Station Master shall at once intimate the Station Master at the other end and keep a record in his diary

SR 15.26.02.- While a trolly is on line, a sharp lookout shall be kept at all times, both in front and rear.

SR 15.26.03.- Whenever any train, light engine or motor trolly is found approaching on the same line, the trolly shall be removed clear of the line, well in time, so as to ensure safety and to avoid detention to traffic.

SR 15.26.04.- (a) Special caution shall be exercised at locations where, on account of curves, tunnels, cuttings gradients or other causes, a clear view of approaching trains is not obtainable. The principal requirement is that a clear view of at least 10 telegraph posts on non-electrified sections and 16 masts lengths on electrified sections shall always be obtainable both in front and rear on single line working and in the direction from which trains are likely to approach, in the case of double line working.

(b) (i) At locations where the aforesaid requirement can not be met, the trolly shall be stopped at a point beyond which the prescribed visibility distance is not obtainable. One trollyman carrying hand signals shall be left at this point and another trolly man carrying hand signals shall be sent ahead for the purpose of looking out for any train which may be approaching from the rear and front respectively and hand signalling or removal of the trolly in the event of any train being found approaching. On double lines, such look-out will be necessary only in the direction from which trains may approach. Where a man is sent ahead, the trolly shall not proceed forward until the man has gained a lead of about 6 telegraph post lengths (or 8 mast lengths on electrified sections) or such distance as is needed to obtain a clear view of an approaching train even while it is at an adequate distance from the trolly as prescribed in sub-rule(a) above. As the trolly moves ahead, the man in front shall keep moving at the

same speed so as to maintain the required visibility conditions. The rear look out man shall start following the trolly only after it has gone ahead by about 6 telegraph post lengths (or 8 mast lengths on electrified sections). He shall thereafter keep following the trolly at the same speed, maintaining a constant look-out towards the rear and duly ensuring the required visibility conditions. The person in charge of the trolly shall be responsible for a constant watch being kept of the look-out men, as the trolly moves along and for acting promptly on any signal received from them. Where, on account of sharp curves, etc. the prescribed visibility conditions cannot be met by deputing only one look out man in either direction, intermediate look out men shall be deputed for relaying of signals given by the former.

(ii) If a look out man finds any train, light engine or motor trolly approaching, either from the front or from the rear, as the case may be he shall at once signal towards the trolly by waving a red hand signal. On receiving such signal, the person in charge of the trolly shall at once stop the trolly and have it removed clear of the line. To facilitate prompt removal in such cases, extra trollymen/Trackmen/ Khalasis shall be carried on the trolly so that the prescribed minimum of four men required for lifting the trolly off the track are available at all times. It shall be the responsibility of the person in charge of the trolly to anticipate the extra requirements of men on this account and make suitable arrangements in advance, before negotiating such locations with poor visibility conditions.

(iii) In cases where, on account of cuttings, tunnels or bridges, any delay is anticipated in removal of the trolly by taking it to the nearest trolly refuse, the look out men shall invariably carry three detonators with them and in the event of any train or light engine approaching, they shall place the same on the track after signalling for removal of the trolly. These detonators shall be taken off only after the trolly has been removed clear of the line.

(iv) The look-out man in front may stop only on reaching a point from where the visibility of the line ahead is clear for not less than the distance prescribed in sub-rule (a).

(v) When the trolly has itself reached a point from where the visibility in the rear is not less than the distance prescribed in sub-rule (a), it shall be stopped there till the rear look out man catches up and is picked up.

NOTE :- Persons in charge of trollies shall acquaint themselves with the running of trains, especially mail/express and passenger trains

and take care, as far as possible, to avoid entering reaches with poor visibility while the trains are due.

SR 15.26.05.- While negotiating level crossings, whether manned or unmanned, the person in charge of a trolly shall exercise extra caution so as to avoid running into or obstructing the road traffic. Trollies removed from the line at level crossings shall be kept in such a way as to cause no obstruction to the movement of road vehicles.

SR 15.26.06.- When two trollies proceeding in opposite directions on the same line are to cross each other and there is any doubt as to which should be removed to make way for the other, the following general convention shall be observed:

(a) On gradients steeper than 1 in 400, the trolly proceeding down the gradient shall be removed. .

(b) Elsewhere, on single line sections, the trolly proceeding in the Up direction and on double line sections, the trolly proceeding against the normal direction of traffic shall be removed.

SR 15.26.07.- (a) (i) In ghat sections push trollies shall be worked under block protection only without interference to train service. However in other than ghat sections push trollies may also be worked under block protection wherever it is possible to do so without interference to train service.

(ii) Push Trollies should be worked only under block protection in the following sections having restricted visibility due to curves, cuttings, tunnels, steep gradients or due to other local conditions;

(1) Boddavara - Shimiliguda

(2) Maligura - Jarati

(b) Patrol trollies shall be run on line clear only. The person in charge of the trolly shall personally receive the line clear authority from the Station Master at the starting station and personally deliver it to the Station Master at the other end. The Station Masters at both ends shall be personally responsible to see that the line clear authority is correct and complete in all respects.

SR 15.26.08.- Whenever the trolly is removed from the line for the passage of a train or for any other reason, or when it is marked in proximity to the lines in a station yard, it shall be kept sufficiently clear of the line and parallel to it, instead of at right angles, so as to avoid the possibility of its rolling and fouling the track and thereby endangering passing trains.

15.27. Protection of lorry on the line.-

(1) whenever it is proposed to place a lorry, whether loaded or empty on the line, the line shall, if it is possible to do so, without interference with the working of trains, be blocked under the rules for working of trains.

(2) Except under approved special instructions, when the line has not been so blocked and a lorry, whether loaded or empty, is placed on the line, the lorry shall be protected-

(a) on double line, by one or two men as required, at a distance of 600 metres on the Broad gauge and 400 metres on the Metre Gauge and the Narrow Gauge, carrying a banner flag across the track and another man plainly showing a stop hand signal at a distance of not less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the lorry in the direction from which trains may approach, or

(b) on single line, by one or two men as required, following and preceding the lorry at a distance of 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge, carrying a banner flag across the track and another man plainly showing stop hand signal at a distance of not less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the lorry on either side.

(3) Each man so following or preceding the lorry at a distance of 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge shall be provided with detonators and place three on the line 10 metres apart, immediately the lorry comes to a stand for the purpose of either unloading or loading or should any train be seen approaching and continue to display the stop hand signal.

(4) Then man or men carrying the banner flag shall immediately fix the banner flag across the track immediately the lorry comes to a stand or a train is seen approaching, and continue to display the stop hand signal.

(5) In all cases where the flagmen in advance or in rear cannot be kept in view from the lorry, additional intermediate flagmen shall be posted to relay the signals.

(6) The stop signal and detonators shall not be removed until the flagmen have received the orders to withdraw them from the official-in-charge of the lorry.

SR 15.27.01.- (a) Where the hand signal man's view of the line ahead or in the rear, as the case may be is not clear for at least 800m, additional hand signal men may be deputed further ahead or in the rear, as required, to repeat the stop hand signal to the Loco Pilot of any approaching train, allowing him a sufficient sighting distance to stop the train short of the main hand signal man and thus minimise the chances of detonators being burst.

(b) Except when working under block protection it shall be ensured that even after deputing signalmen in the manner prescribed above, sufficient men remain with the lorry to enable its prompt loading or unloading and removal from the track in the face of an approaching train.

SR 15.27.02.- (a) Whether the line has been blocked or not a lorry working between stations shall always be protected in the manner prescribed above.

(b) While working in station yards, banner flags shall be exhibited at such distances on either side as will ensure safety.

SR 15.27.03.- The speed of a lorry shall never exceed 10 kmph.

SR 15.27.04.- An official of the Engineering Department, not below the rank of Permanent Way Mistry, holding a valid permit for the working of lorries on the section, shall be in charge of every lorry while in use and shall remain with it for the whole of the time it is one the rails and until it is properly removed clear of the line and secured.

SR 15.27.05.- Working of lorries within station sections :-

When a lorry is required to work within the station section, the official in charge of the lorry shall obtain the Station Master's permission in writing to do so specifying the period during which, and the line(s) on which, the lorry will work. On receipt of this request and, if the working of the lorry does not interfere with the movement of trains, the Station Master shall grant such permission to the official in charge, authorizing him to work for the period specified and shall

also record the fact by a suitable entry in the Train Signal Register. The official in charge shall be responsible for the removal of the lorry at the specified time. The Station Master shall, while granting permission for trains to approach, or authorising the taking 'off' of signals for reception, despatch or shunting movements, satisfy himself that the routes concerned are not obstructed by the lorry. Slide collars shall be used on those slides which control signals pertaining to the line(s) on which the lorry would be working, and the Cabin Master/ Cabinman at both end shall be advised to protect the line by using Lever collars, under exchange of Private Numbers.

SR 15.27.06.- Working of lorries in block section :

(a) A Lorry shall normally be run under block protection in accordance with the procedure laid down under SR 15.27.07. In case such block protection is likely to cause detention to train, the official in-charge of the lorry, after considering the urgency of the work to be done, should decide whether to place the lorry on the line without line clear being obtained or wait until line clear can be obtained for it.

(b) Not withstanding anything contained in sub-rule (a) above, a lorry shall invariably be worked under block protection when –

(i) It is necessary during an emergency to run it at night or during thick, foggy or tempestuous weather impairing visibility; (see also GR 15.24 and SR 15.24.01);

(ii) It is loaded with rails or girders.

(iii) It is loaded with specially heavy materials which can not be readily unloaded; and

(iv) It is required to work on the sections indicated below:-

Division	**Section**
Khurda Road	(a) Khallikot - Rambha
	(b) Chatrapur - Jagannathpur
Sambalpur	(a) Bissamcuttack-Theruvali
Waltair	(a) Shrungavarapukota-Shimilliguda
	(b) Manabar-Jeypore
	(c) Bodearpur-Silakjhori
	(d) Danteware-Kirandul
	(e) Keutiguda - Tikiri

SR 15.27.07.- Procedure for working of lorries between stations under block protection :

(a) The official in charge of the lorry, intending to put the lorry on line shall give requisition to the station master, mentioning all relevant particulars in the prescribed form No. T/1518 Part-A, with proper acknoledgement.

On receiving the requisition, the Station Master shall obtain permission from the section controller with a Control Order Number. Then he will exchange message with the station master of the other end block station supported by private numbers accordingly. Thereafter, he will issue a written autority to the incharge of the lorry in the prescribed form No. T/1518, Part-B, to work in the section.

(b) On single line tokenless territory the OCC key / Shunting key and on single line token territory, the Ball token shall be handed over to the incharge of the trolly alongwith the written authority in case the block instruments are in normal working order.

(c) When a track on a double line section is blocked for a lorry, the official in charge shall run the lorry only on the track that has been blocked and shall not place it on the other track either on the outward journey or on the return journey.

(d) When approaching a station, the leading hand signalman shall promptly report his arrival to the Station Master, who shall make immediate arrangements for the safe reception of the lorry either by taking 'off' the approach signals or by piloting it from the first stop signal.

(e) When the lorry is removed from the line at a station the official incharge shall issue a trolly "Removal Report" to the Station Master in the prescribed form T/1518, Part C. The Ball token / OCC key / Shunting Key if any shall also be handed over to the Station Master with due acknowledgement.

(f) In case the lorry is removed in mid section, the trolly Removal Report along witht he Ball Token/OCC key/ Shunting key if any shall be sent to the nearest station and shall be handed over to the SM with due acknowledgement.

(g) Trolly removal report in the prescribed form alongwith the Ball token / OCC key/Shunting key if any, shall be the authority for the Station Master to cancel the block and resume normal working of trains in the concerned section.

(h) The official in charge of a lorry on a blocked section shall

be responsible for ensuring that the lorry is removed from the line at such time as to enable the block being cleared within such period as stipulated originally, except in cases where an extension of the duration of block has been authorized subsequently.

SR 15.27.08.- Procedure for the working of lorries between stations without block protection :-

(a) The official in charge of the lorry, shall give a requisition to the station master inthe prescribed format T-1518, Part A, clearly endorsing on it that the trolly shall work without block protection. If there is any speed restrictiion for trains to be followed, in the concerned section, shall also be endorsed on it.

(b) On receiving the requisition the Station Master shall exchange messge with the Station Master of the other end block station under exchange of private numbers, in consultation with the section controller. Thereafter, he will authorise the trolly incharge in the prescribed format T-1518, Part- 'B' to work the section without block protection.

(c) Until the "Trolly Removal Report" in the prescribed form T-1518, Part- 'C' has been received, the Station Master at either end of the section shall stop all trains entering the concerned section and serve caution orders to the Loco Pilots/Guards, advising them that a lorry is working on the section.

(d) A Loco Pilot, on receiving intimation that a lorry is on the section, shall work his engine or train at such a speed that he can, without difficulty, bring it to a stand within a distance of 800 metres after sighting the first stop hand signal protecting the lorry.

(e) A lorry shall be removed clear of the line at least 10 minutes before a train is expected to pass that spot.

(f) No lorry shall be allowed to enter any long bridge or tunnel or long and narrow cutting unless there is sufficient time left for the lorry to clear the same and to be removed from the line in compliance with sub-rule (e) above.

(g) Except by special authority of the Divisional Engineer, a lorry shall not be placed on the line while any train working under Material Train Rules is in the block section.

SR 15.27.09.- The provisions of SR. 15.26.05 and 15.26.08, which deal with the precautions, to be observed while a trolley is

negotiating level crossings and while it is off the track, respectively, shall also apply to lorries.

SR 15.27.10.- Working procedure of Rail Dolleys :

(a) Rail dolley shall not be worked on sections having gradients steeper than 1 in 100. Not more than 6 rail dolleys in a group shall be allowed in a block section. Normally, not longer than 3 rail welded panels should be carried by rail dolleys. The railway servant in charge of rail dolleys must inspect the section in advance particularly in reference to heaping of ballast, girder bridges and any other special features which make it difficult to drop the material and remove the rail dolley in the event of an approaching train. He shall get the ballast heaps cleared and work the dolley (s) only when the visibility is clear for atleast 1200 mtr (BG) and the rails/sleepers can be dropped off safely without affecting the safety of trains and workers.

(b) Normally, no traffic block is necessary for working of rail dolleys except in the following cases :

i) To carry rails longer than 3 rail panel or it is required to move over crossovers in yard crossing more than one line in deep cuttings and curves.

ii) To work after sunset and before sunrise and in bad weather when the visibility is poor.

iii) To work in deep cutings, steep grades, sharp curves and heavily built up areas where the visibility is not clear for 1200 mtrs.

(c) While working rail dolley, following protection shall be taken :

i) Eevery rail dolley/group of rail dolleys when on line shall exhibit a red flag. On single line, a flagman with detonators to be deputed to exhibit a hand danger signal at a distance of not less that 1200 mtr. Where necessary, an intermediate flagman may be posted to relay signals.

ii) When a train is sighted, the flagman should wave the red flag vigorously to warn the official incharge of the dolley and the train and place three detonators at 10 metres apart on the line. The detonators should be removed only on receipt of hand signals from the offical incharge by waving of a green signal to withdraw the danger signals to indicate that rail dolleys have been removed.

iii) The offical incharge of the rail dolley shall keep a look out for approaching train and will get the rail dolley(s) and materials cleared off the track as soon as an approaching train is sighted.

iv) While approaching level crossings, the official incharge shall look out for road vehicles and ensure safe passage of rail dolleys. The official incharge shall be fully responsible for the safe working of rail dolleys.

15.28. Lorries and trollies out of use.-A lorryor trolly, when not in use, shall be placed clear of the line, and the wheels thereof be secured with a chain and padlock.

SR 1 5.28.01.- When a trolly, lorry or motor trolly is placed on a platform for being loaded into/after being unloaded from a train, it shall be kept parallel to the track and in such a manner that it may not come in the way of passengers or of railway staff working on the platform.

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CHAPTER XVI

LEVEL CROSSINGS

16.01. Knowledge of signals.- No person shall be appointed to be a Gateman unless he has a knowledge of signals.

SR 16.01.01.- Every Gateman before he is put to work independently at particular level crossing, shall be tested by the SE/ SSE(P way) or Transportation Inspector as the case may be, to ensure that he has a thorough knowledge of the rules pertaining to the working of gate, gate signals, hand signals, detonators and other equipment provided for the gateman and also the rules pertaining to the protection of the line during an emergency and issued a certificate of competency in the form given below. The competency certificate shall be valid for a period of five years and revalidated after due test. For level crossing within outermost stop signals of the stations (traffic gates), the test shall be carried out by the Transportation Inspector.

Certificate of competency

Certified that I have examined Sri_____ S/o _____Designation _____in the duties of Gateman. He is conversant in the working of the gates, gate signals if any, hand signals, detonators and other equipment provided at the gate. He is also conversant with the procedure to be adopted during abnormal conditions.

Gate No_____ Gate at KM _____

Signature _____

Place_____Designation _____

Dated _____

SR 16.01.02.- (a) The Gateman shall stand facing the track on the gate lodge side of the approaching train and be prepared to repeat any signal which the Guard may give to the Loco Pilot as well as to show a caution or danger signal should anything appear to be wrong with the train as it passes. For this purpose he shall, by day, hold his flags furled on separate sticks, the green in his left hand and the red in his right hand and, by night, be shall carry a lighted hand signal lamp. The hand signals shall not be exhibited in the direction of an approaching train, unless need arises.

(b) "Every Guard, Loco Pilot/ Motorman and Asstt. Guard of running train while passing through any manned level crossing shall keep a good look-out for gateman's signal. They shall exhibit a green hand signal towards the gateman as an indication that they are alert except when the gateman has exhibited a stop' hand signal or in the situation covered by GR 16.08.

16.02. Supply and care of equipment.- Every Gateman shall -

(a) be supplied with day and night hand signals, detonators and other prescribed equipment, and

(b) keep such signal, detonators and other equipment in proper order and ready for use.

SR 16.02.01.- (a) Standard equipments to be provided at the midsection manned level crossings:-

	Items	**Quantity/Numbers**
1.	Hand Signal Lamp Tri Colour	3 (5 on Quardruple Line or twin single line)
2.	Hand Signal Flag Green	1 Mounted on sticks
3.	Hand Signal Flag Red	3 (6 on Quadruple line or twin single line and 7 in case Hexaple Section mounted on sticks.)
4.	Banner Flag Red	3 (5 on Quadruple line or twin single line.)
5.	Posts for exhibiting red banner flag	2(4 on Q/Twin single line and 5 on Hexaple Section
6.	Spare chains with Padlocks	2 with stop mark.
7.	Detonators	10 in tin case.
8.	Gate lamps	2
9.	Tommy Bar	1
10.	Mortar Pan	1
11.	Spade/Fowrah	1
12.	Rammer	1 (in case of asphalted road this may not be provided)
13.	Pick Axe	1 (in case of asphalted road this may not be provided)
14.	Tin case for flags	1
15.	Can for oil	1

16.	Water pot/Bucket	1
17.	Canister for Muster Roll	1
18.	Set of spare spectacles of gateman wearing glasses	1
19.	Board, demarcating protection of level crossing gate diagram in case of obstruction on gate.	1
20.	Basket	1
21.	Whistle	1
22.	Wall Clock	1
23.	A small size chain for use in case of failure of gate boom/leaf lock.	1

(b) The Supervisory officials in-charge should ensure that all Gateman under them are correctly supplied with the above mentioned equipment, and also that sufficient hand signal lamps,kerosene oil (wherever necessary), are supplied to enable the Gateman to keep their gate lamp and hand signal lamps burning all night.

SR 16.02.02.- At level crossings where K.Oil hand signal lamps are only provided, the gateman shall always keep their hand signal lamps trimmed and ready for lighting and use at a moment's notice. During night one of the hand signal lamps shall be kept lit through out. At all times when the level crossing is open to road traffic, this hand signal lamp shall be kept set to the red aspect so as to be in readiness for being shown to an approaching train if the need arises. When the level crossing is closed to road traffic,the lamp may be burning at half wick, but whenever a train is expected, the wick shall be raised and the lamp kept buring brightly for ready use.

At level crossings where LED tri colour hand signal lamps are olny provided, the gateman shall always keep their LED tri colour hand signal lamps in working condition and ready to display RED aspect at a moments notice.

SR 16.02.03.- Each manned level crossing shall also be provided with the following items and these shall be maintained upto date.

Records to be kept at Gate Lodge :

In addition to the above equipment, following records shall also be kept at the gate lodge.

1. Gate Working Instructions in Hindi/English.
2. Gate Working Instructions in local vernacular language.
3. Gateman Rule Book in local vernacular language.
4. List for tools and books.
5. Duty Roster.
6. Certificate for working as gateman.
7. Bio-data particulars of Gateman, including date of passing vision test, initial/refresher course, safety camp, etc.
8. Accident Register.
9. Record of last census of road traffic at level crossing gate.
10. Public Complaint Book.
11. Inspection Book.
12. S & T Register in case of Interlocked Engineering Gate.

SR 16.02.04- (a) The cabin-operated level crossing gates shall be provided with the following equipments and books.

(i) One red and one green hand signal flag,

(ii) 2 hand signal lamps,

(iii) 2 red banner flags with side props,

(iv) 10 detonators in a case,

(v) 2 gate lamps.

(vi) 2 Chains with pad locks for locking the gates.

(vii) A small size chain for use in case of failure of gate boom/ leaf lock

(viii) 2 Pad locks for the gate lamps.

(ix) 2 staves for fixing hand signal lamps.

(x) Gate working rules.

(xi) Level Crossing inspection book.

(xii) Complaint book.

(b) The Supervisory officials in charge of the gate/cabin shall ensure similar action as contained in SR 16.02.01 (b).

16.03. Road Traffic.-

(1) Subject to such special instructions in that behalf as are permitted by these rules, all gates at level crossings shall be kept constantly closed and securely fastened across the thoroughfare on both sides of the railway and shall only be

opened when it is necessary and safe to open them for the passage of road traffic:

Provided that any Railway Administration may from time to time issue special instructions for any particular level crossing or class of level crossing and may be such special instructions permit the gates at any level crossing or class of level crossing to be normally kept open to road traffic and may therein prescribe the conditions under which gates are to be kept closed against road traffic for the passage of a train or trains or for the purpose of any other railway operation; and all such special instructions so long as they be not cancelled or superseded shall for the purpose only of the Railway Administration issuing the same be deemed to be General Rules within the meaning and subject to the provision of section 47 of the act.

(2) If for any reasons the gates at level crossings can not be so closed / fastened across the thoroughfares on both sides of the track, action to prevent the approaching trains, if any, from running into the gate may be taken in accordance with stipulations laid down under General Rules 16.06.

(3) Gatemen, where provided, shall, at all level crossings be prepared, whenever such level crossings be open to road traffic, to show a stop hand signal to any approaching train.

(4) Where no Gateman is specially provided for night duty at a level crossing, the gates there at shall, subject to special instructions, be locked at night and opened only to pass road traffic in such manner as may be prescribed by special instructions.

SR 16.03.01.- (a) All level crossing gates shall be so worked as to cause the least possible inconvenience to vehicular traffic, consistent with safety.

(b) In order to eliminate frequent and undue detention of road traffic at important level crossings, such gates shall not normally be closed for more than 10 minutes at a stretch.

(c) At level crossings which are provided with telephone, the Gateman, on receipt of information about a motor trolly being on line

clear, shall not close the gates immediately, but shall keep a look out for the motor trolly and only when it is actually in sight shall close the gates. The same procedure shall also be followed by cabinmen in the case of gates operated from the cabins.

SR 16.03.02.- (a) Gates of all manned level crossings shall be provided with road sign boards and gate lamps. These gate lamps will show red to the road traffic approaching from either direction, when either gate is closed across the road. The lamps shall show white to the road when the gates are open to road traffic and shall be so screened that they show no indication to approaching trains, whether the gates be opened or closed to road traffic.

(b) The lifting barriers shall be painted retro reflected with alternate bands of yellow and black. In addition, each gate shall be provided with a disc not less than 0.6m in diameter to furnish a clear indication to road users during day-light hours. The disc shall be painted red on both sides, irrespective of whether the gates are coupled or not.

(c) In case of any absence/damage of road sign boards or failure of gate lamps, the Gateman shall intimate to the immediate incharge for rectification.

SR 16.03.03.- Working of level crossing gates : Detailed mode of operation and closing the gate shall be provided in the respective Station Working Rules and Gate Working Instructions incorporating the local operational requirements. Wherever gate leaves are provided, when level crossing gate is required to be opened for passage of road traffic, the Gateman must first open the gate farthest away from approaching road traffic and then open the gate on the side nearest the approaching road traffic.

Private numbers are not required to be exchanged in case the level crossings gates are interlocked with gate stop signals or stop signals of the stations. However, gateman should be intimated in advance by the Station Master/Cabinmaster/Cabinman about the movement of the train on the section.

(a) Working of Engineering level crossing gates interlocked with gate signals provided with telephone with normal position 'Open to road traffic' :

i) Immediately after departure of the train, Station Master/ Cabinmaster/Cabinman shall inform the gateman through telephone connected at his end, the number, description, direction and expected time of passage of the train at the gate.;

ii) If the telephone is connected to the station at the receiving end, this advice shall be given by the Station Master/Cabinmaster/ Cabinman to the gateman as soon as he receives train entering section advice from the despatching station.

iii) If the actual running time of the train from either end of the section is less than 10 minutes, Station Master/Cabinmaster/ Cabinman will convey this advice to the gateman before obtaining/ granting line clear.

iv) It should be the duty of the gateman to ensure that the gate is closed in time, so that there is no detention to the train or excessive detention to road traffic.

(b) Working of Traffic level crossing gates interlocked with stop signals of the station provided with telephone with normal position 'Open to road traffic' :

i) Before taking off reception/departure signals, Station Master/Cabinmaster/Cabinman shall inform the gateman, the number, descripton and direction of the train.;

ii) The gateman shall close the gate and transfer the key to the Station Master/Cabinmaster/Cabinman;

iii) The reception/departure signals will then be taken OFF.

iv) In order to ensure that road traffic is not held up for a long time, the station/Cabinmaster/Cabinman must ensure that train is ready for departure in all respects before he advice to the gateman for closing the gate.

v) If the gate is operated from the cabin itself, Station Master/ Cabin Master/Cabinman shall ensure that the gate is closed against road taffic, before taking OFF reception/departure signals.

vi) When a train has to be piloted to and from the station yard, or any shunting movement is to be done, the staff deputed to pilot the train or to perform the shunting across the gate shall be personally responsible to ensure that the gate is closed against road traffic before allowing any movement across the gate.

(c) Working instructions for Engineering Level crossing gates being Non-Interlocked and provided with telephone with normal position 'Open to road traffic' :

a) When the gate is connected with the station at the despatching end:

i) Station Master/Cabinmaster/Cabinman at the despatching

end shall advise the gateman the number, description, direction and expected time of the passage of the train at the gate under exchange of private number;

ii) Such advice shall be given before taking OFF departure signals or giving an authority to proceed to the loco pilot.

iii) The Gateman on receipt of the advice shall close the gate well in time and confirm the same under exchange of private number;

iv) Staion Master/Cabinmaster/Cabinman will lower the departure signals after getting the private number of the gateman;

v) The gateman shall be authorized to open the level crossing after complete passage of train from the gate by observing tail board/ tail lamp. The gateman before opening the gate shall ensure that SM has not advised him to keep the gate closed for any other train from the same direction or from other direction. He shall display a banner flag across the track while the gate is in open condition.

b) When the gate is connceted with the station at receiving end

: i) Station Master/Cabinmaster/Cabinman at the despatching end shall adivse the Station Master/Cabinmaster/Cabinman at the receiving end the number, description, direction and expected time of passage of the train at the gate under exchange of private number;

ii) Such advice shall be given before obtaining line clear;

iii) Station Master/Cabinmaster/Cabinman at the receiving end shall in turn convey the same advice to the gateman, under exchange of private number.

iv) Gateman shall close the gate and thereafter give his private number to the Station Master/Cabinmaster/Cabinman.

v) Only then the Station Master/Cabinmaster/Cabinman shall at the recveiving end grant line clear to the Station Master/ Cabinmaster/Cabinman at the despatching end;

vi) The gateman shall be authorized to open the level crossing after complete passage of train from the gate by observing tail board/ tail lamp. The gateman before opening the gate shall ensure that SM has not advised him to keep the gate closed for any other train from the same direction or from other direction. He shall display a banner flag across the track while the gate is in open condition.

(d) Working instructions for Engineering Level crossing gates, Non-Interlocked provided with telephone with normal position 'Closed to raod traffic'

(i) The normal position of the level crossing gate being "closed to Road Traffic" it should always be in closed condition against road traffic, except when, it is opened for passage of road traffic over the level crossing, subject to conditions prescribed below.

(ii) The Station Master/Cabin Master before permitting each train to enter into the block section, shall ask Gateman on the telephone by giving a Private Number whether, gate is closed against road traffic for the passage of train. The Gateman only after ensuring that the gate is actually closed and locked against road traffic shall give a Private Number to the Station Master/Cabin Master in assurance of gate being closed & locked against road traffic.

(iii) The Station Master/Cabin Master shall not permit any train to enter the block section, unless he is assured of the closure and locking of the gate by the gateman supported by exchange of private number.

(iv) When the gateman desires to open the gate for passage of road traffic he should ensure that :

(1) He has not exchanged any private number with the station/ cabin as per (d)(ii) above.or

(2) If he has exchanged private number with the Station Master/Cabin Master, the whole of the train with last vehicle indicator has passed over the level crossing gate and the Station Master/Cabin Master has not exchanged private number with him for any other movement immediately in rear of that train or on the adjacent line(s).

Before opening the gate for road traffic, he shall display banner flag/danger signal at either side of the track at a distance of 5 meters away from the gate. Then he shall open the gate for passing the road traffic, keeping a red flag/red hand signal lamp ready in his hand to stop approaching train if any.

(v) In case the Gateman is not responding on the telephone or in case the telephone becomes defective or private number is not received from the Gateman, the Station Master shall adhere to the procedure prescribed in SR.16.03.04 below.

(vi) In the event of failure of telephone, if the gate is required to be opened for the passage of road traffic, the gateman shall look out in both directions before opening the gate to ensure that no train is approaching from either end. He shall then plant a banner flag during day and a hand signal lamp with the red light during night, 5 meters away from the gate on the track on either side. He will thereafter, open the gate for passing the road traffic keeping a red flag/ red hand signal lamp ready in his hand to stop approaching train if any.

SR16.03.04.- In the event of failure of telephone communication between the station and non-interlocked mid-section level crossing gate or of failure to get Gateman's acknowledgement over the phone, the following procedure shall be adopted for passing trains :

(a) The Loco Pilot and the Guard of every train proceeding into the affected section shall be served with a caution order, giving the number and kilometreage of the level crossing and directing the Loco Pilot:-

(i) To whistle frequently to attract the attention of the gateman,

(ii) To proceed cautiously, and stop 30m. short of the level crossing and be guided by hand signal.

(b) (i) The Loco Pilot after stopping, if the gateman is available and apparently in a fit condition to continue his duty and the gates are closed, shall arrange to advise the Sation Master/Cabin Master/ Cabinman as the case may be of the fact using the telephone provided at the gate. The Station Master on receipt of such an advice from the Loco Pilot shall discontinue issue of caution order to the following trains provided the acknowledgement of the gateman is available over the telephone.

(ii) In the above circumstance, the Loco Pilot should not stop his train at the next station to advise the Station Master.

(c) (i) If the Loco Pilot does not find the gateman at the level crossing or if the gateman is apparently unfit for duty and the gates are not closed, he shall depute his Assistant to close the gates and give proceed hand signal. In the absence of Assistant, the Loco Pilot shall seek assistance of the Assistant Guard or Guard of the train. The same should be informed to the Station Master on gate telephone.

(ii) The Loco Pilot, after being hand signalled, shall pass the level crossing and stop clear of it by at least 2 bogie length to pick up the Assistant or Assistant Guard/Guard, as the case may be. The Railway servant deputed for closing the gate shall reopen it for road traffic after the passage of the last vehicle of the train.

(iii) If, however, the telephone is out of order or the gateman is not available or is apparently unfit to continue his duty and intimation of the fact could not be given to the station from the gate, the Loco Pilot shall stop his train at the next station (even if it is through passing station) and give a memo to the Station Master indicating the condition of the gateman, gate and telephone.

(iv) The Station Master on receipt of the Loco Pilot's report regarding absence or unfitness of the gateman, shall advise the Station Master in rear, the Notice Station, the Section Controller, JE/SE/SSE (P way) and AEN concerned and the Gangmate of the nearest gang

for immediate posting of a gateman. He shall also inform the maintenance staff to attend and repair the telephone, if required. Issue of caution order should continue till normal working condition is restored.

(d) Before giving line clear to a train, the Station Master shall advise the Station Master of the station in the rear of the facts by message supported by a Private Number, and obtain his acknowledgement with a Private Number. The latter shall issue a caution order to the Loco Pilot as detailed in para (a).

(e) Necessary entries shall be made in the Caution Order Register, Station Diary or Signal Failure Register as the case may be by Station Masters at either end of the affected section. The Section Controller shall also keep a note in his chart indicating the action taken by him.

SR 16.03.05.- In case of failure of telecommunication between station and any non-interlocked manned level crossings whose normal condition is open to road traffic, the gates can be worked as mentioned in SR 16.03.04. If the visibility at the level crossing is not clear to afford a clear view of an approaching train i.e. where the visibility of the rail to road is restricted, train can be worked as in case of normal position 'closed to road traffic'.

Note : Such level crossing should be recommended for interlocking with gate signals.

SR 16.03.06.- The level crossing whose normal condition is closed to road traffic when opened to road traffic, the gateman, in order to readily show "Stop" hand signal to an approaching train, shall at night keep his hand signal lamp to show 'Red' and in day keep the red hand signal flag furled in his hand through out the period when the level crossing is opened to road traffic.

16.04. Gateman to observe passing trains.-Except where otherwise prescribed under special instructions, the gateman shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.

SR 16.04.01.- The gateman at all level crossing gates should stand attentively at the gate lodge side, facing the track with furled red and green flags during day in right and left hand respectively and at night hold the hand signal lamp with the white light. He shall watch all passing trains to see any unusual condition like hot axles, chain hanging, and vehicle/wagon on fire, load shifted etc, and take prompt action to warn the Loco Pilot and guard of the train by showing a

danger signal. The Loco Pilots and the guards should be on the look out for such danger signals. The gateman also inform the Station Masters on telephone, if provided.

16.05. Channel for flange of wheels.-The gateman shall see that the channel for the flange of the wheels is kept clear.

SR 16.05.01.- During the dry months of the year, in order to allay the dust, level crossings where water is available from any near by source shall be thoroughly watered by the gateman daily, both morning and evening, and also immediately before Mail/Express and Passenger trains are due to pass.

SR 16.05.02.- At unmanned and cabin-operated level crossings the keyman of the P. Way gang in whose beat the level crossing falls shall, in the course of his daily rounds, ensure that the flangeway channels are kept clear.

16.06. Defects at level crossings.- If any gate or the fastenings thereof, or any fixed signal pertaining to the gate becomes out of order, the Gateman shall -

(a) take action to close the gates, if possible, against road traffic.

(b) After closing the gates, hand signal the train movements past the Level Crossing.

(c) (i) If the gates cannot be so closed put the banner flag or level crossing flag in such manner as to warn the approaching train to stop short of the gate and thereafter hand signal the train,

(ii) report the fact to his superior or the nearest gangmate.

SR 16.06.01.-In the event of a gate signal becoming defective, the Gateman shall maintain the signal in the 'on' position and close and lock the gates across the road immediately on sighting a train.

SR 16.06.02.- In case of failure of gate signal in the 'off' position, the gateman shall at once close and lock the gates across the road, place a detonator 90 metres away from the defective signal and renew it after the passage of every train. The gateman may open the gates to pass road traffic only after the signal is so protected. If this condition happens at night or if it continues after dark, the green glass of the signal arm in question shall be broken so as to prevent a green light being seen by the Loco Pilot of an approaching train.

SR 16.06.03.- In either of the cases referred to in SRs 16.06.01 and 16.06.02, the gateman shall also advise the fact over the telephone or through the Loco Pilot of a passing train or through a gangman to the Station Master of one of the adjoining stations, who in turn shall advise the signal maintainer and other concerned officials of the section for immediate rectification. The Station Master shall also arrange for issue of caution orders to the Loco Pilots of passing trains from both directions on the single line section or from the concerned direction on the double/multiple line section till the defect is rectified. Until the defect is rectified, the gateman shall pass the trains over the level crossing by showing "Proceed' hand signal provided the gates are closed and locked across the road traffic.

SR 16.06.04. - (a) If a gate boom/barrier is damaged, the gateman shall-

(i) Close the level crossing against the road traffic with chain and padlock immediately or before allowing the movement of train as the case may be,

(ii) Report the fact over telephone or through the Loco Pilot of a passing train or through a Gangman to the Station Master/Cabin Master/ Cabinman of the adjacent station and the nearest Gangmate.

(b) The Station Master on duty on receipt of the above information shall arrange to issue caution orders to the Loco Pilots and Guards of all trains entering into the section.

(i) To whistle frequently,

(ii) To stop 30m, short of the level crossing, and be guided by the hand signal given by the gateman.

(c) The Station Master shall intimate the fact to the Station Master at the other end of the block section for issue of caution order with the similar instructions as mentioned in (b) above.

The caution order shall continue to be issued till the defect is rectified. The Station Master shall also advise the JE/SE/SSE(Signal), JE/SE/SSE(P way) and other officials concerned for immediate rectification and other necessary action.

(d) The Loco Pilots shall ensure that the level crossing is not obstructed and on being hand signalled by the Gateman, negotiate the level crossing cautiously.

(e) Necessary entries shall be made in the Caution Order Register and Station Diary by the Station Masters at either end of the affected section.

16.06.05. In case of failure of locking arrangement of gate boom or leaf, the gate boom/leaf should be properly secured by using a small chain and padlock. In such case trains shall be worked as mentioned in SR 16.06.04.

16.07. Obstructions at level crossing.-Every Gateman on noticing any obstruction on the line, shall at once remove it or, if unable to do so shall-

(a) take action to ensure that the fixed signals, if any, protecting the gate are kept at 'on',

(b) show stop hand signal and do his best to stop approaching trains; and

(c) shall protect the obstruction as per Rule 6.03.

SR 16.07.01.- In case of an obstruction on the line at a level crossing not protected by station signals, the gateman shall maintain the gate signals, if provided, in the'on'position and, if unable to remove the obstruction forthwith, he shall protect the line in the following manner:-

(a) On Double Line :

(i) In case both lines are obstructed, he shall, during day light hours, first plant a banner flag across the track in the direction from which a train is expected to arrive first and then plant the second banner flag across the other track, against any train in the opposite direction. The banner flag shall be planted clear of the level crossing and at a distance of about 5 metres from the edge of the road/ obstruction.

(ii) He shall, thereafter, close and lock the gates.

(iii) At level crossings provided with telephones, the gateman shall, if time permits, inform the Station Master/Cabinman about the bstruction and ascertain the position of trains, after he has taken action as per clauses (i) and (ii) above.

(iv) The gateman shall then proceed in haste, exhibiting a red hand signal flag, towards the direction from which a train is expected first and place one detonator on the track at a distance of 600 m on BG and three detonators 10m apart at distance of 1200m on B. G from the level crossing. Having thus protected one line, he shall immediately return to the level crossing, picking up the intermediate detonator on the way and then proceed with the same haste in the opposite direction and protect the other line also in an identical manner. Having duly protected both the lines, the gateman

shall return to the level crossing and endeavour to clear the obstruction, mobilising any assistance locally available. He shall, however, not leave the level crossing, but shall remain in position to warn the Loco Pilot of any approaching train.

(v) In case only one line is obstructed the aforesaid protection need be done only for the obstructed line.

(b) On Single Line :-

The gateman shall take action as laid down in sub-rule (a), except that the banner flags and the detonators shall be placed on the same line on either side of the level crossing.

(c) On Multiple lines and parallel single lines

The procedure for protection shall be as indicated in sub-rule (a) or (b) above, as applicable, duly amplified by local instructions as may be warranted in each case. Banner flags shall be planted and detonators placed on each of the obstructed lines in the directions from which trains are likely to approach.

SR 16.07.02.- In case of an obstruction at a level crossing situated between the outermost signals of a station, but not protected by the station approach stop signals, the gateman shall, in addition to protecting the line in the manner laid down in SR 16.07.01, inform the Station Master/Cabinman, who shall there upon keep the relevant signals in the 'on' position. Placing of detonators towards the station side may be dispensed with if it is assured by the Station Master/ Cabinman that no train shall be allowed to leave the station until the obstruction is removed.

SR 16.07.03.- In case of an obstruction at a level crossing protected by station stop signals, which may also include cabin operated level crossings, the gateman or cabinman, as the case may be shall at once close the gates across the road and ensure that the stop signals controlling the passage of trains over the obstructed lines are maintained at 'on'. In addition, banner flags shall be planted in the manner indicated in SR 16.07.01 (a) (i). However, if in the meantime he notices any train coming form either side, he shall be prepared to stop the same by the use of hand signals and detonators.

SR 16.07.04.- By night the gateman shall use his hand signal lamps exhibiting the red aspect in place of banner flags and red hand signal flags. Since only two hand signal lamps are provided even on double lines, he shall, for the purpose of hand-signal, pick up the hand signal lamp planted in lieu of the banner flags in the direction in which he is proceeding to place detonators, and shall exhibit the same as he goes along. He shall replace the lamp in position, on his return.

SR 16.07.05.- In case of an obstruction on the line at a level crossing situated in Automatic block signalling territory, the gates of which are inter-locked with Semi-Automatic Gate Stop signal as per sketch 9 of GR 3.17 (1), the gateman shall at once take steps to extinguish the 'A' marker of the Semi-Automatic Gate Stop signal by operating its control lever/switch where provided. But at such of the level crossings where the control of the 'A' marker is only through the closing of the boom, the gateman of such level crossings, shall close the level crossing against thoroughfare by using spare gate leaves, if any or by using the chains and pad locks. He shall thereafter inform the Station Master about the obstruction and ascertain position of trains. The gateman, if unable to remove the obstruction forthwith, shall protect the line in the following manner:-

(a) (i) On Double line, after taking action as detailed under clauses (i), (ii) and (iii) of sub-rule (a) of SR 16.07.01, shall proceed in haste, exhibiting a red hand signal towards the direction from which a train is expected first and place one detonator on the track at a distance of 90m and two detonators 10m apart at a distance of 180 m. from the level crossing. Having thus protected one line, he shall immediately return to the level crossing and then proceed, with the same haste, in the opposite direction and protect the other line also in the identical manner. Having duly protected both the lines, the gateman shall return to the level crossing and endeavour to clear the obstruction, mobilising any assistance locally available. He shall, however, not leave the level crossing, but shall remain in position to warn the Loco Pilot of any approaching train.

(ii) In case only one line is obstructed, the aforesaid protection need be done for the obstructed line towards the direction from which normally trains approach the level crossing.

(b) On single line, after taking action as contained in clauses (i), (ii) and (iii) of sub-rule (a) of SR 16.07.01, action shall be taken to place detonators and banner flags on the same line on either side of the level crossing in the manner detailed under sub-rule (a) (i) above.

16.08. Parting of a train. - If a Gateman notices that a train has parted, he shall not show a stop hand signal to the Loco Pilot, but shall endeavour to attract the attention of the Loco Pilot and the Guard by shouting gesticulating or other means.

16.09. Trespassing.- Every gateman shall as far as possible, prevent any trespassing by persons or cattle.

16.10. Transfer of charge of gate.- Except in accordance with special instructions, no gateman shall leave his gate unless another gateman has taken charge of it.

SR 16.10.01.- (i) in case he is not relieved by another gateman, the gateman shall not leave his level crossing until the gangmate, in whose length the level crossing falls, places a Trackman, competent to work as gateman, in charge of it.

(ii) In the case of traffic level crossings in similar circumstances, the Station Master on receipt of such information, shall take necessary action to relieve the gateman.

SR 16.10.02.- At level crossings where only one man is employed, he shall not leave the level crossing, even for a short time, without closing them to the road and locking them.

SR 16.10.03.- No person shall be allowed to perform the duties of a gateman unless he has been examined and found competent.

16.11. Height gauges.-

(1) Adequate arrangements shall be made to erect height gauges on either side of the overhead equipment or other equipment at level crossing so as to ensure that all vehicles and moving structures passing under the height gauge also pass under the overhead equipment of other equipment with adequate clearance.

(2) The adequate clearance referred to in sub-rule (1) shall be sanctioned under approved special instructions.

(3) Vehicles and moving structures, which cannot pass under the height gauge without striking or touching it, shall not be permitted to pass the overhead equipment or other equipment except in accordance with special instructions.

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CHAPTER XVII

WORKING OF TRAINS ON ELECTRIFIED SECTIONS OF RAILWAYS

17.01. Applicability of General Rules.- All rules referring to the working of trains shall also apply to the electrified sections except as otherwise provided in the rules contained in this chapter.

SR 17.01.01.- (a) All Subsidiary Rules which control the movement and operation of diesel trains shall apply to the movement and operation of electric trains, except as otherwise provided in these rules.

(b) All officials connected with movement of electric rolling-stock shall have a thorough knowledge of these rules. They shall also be responsible for ensuring that staff working under them are thoroughly conversant with the instructions relating to their work and the correct procedure to be followed under normal conditions as well as in an emergency

(c) Every railway employee, supplied with these rules shall make himself thoroughly acquainted with the rules and shall be held responsible for knowledge of and compliance with them. Ignorance of the rules will not be accepted as an excuse for non-compliance.

17.02. Special def initions applicable to this Chapter.- In these rules, unless the context otherwise requires.-

(1) “Electrical way and works” means the traction installations including overhead equipment and other connected works provided on the electrified sections of the railway;

(2)’Feeding post”means a supply control post, where the incoming feeder lines from grid sub station are terminated;

(3) “Neutral section” means a short section of insulated and dead overhead equipment which separates the areas fed by adjacent sub stations or feeding posts;

(4) “Power Block” means blocking of a section of line to electric traffic only;

(5) "Supply control post" means an assembly of interruptors, isolator switches remote control equipment and other apparatus provided for controlling power supply to overhead equipment. It includes feeding posts, sectioning and paralleling posts, sub-sectioning and paralleling posts and sub-sectioning posts;

(6)'Tower wagon' means a self-propelled vehicle which is used for the maintenance and repairs of overhead equipment;

(7) "Traction Power Controller" means a competent railway servant who may for the time being be responsible for the control of power supply on the traction distribution system.

SR 17.02.01.- (1) "Assistant Loco Pilot" means the duly certified Assistant Loco Pilot of a single or multiple unit train or of an electric engine.

(2) "Brake Valve" means a valve which operates the automatic brakes of the train.

(3) "Conductor' means a body or substance which offers a low resistance to the passage of an electric current.

(4) "Phase Conduct' means a conductor which carries current to the traction overhead equipment.

(5) 'Return Conductor' means conductor which carries return current from the tracks to the Sub-station.

(6) "Dead Equipment' means any electrical equipment which is not electrically alive.

(7) 'Dead Man's Handle" means an emergency safety device fitted in the handle of a Master Controller which, when released, automatically cuts off the supply of electrical energy to the traction motors, and applies the brakes.

(8) "Distribution System" means a system of electrical equipment by means of which electrical energy in the form of alternating or direct current is distributed over a given area.

(9) "Traction Power distribution System" means a distribution system provided for traction purpose. This is also referred to as "Power distribution system".

(10) 'Motorman" means the duly certified Loco Pilot of an Electric Single or Multiple Unit coach (EMU).

(11) “Driving Trailer” means a coach which has a driving compartment and which is not a motor coach.

(12) ‘Earth” means the conducting mass of the earth or of any conductor in direct electrical connection therewith.

(13) “Earthed” or ‘Connected to Earth” means connections with the general mass of earth in such a manner as to ensure at all times an immediate discharge of energy without danger.

(14) ‘Earth” for the purpose of the overhead equipment only, includes the track return circuit and the structures supporting the overhead equipment, provided such structures are connected to “earth’ or track return.

(15) “Electrical equipment” means any apparatus which is used for generation, transmission or utilization of electrical energy.

(16) “Feeder” means a conductor connecting (a) a generating station with Sub-station or feeding point, or (b) a Sub-station with a feeding point.

(17) “Feeder” also means a conductor connecting a supply control post to a grid Sub-station and a supply control post or switch gantry to a feeding.point.

(18) “High voltage” means a voltage which under ordindry working conditions may exceed 650 volts.

(19) “Voltage” means the difference of electric potential measured in volts between any two conductors or between any part of either conductor and the earth as measured by a suitable voltmeter.

(20) “Independent Air-Brake Handle” means a removable handle controlling the independent air-brake apparatus of electric engines.

(21) “Insulator or Insulating material’ means material which offers relatively high resistance to the passage of an electric current.

(22) “Live Equipment” means any electrical equipment which is electrically alive.

Electrical equipment is alive when a difference of potential exists between it and earth or when it is connected to another conductor or circuit in which such a difference of potential exists.

(23) “Master Controller” means a controller in the driving compartments of electric engines, motor coaches and driving trailers, which is not included in the main circuit of the controlled motor or

motors but which operates other controllers or contractors by means of a control circuit, thereby controlling the supply of electrical energy to the traction motors.

(24) "Motor Coach" means a coach equipped with traction motors and with the necessary control and power apparatus for operating them.

(25) "Multiple Unit Train" means a train consisting of two or more single unit trains coupled together and operated as one train.

(26) "Off Position" means the position of the reversing handle whereby a Master Controller is locked "Off", and whereby the dead man's handle, if provided, is rendered in effective.

(27) "Overhead Equipment" means the electrical conductors over the tracks together with their associated fittings, insulators and other attachments by means of which they are suspended and registered in position.

All overhead electrical equipment, distribution lines, transmission lines and feeders may be collectively referred to as overhead lines'

(28) "Bond Impedance" means a bond, installed by S & T Deptt. which provided a low impedance path for the traction return current and relatively high impedance path for track-circuit current.

(29) "Bond structure" means a bond connecting a traction mast, structure or support to a rail by a mild steel strip of approximately 200 sq. mm section.

(30) "Pantograph" means a collapsible device mounted on and insulated from the roof of an electric engine or motor coach and provided with a means for collecting current from the overhead equipment.

(31) "Permit-to-work" means a form of declaration signed and given by an authorised person to a person incharge of work to be carried out on or adjacent to any electrical equipment, for the purpose of making known to such person exactly what equipment is dead and earthed and safe to be worked on or adjacent to.

(32) "Rail Bond" means an electrical connection across a joint in or between adjacent lengths of rail.

(33) "Bond Continuity" means a rail bond used for maintaining continuity of the rail return circuits at points and crossings.

(34) “Bond Cross” means a rail bond used for connecting together two rails of a track or rails of adjacent tracks.

(35) “Bond joint” means an electrical connection across a joints between two adjacent lengths of rail as part of the track return.

(36) “Reversing Handle” means a handle which control the forward and reverse running of the tractor motors and is fitted in such a manner that it can only be removed when the Master Controller is locked ‘off’.

(37) “Single Unit Train” means the combination of a motor coach or motor coaches and coaches adopted by a Railway Administration as an operating unit.

(38) “Switch Electrical’ means a device for opening or closing an electrical circuit.

(39) “Switch, Alternate Feed’ means a switch used for connecting the overhead equipment of a loop or siding or crossover to alternative sections of the overhead equipment.

(40) “Switch Double Pole, Gang operated, Earth type” means a special switch used in Electric Loco Sheds, inspection pits and watering sections for feeding two section and for making both sections dead simultaneously and earthing one.

(41) “Switch, Inter-connecting Section or Isolator” means a switch used to connecting or disconnecting adjacent elementary sections of overhead equipment.

(42) “Switch gear” means Isolator switches, Circuit Breakers, Interruptors, Cut-outs and other apparatus used for the operation; regulation and control of electrical circuits.

(43) “Transmission Line” means bare overhead conductors supported by Steel Structure by means of which electrical energy is transmitted between various points of a distribution system.

(44) “Apparatus” means electrical apparatus and includes all machines, fittings accessories and appliances in which conductors are used.

(45) “Assistant Electrical Engineer (Traction Distribution) A.E.E. (Tr. D)” means an Assistant Executive Officer, incharge of maintenance and repairs of the power distribution system in a division or in an area and responsible to the Sr. Divisional Electrical Engineer (Traction Distribution).

(46) "Assistant Electrical Engineer (Roiling Stock), A.E.E. (RS)" means an Assistant Executive Officer incharge of maintenance and repairs of electric rolling-stock in a division or in an area and responsible to the Senior Divisional Electrical Engineer (Rolling-Stock).

(47) "Assistant Electrical Engineer (Rolling Stock Operation) A. E. E. (OP)" means an Assistant Executive Officer-in-charge of operation and outstation maintenance of Electric Rolling Stock in a division or in an area and responsible to the Senior Divisional Electrical Engineer (Rolling Stock Operation) or Divisional Electrical Engineer (Traction).

(48) Crew Controller means a Sub-ordinate Supervisor who is responsible for nomination for booking Electric Crews in his shift and sanctioning periodical rest to the Electrical Crew under him. He shall also be responsible for exhibiting the roster for each day at the booking office. He shall also be responsible for ensuring that the running staff when signing on duty is in the knowledge of the road of the train for which he is booked has studied circulars, notices, caution order books and possesses two pairs of spectacles, if required under medical advice. He also inform the control about defective signals observed by incoming crews immediately and details of time loss on loco account and other duties assigned to him.

(49) JE-I when qualified as-

(a) "Overhead equipment -OHE" means sub-ordinate of the area concerned responsible to the Sectional Engineer for inspection and maintenance of traction overhead line, rail bonds and for the staff employed thereon.

(b) "Power Supply Installations-(PSI)" means a sub-ordinate of the area concerned responsible to the SSE (PSI & RS) for inspection and maintenance of power supply installations at all supply control posts and auxiliary transformers provided at different places for the purpose of signalling and other purpose and for the staff employed thereon.

(c) "Sub-Station Equipment-(SS)" means a sub-ordinate of the area concerned responsible to the SSE (Sub- Station) for inspection and maintenance of sub-station owned by the Railways, rail bond connected to the Sub-station for return current and for the staff employed thereon.

(d) "Rolling Stock - RS" means a Sub-ordinate of the area concerned responsible to SE (Rolling Stock) for the maintenance of rolling stock and for the staff employed thereon.

(e) "Remote Control equipment-(R. C)" means a Sub-ordinate of the area concerned responsible to the SSE (RC & PSI) for inspection and maintenance of remote control and allied equipments and for the staff employed thereon.

(50) "Bare" means not covered with insulating material.

(51) "Cable"-(a) means a length of insulated single conductor (solid or standard) or of two or more such conductors, each provided with its own insulation which are laid up together.

(b) Such insulated conductor or conductors may or may not be provided with an overall mechanical productive covering.

(52) "Caution Notice" means a notice attached to or placed near live equipment calling attention to the danger of touching or interfering with such equipment and bearing the words "Caution-Live Equipment."

(53) "Junior Engineer" means an authorised person in charge of a gang of workmen, authorised to work on specific types of traction equipment such as overhead equipment, electric rolling-stock, etc.

(54). (a) "Circuit" means an arrangement of conductor or conductors for the purpose of conveying electrical energy and forming a system or a branch of a system.

(b) When they form a closed path through which a current can circulate, the circuit is referred to as 'closed'. When the path is not closed, the circuit is referred to as 'Open'.

(55) (a) "SSE(OHE)" means a senior Supervisor under the control of Senior DEE (TrD)/DEE (Tr-D)/AEE (Tr.D), who is responsible for the proper and safe maintenance of 25 KV AC Traction over-head equipment and return conductors.

(b) "SSE (PSI & RC)/SE (General)" means a Senior Supervisor working under the control of Senior DEE /DEE (Tr.D)/ DEE (SS)/AEE (Tr.D) and directly responsible for proper operation and upkeep of the power supply installations and remote control equipments which are vital for the efficient operation of the electric traction system.

(c) "SSE (SS)" means a Senior Supervisor working under the control of DEE (SS) and directly responsible for the operation and up keep of the sub-station equipment including the maintenance of the return conductors from the traction substation to the feeding posts.

(d) "Chief Traction Power Controller-(CTPC)' means a Senior Supervisor working under the control of Senior DEE (TrD)/ DEE (Tr-

D)/AEE (Tr.D) and directly responsible for the proper operation of remote control switches in order to maintain reliability in the power supply to the over-head equipment, arranging detection of the faulty sections in the event of failures or break-down and a close co-ordination with the operating department. He shall also be responsible for arranging the electric power block required by maintenance staff.

(56) "Circuit Breaker" means advice for closing and opening an electrical circuit under all conditions unless otherwise specified, and so designed as to open the circuit automatically under abnormal conditions.

(57) "Competency Certificate" means a certificate issued to a person by the Railway Administration, authorising him to carry out specified duties pertaining to his employment.

(58) "Contact Wire" means an overhead conductor from which electric power is supplied to electric rolling stock.

(59) "Cut-out (fuse)" means any appliance for automatically interrupting the transmission of energy through any conductor when the current rise above a predetermined value.

(60) "Danger" means danger to health or to life or any part of body from shock, burn or other injury to persons, or property, or from fire or explosion, attendant upon transmission, transformation, conversion, distribution or use of electrical energy.

(61) 'Danger Notice" means a notice attached to dead equipment to convey a warning against such equipment being made alive and bearing the works "Danger-Men working".

(62) "Danger zone" means the zone, lying within 2 meters of any live equipment, in which no work is permitted, when the equipment is alive, not-withstanding the above, the Loco Pilot of an electric loco is permitted to change the head light bulb of the loco while standing on the buffer beam projection at the floor level of the cab.

(63) (a) "Divisional Electrical Engineer (Traction Distribution), DEE (Tr.D) is the officer in immediate charge of the traction distribution section in a division, responsible for all technical and organisational matters connected with the efficient maintenance and operation of the power supply installations, OHE and RC equipment.

(b) 'Divisional Electrical Engineer (Sub-Station)-DEE (SS)" means an Officer in immediate charge of 25 KV AC Traction Sub-station equipments in a division, responsible for all technical and

organisational matters connected with the efficient maintenance and operation of the sub-station equipments.

(c) "Senior Divisional Electrical Engineer (Rolling Stock)"- means an executive officer responsible for all technical and organisational matters connected with the maintenance of electric Loco/Electric Multiple Units (EMU rakes).

(d) 'Senior Divisional Electrical Engineer (Rolling Stock-Operation)-Sr. DEE (RS-OP)" means an executive officer responsible for dealing all technical and organisational matters connected with the operation of electric rolling stock on behalf of the electrical department and a liason officer between electrical and operating department.

(e) 'Senior Divisional Electrical Engineer (TrD). -Sr. DEE (TrD)' means an executive officer responsible for dealing all technical and organisational matters connected with the efficient maintenance and operation of the power supply installations, OHE and RC equipments and dealing all technical and organisational matters connected with the operation of electric rolling stock on behalf of the electrical department and a liason officer between electrical and operating departments in a division.

(64) "Dropper" means a fitting used in overhead equipment construction supporting the contact wire from the catenary.

(65) "Electrified Track" means track provided with overhead equipment.

(66) "EmergencyTelephone" means a telephone circuit provided for contacting the Traction Power Controller.

(67) "Grid Sub-station or Sub-stations" means an Electrical installation interconnected with each other and equipped with transformer and switch-gear from which power is supplied for Electric Traction.

(68) "Guarded" means covered, shielded, fenced or otherwise protected by means of suitable casing, barrier, rail or metal screens to remove the possibility of dangerous contact or approach by persons or objects to a point of danger.

(69) 'Insulated (Air-gap)-Overtap Span" means an arrangement of overhead equipment over a track where two sets of traction conductors overlap each other for a short distance providing for a smooth passage for the pantographs of Electric Rolling Stock, the two sets of wires being insulated from each other by an adequate

air gap of 50 cms.

(70) "Interruptor' means a single phase oil circuit breaker without an automatic tripping device.

(a) "Bridging Interruptor" means an interruptor which is provided at a neutral section to enable one sub-station of feed a sector of the overhead equipment normally fed by another substation during emergencies or when the latter is out of use. This interruptor normally remains in the open position.

(b) "Sectioning Interruptor" means an interruptor which connects adjacent sub-sector together to maintain continuity of supply. This interruptor normally remains in the closed position.

(c) "Paralleling Interruptor" means an interruptor which connects overhead equipment of two different tracks. This interruptor normally remains in the closed position to reduce voltage drop.

(71) "Junior Driving Inspector-(JDI)" means a supervisor responsible for monitoring, counselling and educating the electric Loco Pilots/Asstt. Loco Pilots on line for their knowledge in technical, safe working rules and the trouble shooting technique of electric locos in case of defect/failures of them on line.

(72) "Linesman" means a person authorised to inspect and work on the overhead lines and switches in relation therewith.

Note. - This is the lowest grade of employee who is allowed to enter an unattended supply control post unaccompanied by his superior.

(73) "Operator" means a person on duty who is in charge of a supply control post.

(74) (a) "Remote Control Centre" means the centre from which the equipments at various supply control posts are remote controlled by the Traction Power Controller.

(b) "Remote Control Cubicle" means a room in a supply control post in which remote control equipment and batteries are erected for remote operation of switch-gear located at the post.

(75) "Senior Loco Inspector-(SLI)" means a Supervisor for checking and testing electrical Loco Pilots on line, conducting enquiries, assisting DEE(OP) in all technical and operating matters, conducting load trials and inter-section running timings of goods and coaching trains, testing the performance of electric locos on line and reporting

their behaviour to sheds and any other duties assigned to him by Sr. Divisional Electrical Engineer (TRD) /Sr. DEE (OP).

(76) "Section Insulator" means a device for dividing a contact wire into electrical sections while maintaining mechanical continuity and a continuous path for pantographs.

(77) "Sector" means a section of overhead equipment of a track from a feeding post to a sectioning post.

(a) "Sub-sector" means the shortest section of overhead equipment which can be isolated by opening of interruptors.

(b) "Elementary Section" means the shortest section of overhead equipment which can be isolated from the rest of the system by switching operations.

(78) (a) "Sectioning and Paralleling Post-(SP)" means a supply control post situated mid-way between two feeding posts at a neutral section and provided with bridging and paralleling interruptors.

(b) "Sub-sectioning and Paralleling Posts-(SSP)" means a supply control post where sectioning and paralleling interruptors are provided.

(c) "Switching Station-(SS)" means a supply control post over a single line section where only sectioning interruptors are provided.

(79) "Track Return" means the track rails when used as the return conductor for the traction return current to the sub-station.

(80) "Traction" means electric traction.

(81) "Engine Examiner" means an official responsible for inspection and maintenance of Electric Rolling Stock at outstation Maintenance Depot.

(82) Section Engineer (SE) as qualified,

(a) 'Overhead equipinent-(OHE)' means a subordinate of the area concerned responsible for the operation and maintenance of overhead equipment and for the staff employed thereon.

(b) "Rolling Stock-(RS)" means a subordinate responsible to Assistant Electrical Engineer (Rolling-Stock) for the maintenance and/or inspection of electric rolling-stock and for the staff employed thereon.

(83) 'Crew Controller' means an official who is incharge of Electric Crew and their establishments and responsible for the out-station maintenance of Electric Locos.

(84) (a) "Traction Loco Controller-(TLC)" means an official under the control of Senior Divisional Electrical Engineer (OP)/ Assistant Electrical Engineer (Rolling-Stock-Operation) who will be responsible for booking of electric locomotives and running staff to meet the requirement of the traffic.

(b) "Assistant Traction Loco Controller-(ATLC)" means a Supervisor under the control of Traction Loco Controller responsible for charting the movements of Electric Locos, checking the terminal/ sectional detention and utilisation of Electric Locos and assisting TLC in all other respects.

(85) (a) "Traction Power Controller-(TPC)" means an official who is responsible for ensuring continuity of power supply and operations appertaining thereto on the traction power distribution system. He co-ordinates the requirements of traffic and electric power supply and arranges for the issue of permits to work on or adjacent to overhead lines, cables and switchgear connected thereto.

(b) "Assistant Traction Power Controller-(ATPC)" means an official deputed for assisting the TPC.

(86) "Traffic Block" means blocking of a track against movement of all traffic.

17.03. Inspection of electrical way and Works.-The electrical way and works shall be inspected regularly in accordance with special instructions by officials nominated for the purpose and in accordance with the duties assigned to them.

SR 17.03.01.- (a) The duties of JE/SE/SSE(P way) under rules 15.01 to 15.17 wherever applicable to electrical way and works shall devolve on the SSE (Over Head Equipment) and JE-II (Over Head Equipment).

(b) Inspection/Maintenance of electrical works other than Over Head Equipment shall be carried out by the SSE (Power Supply Installation and Sub-station) and SSE (Remote Control) as may be applicable to them and as such specified in paras 0400 and 0617 of A C Traction Manual.

(c) The duties of Gangmate, Keyman and Trackman wherever applicable to overhead equipment shall devolve on the overhead equipment linesman.

SR 17.03.02.- (a) It shall be the responsibility of every railway servant to report immediately any abnormalities which may come to his notice on the OHE such as :-

(i) the whole or part of the OHE or a feeder or a cable falling down, and or persons, animals or vehicles coming in contact with or likely to come in contact with live equipment;

(ii) a damaged catenary or contact wire fouling the vehicle gauge;

(iii) pantograph of an electric rolling stock getting damaged and/or entanglement of the same with the OHE ;

(iv) damage to the track or structures of the overhead equipment;

(v) derailment or any other traffic accident ; and

(vi) any defect/breakdown in the continuity bonds, joint bonds, cross bonds and impedance bonds.

(b) The railway servant noticing any breakdown or defects mentioned in sub-rule (a) above shall at once report the same to the Traction Power Controller either directly or through any Station Master or Section Controller or through the nearest available telephone.

(c) In case of breakage of an overhead line, the railway servant detecting it shall also ensure that no person comes in contact with the line until an authorised official of the Electrical Traction Branch arrives on the spot. The authorised official shall take immediate action to make the affected line dead & earthed.

(d) If the damage to the OHE is heavy or the standard moving dimension is infringed, the person observing such damage or infringement shall take steps to show stop hand signal and place detonators in terms of GR 3.62.

(e) The Station Master to when such breakdown or defects are reported shall convey the information at once to the TPC either directly or through the Section Controller as the case may be. In case of failure of communication he shall use his discretion to ensure safe movement of the traffic & advise the nearest Traction official.

(f) The TPC on receiving the information about any breakdown/ defect shall immediately arrange to cut off supply to the section affected and advise the Section Controller of the section made dead by him. The Section Controller in turn shall arrange with the concerned Station Master for protection of the dead section in terms of SR 17.04.16.

SR 17.03.03.- (a) When any defect on the overhead equipment which is likely to interfere with the smooth movement of the pantograph or cause damage to it, is noticed ahead, the Loco Pilot/Motorman shall trip the circuit breaker and immediately lower the pantographs by placing the pantograph handle in "lower' position. If necessary, the train should be brought to a stop short of such place.

(b) If the damage to the overhead equipment is slight, the Loco Pilot/ Motorman may, if possible, coast through such damaged section.

(c) In all cases the defects so noticed shall be brought to the notice of Traction Power Controller.

17.04. Permit-to-work on electrical equipment.- If work is to be carried out adjacent to the electrical equipment or any other part thereof by other than the competent railway servant, such work shall be done only when and for such time as the person-in-charge of the work has obtained a written permit-to-work, duly signed and given by the railway servant authorised for the purpose by special instructions. He, in turn, shall issue the same only with the knowledge of the Traction Power Controller.

SR 17.04.01.- Before commencing the work on any part of the over head equipment, or within 2 metres of live overhead equipment, a permit-to-work shall be obtained from the Traction Power Controller or authorised person. Detailed instructions regarding power block and perrnit-to-work are given in the rules here under.

SR 17.04.02.- Traffic and Power Block.-There are generally two types of blocks required for maintenance work on Electric Traction Installations.-

(a) Traffic block.-Where a line is blocked against movement of all vehicles/trains either hauled by Electric or Diesel Locomotives. This will be required whenever heavy repairs have to be carried out on the OHE installations and shall be granted by the Section Controller in consultation with the Traction Power Controller.

(b) Power Block.-Whenever light repairs to or maintenance work of the OHE have to be carried out and the movement of trains hauled by Diesel locomotives, power blocks are obtained making a section of OHE dead by switching off 25 KV electric supply of the OHE. Power blocks are granted by the Traction Power Controller in

consultation with the Section Controller. Whenever Power blocks are granted on a given section of the OHE no movement of electrically hauled trains shall be permitted on that section but the movement of trains hauled by Diesel locomotives may be permitted provided a caution order is issued to the Loco Pilot and Guard of such train or trains drawing their attention to the fact that the OHE staff are working at the specified kilometreage and that the Loco Pilot should exercise extra caution and sound a long continuous whistle when approaching/ passing such section and obey such signals as may be displayed at the place of work.

(i) Power blocks are of three different types.-

(a) Emergency Power Block,

(b) Pre-arranged Power Block, and

(c) Locally arranged Power Block.

Note :- Power blocks on the OHE of 'secondary lines' that is siding, yards sheds etc, are arranged by the Station Master, Yard Master, SSE(Loco shed) concerned locally and come under the category (c) above.

SR 17.04.03.- Emergency Power Block.- (a) An emergency power block shall be arranged by the TPC and 25 KV supply to the OHE affected shall be cut off by him immediately on receipt of an advice of any serious breakdown of the OHE or injury to persons or damage to property specially when-

(i) The whole or part of the OHE or a feeder or a cable failing down and/or persons, animals or vehicles coming in contact with or likely to come in contact with live equipment.

(ii) A damaged catenary or contact wire infringes height gauges at level crossings.

(iii) An electric locomotive or an Electric Multiple Unit getting damaged & rectification of which the Loco Pilot/Motorman requires the OHE to be made dead.

(iv) Derailment or any other accident to a train on the electrified lines where cutting off of 25 KV supply is considered necessary in the interest of safety.

(b) The person giving information of breakdown on the OHE shall invariably give all essential informations such as his name, designation, kilometreage where the abnormality has been noticed,

the nature of the abnormality & the place of his reporting. The reason for asking for an emergency power block shall be brief and to the point but explicit. He shall not leave the place/telephone without the permission of the TPC.

(c) The TPC on receiving the information shall at once arrange to switch off the supply on the section affected and then obtain the details of defects from the person reporting the same. The TPC shall simultaneously advice the Section Controller on duty about the section(s) made dead under exchange of Private Number. The Section Controller in turn shall arrange with the respective Station Master (s) to take protective measures as per the instructions contained in the Station Working Rules.

(d) Once an emergency power block is imposed except in the case of sub-rule (c) below, no work on the affected lines may be commenced until an authorised OHE official arrives at the site and earths the line at two or more points as required. Power supply to the section concerned shall not be restored by the TPC until the authorised OHE official at the site issues a message supported by a Private Number.

(e) (i) Whenever it becomes necessary for the Loco Pilot of an Electric Locomotive or the Motorman of Electric Multiple Unit train to obtain an emergency power block from the Traction Power Controller for the purpose of inspecting and/or securing the roof equipments including pantographs, he shall ask for such emergency power block giving the particulars as contained in sub-rule (b) above.

(ii) The TPC after making the section dead shall issue permit to work to the Loco Pilot/Motorman supported by a Private Number and advise the Section Controller. The TPC and the Section Controller shall also take actions as per sub-rule (c) above.

(iii) The Loco Pilot/Motorman shall then earth the OHE on both sides of the Electric Rolling Stock before climbing on the roof. For this purpose each Electric Locomotive is equipped with two earthing rods. In the case of Electric Multiple Unit trains the Motorman may obtain two earthing rods either from the Station Master of any station or from the Loco Pilot of another train which may be on the run on the adjacent line. The earthing rods shall be returned to the concerned Station Master/Loco Pilot after the work is over.

(iv) Before asking the TPC supported by a Private Number to restore the power supply on the section so made dead, the Loco Pilot/

Motorman shall ensure that everything is in order, earthing rods have been removed & that no person/material is on the roof of the locomotive.

(v) If the earthing rods could not be provided, the maintenance staff in association with OHE staff will secure the pantograph.

SR 17.04.04.- Pre-arranged Power/Traffic block.-

(a) Officials of all departments in the electrified area who requires such power blocks, traffic block or permit-to-work in the danger zone of traction equipment, or who requires overhead line and/or bonding staff to be present at site for schedule maintenance works, shall deliver at the office of the Divisional Electrical Engineer (Traction Distribution) not later than 11 hrs. on every Monday. Statements in the prescribed form showing-

(i) the nature of the work & the date on which it is to be performed;

(ii) by when the work is to be carried out

(iii) location of the work and the sections of the lines to be blocked;

(iv) the trains between which the block is required and

(v) whether the track will be available Diesel traffic.

(b) The requirements of all departments shall be co-ordinated in the office of the Divisional Electrical Engineer (Traction Distribution) and a consolidated statement forwarded to the Divisional Operations Manager concerned by 12 hrs. on every Wednesday for inclusion in the weekly programme of traffic and power blocks.

(c) A weekly programme of work involving traffic block power block and permit-to-work shall be prepared in the office of the Divisional Operations Manager, and despatched to all concerned (TPC, TLC, CHC Station Master (s) Yard Master (s) concerned in addition to the departmental officials who asked for such blocks) by Friday latest, for the week commencing from Monday next.

(d) Works of urgent nature shall however be attended to by obtaining emergency power blocks and permit-to-work from the Traction Power Controller.

SR 17.04.05. - (a) After a prearranged power block has been notified as per SR 17.04.04, theTPC on the specified day, shall ascertain from the Section Controller at least two hours before the

commencement of the work whether power/traffic block will be available according to the prearranged programme. He shall then inform the Junior Engineer of the Maintenance gang that the traffic/ power block as already programmed will be available so that the maintenance gang can take steps to leave the depot with necessary equipments and be available at the site at least half an hour before the commencement of the work. On arrival at site the official-in-charge of the working gang as well as the person(s) deputed to operate the isolator switch (s) shall report their arrival to the TPC.

(b) On receipt of the information about the readiness of the field staff at the site of work, the TPC shall send the Power Block message in part of the prescribed form ETR-1. The Section Controller shall in turn advise the concerned Station Master/officials incharge of concerned Cabins/Yard Masters to take action as laid down in SR 17.04.16 and in the Station Working Rules supported by a Private Number.

(c) The concerned Station Master/Official incharge of the Cabin/ Yard Master shall after complying with the relevant provisions of SR 17.04.16 and other provisions in this regard mention in the Station Working Rules for electric traction shall acknowledge the same. In case of Traffic Block in conjunction with Power block it must also be ensured that there is no train between two stations in which it is propose to impose Traffic Block. The concerned Station Master/ Official incharge of the Cabin/Yard Master shall then give an assurance to the Section Controller about the precautions taken in this regard supported by Private Number.

(d) The Section Controller shall then return Part B of form ETR- 1 duly filled in.

(e) On receipt of the assurance from the Section Controller the TPC shall open the concerned interruptors and advise the field staff for operation of the required isolator(s) has/have been opened and locked in open position. The TPC shall close the interruptors thereby restoring power supply to all portions except over the concerned elementary section where the work is to be carried out. (See SR 17.04.15 also). He shall then issue a Permit-to-work message in the prescribed form ETR-2 to the authorised person incharge of the maintenance work.

(f) The maintenance gang shall then commence work after earthing the dead OHE as stipulated in para 0535 of the AC Traction

Manual and observing the precautions laid down in GR 15.09 (1),15.09 (2) and 15.09 (3) during the entire period of block.

(g) On completion of the work, the person who received the permit-to-work shall ensure that-

(i) all men and materials have been withdrawn from the electrical equipment and its vicinity,

(ii) the earths provided for the protection of all the working parties are removed, and

(iii) all staff, who have been deputed to work, are warned that the power supply is to be restored.

He shall then inform the TPC under exchange of Private-Number and filling up Part 'C'of ETR-2 and cancel the permit-to-work previously issued. In case the telephone communication with the TPC is interrupted, action shall be taken in accordance with SR 17.04.10.

(h) The TPC shall, after restoring the normal supply to the OHE, cancel the block and inform the Section Controller by sending Part 'C' of ETR-1 duly filled up.

(i) The Section Controller shall then advise the concerned Station Master/Officials incharge of the Cabins/Yard Master about the cancellation of the block under exchange of Private Number.

SR 17.04.06.- Work by other than authorised person.-

(a) If any work is to be carried out on or adjacent to any part of the electrical equipment by other than 'authorised' persons such work shall not commence unless the person incharge of the work is in possession of a written permit-to-work issued by an authorised person of the Electric Traction Branch not below the rank of a Junior Engineer.

(b) The permit-to-work shall first be taken from the TPC for which the TPC, the Section Controller, the authorised person of the Electric Traction Branch and the concerned Station Master shall follow the Procedure detailed in this regard under SR 17.04.05. After the "Permit-to-Work" has been obtained from theTPC, the authorised person of the Electric Traction Department shall earth the electrical equipment specified and then issue a Permit-to-Work card on the prescribed form ETR-3 to the person incharge of the work keeping a duplicate copy in his personal custody.

(c) On completion of the work and when all men and materials have been withdrawn from the electrical equipment and its vicinity, the person incharge of the working party shall cancel his 'Permit-to-

Work' card filling Part 'C'of form ETR-3 and return it to the authorised person who issued the same. The authorised person shall in turn issue a message to TPC to cancel the "Permit-to-Work" as detailed in SR 17.04.05. In case the telephone communication with the TPC is interrupted, action shall be taken in accordance with SR 17.04.10.

SR 17.04.07.- Multiple working parties.-

(a) Whenever work has to be carried out by more than one working party, the 'Permit-to-Work" shall be issued by the Traction Power Controller only to one authorised person who alone shall be responsible under this rule, for work on the portion of electrical equipment, specified in the "Permit-To-Work". Any additional party or parties may work on the same portion of the Electrical Equipment only with the permission of this authorised person who shall inform all parties of the total number of parties working on the same portion of the electrical equipment. The authorised person shall cancel the'Permit- To-Work" only when he is satisfied that all working parties have withdrawn all men and materials and removed the earths from the electrical equipment.

(b) Where the two parties are working far from each other the party who has to work for a longer periods shall take the "Permit-To- Work" from the TPC and permit the other party to start the work by a message supported by a Private Number. The second party shall inform this party of completion of work, removal of earths and withdrawal of men & materials similarly by a message supported by a Private Number.

SR 17.04.08.- Work inside Loco Shed or Car Shed – In case the work to be done inside the Loco Shed or Car Shed, the application for permit-to-work must be made to the Section Engineer/Junior Engineer (RS) who shall arrange for the issue of the 'Permit-to-Work" after getting the switch of the inspection bay or the feeders opened. No intimation to the TPC is necessary, and the "Permit-to-work" must be returned for cancellation by the person incharge of the work to the Section Engineer/Junior Engineer (RS) before the switches are closed.

SR 17.04.09.- Operation of isolator in the sidings :-

(a) Power supply for sidings which do not afffect movement of train on the running lines is controlled by manually operated isolators. The keys for these isolators are generally kept under the costody of the Station Master concerned. For obtaining Power block on such sidings local arrangements may be made by the authorized person of the

Electrical Traction Branch with the Station Master, Cabin Asstt. Station Master, Yard Master and others resoponsible for the movement of traffic. For this purpose the form ETR-4 shall be brought into use. Before the concerned Station Master/Cabin Asstt. Station Master, Yard Master signs the acknowledgement on part 'B' of the foprm ETR-4 and hands over the key for the isolator, he shall take the precautionary measures detailed under SR 17.04.16 and also as specified in the Station Working Rules. The Traction Power Controller shall be informed immediately before and after the shut down is affected by the authorized person responsible for carrying out the work. He shall not open the isolator unless the precautions prescribed in paras 0800 and 0801 of the AC Taaction manual are complied with and no work should commence unless proper earthing as required under the rules is made.

(b) The guard having competency certificate for isolators operation is authorized to open and close the isolators as and when rakes are to be handled in the sidings. The keys for these isolators are generally kept under the custody of the Station Master concerned. After the rake is placed for loading/unloading,guard will operate the isolators as prescribed in the Para No. 19.09 of the Operating Manual. Before such operation, Guard shall take the precautionary measures detailed under 17.05.01 and SR 17.04.15 (e) and also as specified in the Station Working Rules. He shall not open the isolator unless the precautions prescribed in paras 10440 and 20601 of the AC Traction Manual are complied with and no work should commence unless proper earthing as required under the rules is made.

(c) (i) Guard shall not operate isolators unless he/she is in possession of a competency cum authorized certificate jointly issued by SSE/SE (TrD) and TI. The competency certificate shall be valid for a period of three years from the date of issue and shall be renewed before the expiry of the period of validity

(ii) The competency certificate issued in favour of the guards shall be kept in the competency certificate register at his/her head quarter station concerned. The register shall also maintain the particulars of the date of issue of the competency certificate and the date on which the renewal of the competency certificate is due.

SR 17.04.10.- If telephones communication with the Traction Power Controller is interrupted, the person, to whom the permit-to-work was issued, shall arrange locally for restoring to normal (live) conditions the portion of the traction electrical or overhead equipment

specified in the permit-to-work and for canceling the power block, if possible. Before this is done the authorized person shall satisfy himself that no other party has been given a permit-to-work for the same sections.

SR 17.04.11.- Each Traction Power Controller shall maintain a log book in which he must enter the number of each permit-to-work issued together with the particulars and time when the equipment is made dead for the work and re-energised after completion of the work as per information received on the telephone from the authorized person concerned.

SR 17.04.12.- All messages relating to shut down and restoration of power supply, permit-to-work, etc. issued over the telephone shall be made by exchange of Private Numbers. The procedure to be followed is as detailed below:-

(a) Every official who has to exchange such messages shall maintain a Private Number book. As each message is sent, the Private Number used should be scored out in the Private Number book, initialed and dated. The message number should also be recorded. The Private Number book and permit-to-work form shall be kept under the personal custody of the authorised official of the electrical traction branch. The used private number book as also all records for the issue of permit-to-work shall be carefully preserved for a period of one year unless these are required for a longer period in connection with enquiry or investigation.

(b) The message starts with the Private Number of the sender and ends with the Private Number of the person who has received it. All messages in connection with Power Blocks and permit-to-work shall be written out in full in the prescribed form ETR-1 or ETR-2 or ETR-3 or ETR-4 as the case may be before they are sent and the section on which power block is required should be and clearly indicated as detailed in para 0810 of the AC Traction Manual. The person who receives the message over telephone must record the name on an identical form and repeat the same again for confirmation. The persons exchanging Private Numbers should identify each other by names. Before power supply is restored the power block shall be cancelled by the same person who asked for and obtained the same.

(c) When the power block messages are exchanged between the TPC and the Section controller, the messages shall be made out in duplicate and sent to the Section Controller and his acknowledgement

obtained in the carbon copy. In the event of they are located far apart, the message shall be exchanged over telephone and recorded in the manner detailed above.

SR 17.04.13.- (a) The keys for all out door switches shall be kept in locked glass fronted boxes in the custody of Station Masters, Cabin Assistant Station Masters or other persons stationed conveniently nearby the switches. The keys shall be issued on demand only to the authorized person of the electrical traction branch and his signature as a token of receipt shall be obtained in the register maintained for the purpose.

(b) (i) All chambers of enclosures containing live equipment shall kept normally closed and locked with the keys in the custody of the authorized person of the electrical traction branch. A duplicate key shall be kept in a box with a fixed glass fronted cover in places as notified by the Divisional Electrical Engineer (Traction Distribution). In case of emergency, the key may be removed by breaking open the glass cover of the box by the authorised official of the electrical traction branch. A record shall be maintained of every such use of the key.

(ii) In the event of breaking the glass of the key box, the key or keys shall be kept in the safe custody of the Station Master or the Cabin Assistant Station Master until the glass is replaced. The Traction Power Controller shall keep a record where such keys are kept, so that in the emergency he will be able to direct the parties.

(iii) Whenever the glass cover is broken to obtain the duplicate key, the concerned Section Engineer (OHE) shall be immediately advised for its replacement. The person replacing the glass shall obtain the signature of the authorized person of the electrical traction branch indicating the date of its replacement.

(c) Any person while working in a chamber or enclosure containing electrical equipment, which under normal condition is alive, shall retain the keys of the chamber or enclosure. These keys shall be returned to the person in whose custody they are normally kept, immediately after the chamber or enclosure has been closed.

(d) Permit-to-work cards shall not be cancelled until the keys have been returned to the box or to the person in whose custody they are normally kept.

SR 17.04.14.- (a) In the event of a fault in the overhead equipment necessitating isolation of a section in addition to the faulty one, the authorized person of the electrical traction branch shall

arrange with the Traction Power Controller, to isolate the healthy section. However, if necessary, he may himself open these switches which can be operated conveniently without endangering safety.

(b) Should the Traction Power Controller require to have any isolator switch opened or closed, he shall normally ask any authorized official of the electrical traction branch to carry out the required switching operation. In case of emergency, he may, however, ask the Station Master or Cabin Assistant Station Master to operate such isolator switches.

SR 17.04.15.- Operation of Isolator switches.-

(a) Manually operated isolator switches are provided at different points on the main line to sectionalise the overhead equipment into elementary sections and at large yards to isolate different elementary sections.

(b) The operating handle of every isolator switch shall always be kept locked either in fully 'open' / 'closed' position. One key of such isolators is kept with the Junior Engineer (OHE) in charge of the section and the other key with the Station Master or the Cabin Assistant Station Master of the nearest station. Any loss or damage of a lock or key shall be reported to the SE/JE (OHE) and the Traction Power Controller.

(c) ISOLATOR SWITCHES SHALL NOT BE OPENED WHEN CARRYING ANY LOAD. The Traction Power Controller while initiating action as per SR 17.04.14 (b) shall ensure that the corresponding sub-sector is made dead before he orders opening of an isolator switch. The person operating the isolator switch shall not open it unless specifically ordered by the TPC by a clear message supported by Private Number he has received a separate permit-to-work from the TPC for the section which fully includes the elementary section controlled by the isolator switch.

(d) Isolator switches, however, can be closed even if the adjacent interruptors are closed i.e. on load, provided the closure is made swiftly in one motion.

(e) Isolator switches provided for isolating sidings and yards and also to feed OHE inside running sheds may be opened provided the official concerned makes it absolutely certain that-

(i) The entire section is visible, and

(ii) There is no locomotive with raised pantograph in the section.

Where, however, it is not possible to get positively assurance on these points, action shall be taken under sub-rule (c) above before opening the same.

SR 17.04.16.- Protection during Power Block.- (a) All sections over which power block has been granted, shall be protected against entry of electric locomotives/electrical multiple unit train with pantograph raised from other end of the section under power block or through any cross-over leading to the section under power block during the period of block. Suitable lever collars painted 'RED'shall be placed on the levers operating signal (s) and/or points controlling movements for the sections under power block. In addition, slide collars shall also be placed on the concerned slot slide of the SM's slide box. At stations where panel/Route Relay Interlocking is provided 'Red' Button Collars' shall be placed on the concerned switches operating points and/or signals. These shall be placed on the concerned levers/slot/slides/switches prior to imposition of power block by the official responsible for its/their operation. If the points and signals are locally operated, the same should be locked and the keys kept in the personal custody of the Station Master on duty.

(b) (i) If there is any electric locomotive/electric multiple unit train on the section over which the power block is to be given, the Loco Pilot/Motorman of such locomotive/EMU train shall be given a memo by the Station Master on duty to lower the pantograph and not to raise it until further instructions and the Loco Pilot's/Motorman's acknowledgement obtained on the duplicate copy.

(ii) The Loco Pilot/Motorman shall be given a memo by the Station Master on duty again to raise pantograph after the power block is cancelled.

(c) The Section Controller on receipt of power block message from the Traction Power Controller shall repeat to all Station Masters, Cabin Assistant Station Masters concerned the said message indicating the time from which the block is to commence. Each Station Master or Cabin Assistant Station Master shall record the same in the register specially maintained for the purpose. Before the acknowledgement is given, he shall take action as mentioned in sub-rule (a) and (b) (i) above in addition, he shall also make such other precautions as may be stipulated in the Station Working Rules for electric traction. In case of stations having Cabins, the Station Master shall also obtain assurances under exchange of Private Numbers from the official in charge of such cabins that they are fully aware of

the section on which power block is being given and that necessary lever collars have been placed on the concerned levers in the cabin. The Station Master shall then give the acknowledgement of the Power Block message supported by a Private Number.

(d) Once power block is given and till such time it is cancelled, no electric locomotive or any EMU trains with raised pantograph shall be allowed to enter the dead section. In case a train hauled by Diesel locomotive is allowed to enter the dead section on which an electric locomotive with pantograph lowered is attached, the person manning the electric locomotive shall be specifically advised by issuing a caution order for not raising the pantograph.

(e) Station Masters and others responsible for conducting shunting with electric locomotives shall ensure that under no circumstances should any electric locomotive approach near the traction structures limiting the electrical section over which the power block have been granted. Limits of each electrical section at a station are shown in the station sectioning diagram. Whenever it becomes necessary for an electric locomotive to carry on shunting movement towards the dead section, a stop hand signal shall be exhibited at the point upto which the electric locomotive is allowed to proceed and the Loco Pilot is specifically advised by the issue of a memo not to move the loco beyond the points.

(f) Goods or Passenger trains hauled by other than electric locomotive (s) may be allowed to pass through the dead section provided-

(i) This is not prohibited specifically in the power block message.

(ii) Diesel engine or trains hauled by such engine shall be brought to a stand at the station proceeding the station/ section at which power block is granted and the Station Master of this station is satisfied by personal inspection that there is no electric locomotive on the train in question ;

(iii) A caution order is issued to the Loco Pilot of such engine/ train, warning him of the power block ahead and to lookout for hand signals, and

(iv) The Station Master granting line clear or taking 'off' signal for a train has received an assurance supported by Private Number from the Station Master of the preceding station that there is no electric locomotive or pantograph wagon with its pantograph raised on the train.

For, permitting the movement of such Goods or Passenger trains or for allowing the shunting movement under sub-rule (e) above or for permitting shunt movement by any other locomotive other than electric locomotive, the lever collars/slot slide collars/Red button collars placed on the concerned levers/slot slides/switches may be removed but the same shall be replaced back immediately after the movement is completed.

SR 17.04.17.- (a) No Hand Crane shall be worked adjacent to traction overhead equipment unless such overhead equipment is first made dead and earthed and electrical traction staff is present. All movement of the crane jib shall be carefully controlled so as not to foul the traction overhead equipment. Whenever possible, the direct blast from the crane funnel to the overhead equipment and particularly to the section insulators shall be avoided.

(b) Except in an emergency, 24 hours notice of intention to work a crane adjacent to overhead equipment shall be given to the Divisional Electrical Engineer (Traction Distribution) so as to enable the latter to keep his staff standby. When possible, intention to work cranes shall be included in the weekly programme detailed under SR 17.04.04. In an emergency, the TPC shall be advised who shall make necessary arrangements for Electrical Traction staff to standby.

17.05. Warning to staff and public,-

(1) All electrical equipment shall be regarded as being live at all times and consequently dangerous to human life, save and except in cases, where the electrical equipment has been specially made dead in accordance with special instructions. Caution notices shall be prominently fixed near all vulnerable places to warn staff and public to exercise due caution.

(2) No person shall climb on the top of engines or tenders or on the roofs of carriages or wagons when those vehicles are located beneath overhead equipment except when the overhead equipment is dead and earthed in accordance with special instructions.

SR 17.05.01.- (a) Work on pantographs and roof rolling stock shall be carried on such sidings where switches are provided, for making the overhead equipment dead and earthed.

(b) Traction Engine Examiner or other authorised person in charge shall be responsible for making dead the overhead equipment

over the tracks of inspection lines in the Loco Sheds and stabling sidings before permitting work to be done on the roof of electric rolling stock. The overhead equipment over these tracks shall not be energised except by the authorised person in charge, who shall be responsible for every precaution being taken to ensure that everything is in order and that all staff and/or material are clear before energising the equipment.

(c) In stations and yards, an authorised person shall arrange to make dead and earth the overhead equipment and a permit-to-work card shall be obtained by the staff concerned before work on the roof of rolling-stock or engine is commenced. On completion of work, the card shall be returned to the authorised person for cancellation. The authorised person shall then satisfy himself that everything is in order and that all staff and/or material are clear before energising the overhead equipment.

SR 17.05.02.- The procedure for isolating and making dead sections of overhead equipment at stations where watering of carriages is done through top fillings shall be strictly in accordance with the provisions as contained in paras 0909 to 0919 of A C Traction Manual together with such other relevant provisions that may be incorporated in the Station Working Rules of the station concerned in this behalf.

17.06. Alteration to track.- Before any alteration to alignment or level of electrified tracks is commenced, due notice shall be given to those responsible for the overhead equipment so that the overhead equipment may be adjusted to confirm to the new conditions.

SR 17.06.01.- No JE/SE/SSE(P way) shall commence any work which may alter the alignment or level of electrified tracks unless intimation has been given to the concerned SSE (OHE) and/or JE (OHE) at least 3 days in advance of the commencement of work. The SSE (OHE) and/or JE (OHE) shall be responsible for proper adjustment of the overhead equipment so as to confirm to the new conditions.

17.07. Tripping of circuit breakers of locomotives and electrical multiple units at neutral sections.- Unless otherwise allowed by special instructions, the Loco Pilot of the locomotive or electrical multiple unit shall coast through the

neutral section, duly switching off power. Necessary indication boards to this effect shall be provided to guide the Loco Pilot to switch off and switch on power.

SR 17.07.01.- (a) One first "Warning Board" as per Fig. 1 facing to the direction of movement of train is fixed on the OHE mast located at a distance of not less than 500 metres from the place form where neutral section commences. The Loco Pilot on reaching this board shall put the Master Controller to 'O' position,

Provided that if the speed of the train while approaching a neutral section is low, the Master Controller need not be switched off at this board and power may be kept on till the circuit breaker is tripped at the "cut off power" board as per Fig.3.

(b) A second "Warning Board" as per Fig. 2 facing to the direction of movement of trains is fixed on the OHE mast located at a distance of not less than 250 metres from the place from where neutral section commences. On reaching this board the Loco Pilot shall get ready to open the circuit breaker at the "cut off power board".

(c) A third indicator e.g. 'cut off power board' as per Fig. 3 facing to the direction of movement of trains is fixed on the OHE mast located immediately in rear of the place form where the neutral section commences. On reaching this board the circuit breaker must be tripped. In the event of the red pilot lamp does not glow on tripping the circuit breaker, immediate action must be taken to lower the pantograph.

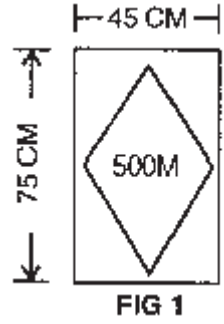


FIG 1

Rule No. 17.07.01(a)

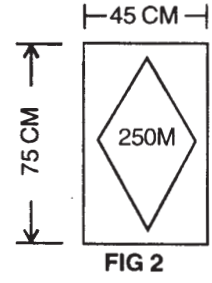


FIG 2

Rule No. 17.07.01(b)

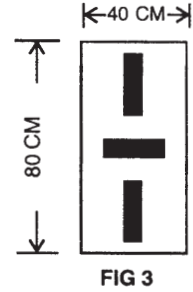


FIG 3

Rule No. 17.07.01(c)

(d) A fourth indicator e.g. 'Close circuit breaker board' as per Fig. 4 facing to the direction of movement of trains is fixed on the OHE mast located in advance of the place at which the neutral section terminates. On reaching this board the Loco Pilot shall reclose the circuit breaker and resume normal working.

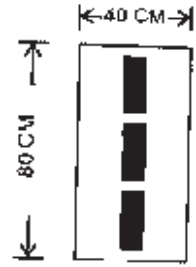


FIG 4

Rule No. 17.07.01(d)

SR 17.07.02.- Lowering pantographs in emergency –(a) There may be occasions when power supply from one sub-station is interrupted and feed is extended from the adjacent sub-stations or due to minor damage to the OHE, the Loco Pilot is required to coast through the affected section with pantograph lowered. Under such circumstances it shall be the responsibility of the OHE official-in-charge to take action under SR 4.09.06 as it may relate to him. The concerned Station Master on receipt of such advice, shall take steps to issue caution order with suitable endorsements in terms of SR 4.09.03. The Loco Pilot on receiving such advice shall coast through the specified zone by lowering and raising the pantograph at the Kilometreages mentioned in the caution order.

(b) When this restriction is to be observed for more than a day, necessary indication boards as per Fig. 5 & 6 facing to the direction of movement of trains shall be fixed on the OHE masts at the appropriate kilometreages indicating to the Loco Pilot where the pantograph is to be lowered and raised.

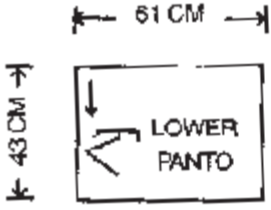


FIG 5

Rule No. 17.07.02(b)

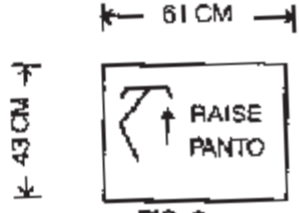


FIG 6

Rule No. 17.07.02(b)

SR 17.07.03.- Whenever it is necessary for the Loco Pilot to take action in terms of SR 17.07.01 or 17.07.02, the Asstt. Loco Pilot,

in case of electric locomotives, shall assist the Loco Pilot in sighting the boards as per Fig. 1, 2, 3, 4, 5 and 6 above and call out their indication to the Loco Pilot who shall repeat the same after checking personally. This, however, does not absolve the Loco Pilot from personally sighting the indication boards and acting thereon.

17.08. Tower Wagon.-The rules for the movement and working of tower wagons shall be laid down by special instructions.

SR 17.08.01.- (a) The movement of tower wagon on tracks shall be governed by rules and regulations governing movement of trains.

(b) On double lines where double line electric block instruments are provided, the special rules applying to such sections are given in paras 6.11,6.13 and 6.14 (i) of the Block Working Manual.

(c) On Single line where tokenless electrical block instruments are provided, the special rules applying to such sections are given in para 5.39 of the Block Working Manual.

SR 17.08.02.- If a tower wagon after leaving a block station and on completion of its work returns to the starting station, the Loco Pilot shall bring the Tower wagon to a stop at the first stop signal in the case of single line section and on double lines at the point opposite to the first stop signal pertaining to the proper line/last stop signal pertaining to the line upon which it is moving whichever is earlier. The Loco Pilot shall then send one of his staff to the Station Master informing him about the arrival of the Tower wagon. The Station Master shall arrange for its admission by taking off the reception signal (s) in the case of single line and by piloting in the case of double line.

SR 17.08.03.- Normally a Tower Wagon should not be attached to any train. In case of absolute a necessity it may be attached to a Goods train only, if permitted by an official of the Operating Department not below the rank of Chief Controller. Whenever a tower wagon is attached to any Goods train, it shall be marshalled as a rearmost vehicle duly escorted by a competent traction staff and the speed of the train to which it is attached must not exceed 40 KMPH.

17.09. Additional rules for electrified sections.- Special instructions for working of trains on electrified section shall be notified by the authorised officer.

SR 17.09.01.- Special precautions by Controllers, Traction Power Controllers, Station Masters and Train Crew when a section of OHE is found faulty :-

(1) In the event of OHE failure, the Traction Power Controller shall immediately locate the faulty section and isolate the same. In case of Double & Multiple line section he shall also isolate the healthy section on adjacent tracks on the same route length as the faulty section. He shall then advise the Section Controller of the section found faulty and the healthy section temporarily kept isolated.

NOTE : The placement, movement and working of ladder trolly of RE department independently altogether in sections already open to traffic is prohibitted.

(2) On receipt of the information under sub-rule (1), above from the traction power controller, the section controller shall take the following precautions :-

(i) Faulty section.-He shall under exchange of Private Numbers, advise the Station Masters of all stations who are connected with the working of trains in the affected section to treat the faulty section as if the same is under emergency power block and to take action under SR 17.04.16.

(ii) For healthy section- The Section Controller shall immediately inform the Station Masters of all the stations who are concerned with the working of trains in the section in which healthy OHE is temporarily isolated, under exchange of private numbers, that they shall not allow any train to leave their stations unless both the Loco Pilot and guard of the first train have been issued with a caution order to the following effect.

(a) proceed at a speed of 35 KMPH by day and 20 KMPH by night subject to the observance of other speed restrictions exercising great caution.

(b) Keep a sharp look out and be prepared to stop short of any obstruction which may be due to any infringement from the adjacent lines and also keep a sharp look out on the adjacent line/ lines to see if there are any OHE abnormalities ; and

(c) Immediately on reaching the next station in advance report whether or not the section over which they moved is safe for the movement of trains.

(3) After this, the section controller will advice the Traction Power Controller to re-energise the temporarily isolated healthy section under exchange of private numbers, unless based on informations

received meanwhile from the site/station, it would be necessary to continue to keep power 'OFF' from the healthy sections.

(4) After despatching the first train by the issue of caution order under sub-rule (2) above, no subsequent train shall be allowed to enter the section without permission from the section controller. Action to remove speed restrictions shall be taken by the section controller in consultation with the Station Masters on receipt of report from the Loco Pilot and Guard of the first train. The Section Controller shall also advise the TPC of the report of the Loco Pilot/Guard of the train indicating whether or not there are any infringements and/or abnormalities in OHE. Till such time it is decided to remove speed restrictions, the section controller may, however, permit the Station Masters concerned to allow subsequent train(s) to enter the affected section after issue of caution order under sub-rule 2 (ii) above.

After removal of the caution orders to the subsequent trains passing the healthy sections, Section Controller shall also keep Traction Power Controller advised regarding resumption of normal traffic to the healthy sections.

(5) (i) Whenever station staff notice a train worked by an electric engine passing with a hot axle any wagon/coach running in dangerous condition or smoke/fire emanating from a wagon/coach or with any other abnormality in the running train which is likely to endanger safety of the train/passengers, the Cabin Master/Station Master shall immediately take steps to stop the train. In case they fail to stop such train by normal means as laid in SR 4.29.01 they shall immediately inform the Traction Power Controller either directly or through the section controller to switch off the power supply of the OHE of the affected section under exchange of Private number. In case TPC has been directly informed, section controller has also to be informed subsequently.

(ii) Whenever any train gets held up for more than 3 minutes in the block section on account of no tension, the Loco Pilot of the train shall depute his Assistant Loco Pilot to check the train in order to look for any abnormality and to advise the Guard of no tension in OHE. Together with the Assistant Loco Pilot, the Guard shall then check the entire train.

If, in the meantime, power supply is restored, the Loco Pilot shall call back his Assistant Loco Pilot to the Locomotive and resume journey.

Otherwise after the train is checked, the Loco Pilot/Guard shall inform the Section Controller/Traction Power Controller of the details of abnormality, if any, or otherwise, and assistance required, through the nearest emergency telephone circuit/by other available means.

Further, the Loco Pilot and Guard shall arrange protection of the line affected in accordance with GR 6.03 which deals with the protection of trains stopped between stations. In case. of Automatic territory, the lines must be protected in accordance with GR 9.10.

After ascertaining from the affected train of the nature of abnormality decision regarding recharging of the OHE shall be taken by the section controller in consultation with Dy. CHC. Guard, Assistant Loco Pilot and concerned Station Masters shall be advised accordingly Necessary steps shall be taken by Dy. CHC, thereafter, for clearance of the abnormality.

(iii) Restoration of OHE supply will be undertaken by Traction Power Controller only on the advice of the Section controller under exchange of private numbers.

(iv) In case the electric Loco Pilot is unable to establish communication with Section Controller/Traction Power Controller through emergency sockets, he shall arrange to take the train cautiously to the next station, ready to stop in case of any obstruction. A speed restriction of 35 KMPH by day and 20 KMPH by night shall be observed for this movement to the next station. On reaching the next station, the Loco Pilot shall contact Station Master /Section Controller.

□□□

CHAPTER XVIII

MISCELLANEOUS

18.01. Repeal and Saving :- The general rules issued under the notification of the Government of India in the late Railway Department (Railway Board) No, 1078-T, dated the 9th March, 1929, are hereby repealed except as respects things done or action taken or omitted to be done or taken before such repeal.

□□□

I N D E X
TO
THE SUBSIDIARY RULES

A

Subject	Rule No.
Absolute Block System	
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Duty of Guard & Ticket checking staff when an- is pulled,	... 4.18.01 (a), (b), (c)
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Loco Pilot's duty in-if finds failure of an Automatic Stop Signal	... 9.11.01-04
Sections worked on-	... 7.01.01 (iii)
Procedure of working in-during failure of all or series of signal fast for some time	... 9.12.01-02

Subject	Rule No.
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Procedure for working trains under - during suspension when direction of traffic can't be established but line clear can be obtained from the block station in advanced by one of the means	... 9.12.07
Rules and regulations for working of trains on the obstructed line in -	... 9.12.08
Working of trains under - (D/L) during obstruction of one line when signals are operative and communications are available.	... 9.12.03
Working of trains under - (D/L) during failure of the means of communications when signals are operative.	... 9.12.05
Procedure for working of trains under - during suspension of the panel working and when no means of communications are available.	... 9.12.06

B

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–placing in case of ordinary and heavy maintenance work in busy yards	... 15.08.10
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– commencement of-at C class station	... 1.02(10).01
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– equipment of trains carrying passengers	... 4.19.02
Running of train without brake-van	... 4.23.01-02

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C	
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- of competency for working panel/RRI/SSI	... 3.39.08
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- of competency to work independently at level crossing.	... 16.01.01
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