INDIAN RAILWAYS

(Open Lines)

GENERAL RULES

(Amendment - 2002)

AND

SUBSIDIARY RULES

WITH

APPENDICES

NORTHEAST FRONTIER RAILWAY 1958

NORTHEAST FRONTIER RAILWAY

2004 - Edition

(For official use only)

CHAPTER-I

PRELIMINARY

1.01 Short title and commencement :-

(1) **These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules, 2014[1].**

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

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

(1) ***"Act"*, means the Railway 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 Commissiner 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 ;**

S.R.1.02(5)/1 :-The Chief Operations Manager is empowered by name as the "Authorised Officer" under this Rule, by a special order issued by the General Manager, for issuing of the Subsidiary Rules and Amendments thereto or to issue special instructions or to do any other thing, as per sub-section (1) of section 60 & 87 of the Railway Act, 1989 (24 of 1989)

(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 dispatch a message from a block station intimating to the block station immediately in rear on 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.**

S.R. 1.02(10)/1(a) - Point of commencement and termination of block section at a station

ON DOUBLE LINE IN TWO ASPECT SIGNALLING TERRITORY

Class of station	Point from which advance block section commences	Point at which rear block section terminates
"A"	Last Stop signal (Advanced Starter, if any, or Starter).	Starter
"B"	Last Stop signal (Advanced Starter, if any, or Starter).	Home
"C"	Home signal in the direction	400 meters in advance of Home

(b) - ON DOUBLE LINE - MANUALLY OPERATED MULTIPLE ASPECT SIGNALLING TERRITORY

Class of station	Point from which advance block section commences	Point at which rear block section terminates
"B"	Last Stop signal (Advanced Starter, if any, or Starter). Board, where provided.	Outermost facing points or Block Section Limit
"C"	Home Signal in the same directi on.	180 metres in advance of Home.

(c) - ON SINGLE LINE - TWO ASPECT SIGNALLING TERRITORY

Class of station	Point from which advance block section commences	Point at which rear block section terminates.
"A"	Last Stop Signal (Advanced Starter, if any, or Starter).	Starter in the same direction

"B"	(i) Advanced Starter or Shunting Shunting Limit Board, if any in the opposite	(i) Advanced Starter, Limit Board, if any, or direction, or
	(ii) Home signal, if there is no Advanced Starter or, SLB, Advanced Starter or	(ii) Home signal in the direction or there is no SLB,
	(iii) Outermost trailing points, if there points,Advanced Starter, SLB or	(i) Outermost facing if there is no Advanced Starter, SLB or Home Signal Home Signal.
"C"	Home signal, in the same direction	400 metres in advance of the Home signal.

(d) On Single line Manually Operated Multiple Aspect Signalling Territory

Class of station	Point from which advance block section commences	Point at which rear block section terminates
"B"	(i) Advance starter or Shunting Limit Board, if any, or	(i) Advance starter or Shunting Limit Board, if any, in the opposite direction, or
	(ii) Outermost trailing points, if there is no Advanced Starter, or Shunting Limit Board.	(ii) Outermost facing points, if there is no Adv. Starter, or Shunting Limit Board.
"C"	Home signal in the same direction	180 metres in advance of Home Signal.

(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 a Commissioner of Railway Safety appointed to exrcise any functions under the Act and includes the Chief 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 the sun rise 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 ;**

S. R. 1.02(19)/1 - A PILOT ENGINE is an engine which runs over any part of the line in advance of another train to pilot that train.

S. R. 1.02 (19)/2 - A SHUNTING ENGINE is an engine other than a train engine which is employed in marshalling and shunting trains or vehicles in station yards.

S. R. 1.02(19)/3 - AN ASSISTING ENGINE when more than one engine is used to work a train, all engines other than the leading engine shall be termed as assisting engine.

S. R. 1.02(19)/4 - A BANKING ENGINE is an assisting engine which works in the rear of a train to help the train engine in negotiating a high bank or steep grade.

S. R. 1.02(19)/5 - A RELIEF ENGINE is an engine sent out to relive another engine which has broken down, has been derailed, or has been detained by an accident; or to bring in vehicles which on account of any accident, are outside station limits.

S. R. 1.02(19)/6 - A TRAIN ENGINE is an engine which works a train over some section of a railway outside station limits.

S. R. 1.02(19)/7 - A LIGHT ENGINE is an engine running outside station limits without vehicles attached to it.

S. R. 1.02(19)/8 - AN ATTACHED ENGINE is an engine other than a train, assisting or relief engine attached to a train running outside station limits for any purpose whatever.

*** N.B. ASSISTING ENGINES** - When more than one engine is used to work a train; all engines other than the leading engine shall be termed as assisting engines. Assisting engine may be attached to a train either next to the train engine or in train either next to the train engine or in rear of the train or work uncoupled behine the train (See S.R. 3.84/1).

(20) "***electrical communication instrument*** " **means a telephone or control phone/ Administrative telephone.**

(21) ***"facing and trailing points"*** **points are facing or trailing in accordance with the direction of 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 fixed 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 Dimentions occurs, where two lines cross or join one another;**

***S.R. 1.02(23) / 1 -** "Fouling Marks" are indicated by while marks between conversing roads. all vehicles must be kept clear of these marks on the line or lines to which these marks refer.

(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) ***"Guards"*** **means the railway servant in charge of a train and includes a Asstt. 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)***"Intermadiate Block Post"*** **means a class 'C' station on a double line, remotely controlled from the block station rear ;**

updated by Rajan Kumar

(32) ***"Intermediate Block Signalling"*** **means an arrangement 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 station 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 time any one of the three or more aspects and in which the aspect of 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) ***"points 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 ;**

S. R. 1.02(46)/1 - (a) Point Indicators show a white disc by day and white light by night both ways when the points are set for straight road /line and no disc by day, and green light by night both ways when the points are set for a turn-out or crossing.

(b) 'Trap Indicators' are provided at trap points/derailing switches isolating running lines. It will show a red disc by day and red light by night both ways when the trap/derailing switch is open and a green disc by day and green light by night both ways when the trap/derailing switch is closed;

(c) (i) "Points Indicators" shall be provided at the points on the following circumstances:- (a) non-interlocked station and stations provided with rudimentary interlocking,

(b) stations provided with signal arm Home Signal in Multiple Aspect Upper Quardrant signalled area ,

(c) stations where alternate signalling/interlocking devices to show the route are not available,

(ii) 'Trap Indicators' shall be provided at :-

(a) trap guarded by signals governing movements in one direction only irrespective of the points being worked locally or from the cabins;

(b) the locally operated trap points.

(47) **"*running line*" means the line governed by one or more signals and includes connections, if any, used by a 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 authorised officer in respect to particular cases or special circumtances;**

(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;**

S. R. 1.02(52)/1 - On automatic signalling territory, 'Station Limits' would be that portion of the Railway which lies between the Home signals at a station.

S. R. 1.02(52)/2 - On double line section, 'Station Limits' is that portion of the Railway which lies between the outermost signals of the station on each line separately.

S. R. 1.02(52)/3 - To indicate 'Station Limits' at Class 'D' stations on this railway, Station Name Boards have been provided and the 'Station Limits' at such stations is that portion of the Railway which is situated between the Station name Boards.

S. R. 1.02(52)/4 - On D. H. section at stations from Sukna to Darjeeling the 'Station Limits' is situated between Station Limit Boards provided at a distance of 270 metres on either side of the centre line of the station building and is under the control of the Station Master.

(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 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 Starter;

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

(a) on 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 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;

S. R. 1.02(54)/1- On D. H. Section from Sukna to Darjeeling, the "Station Section" of a station is situated between the two Station Limit Boards provided at either end of the station.

(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;**

(56) ***"system of working"*** **means the system adopted for the time being for the working of trains on 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 can not be readily lifted off the track;**

S. R. 1.02(58)/1- Special train means a train which may be required to run under special circumtances. This does not include Passenger, Mixed/ Goods or Material trains as defined in G. Rs 1.02(45), 1.02(40), 1.02(27) or 1.02(39) respectively.

(59) ***"Train Examiner"*** **means a railway servant duly quilified to examine trains and certify their fitness for safe running and includes any other railway servant who may for the time being be 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 consist 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 boundry of any block section.**

S. R. 1.03/1 -On D. H. Section from Sukna to Darjeeling, the Block Station consist of Class 'B' stations only where Line Clear may be given for a train before the line has been cleared for the reception of the train within the station limits.

S. R. 1.03/2 -Special class stations are those which do not conform to the signalling or 'line clear' working arrangements provided at class "A", "B' or "C" stations.

S. R. 1.03/3 - Class 'D' stations are of two types :-

(a) Those stations at which there is an 'outlying siding' are called 'DK' stations.

(b) Those stations at which there is no siding points are called 'Flag' stations or 'D' class stations.

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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[1] of these rule or translation of the said rules or of such portions, thereof as relate to his duties as may be prescribed by special instructions.

S.R.2.01/1 (a) For the purpose of G. R. 2.01, the Divisional Officer concerned of Operations, Safety, Mechinical, Engineering and Signal - Engineering branches are responsible to supply one copy of these rules to such officers and staff required.

(b) The Head of the Department concerned may supply, if considered necessary:-

(i) To each railway servant such portion of these rules as relate to his duties, and

(ii) To any railway servant a copy of translation of the said rules or such portions thereof as relate to his duties.

(c) The rules reffered to in G. R. 2.01 are those contained in this book including appendices.

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[2] shall -

(a) keep it posted with all correction slips,

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

S.R.2.02/1 -While on inspection, Inspecting Officials are to see that rule books supplied to stations, Loco sheds etc. and staff are upto-date with all corrections/Amendment slips.

1– A/s-11, 2-A/s-11,

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 Admnistration 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 clause (a) and (b), and

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

S.R.2.03/1 -Railway servants connected with train working are required to pass an examination as prescribed by the Railway Administration and, it is the duty of the Divisinal Officers, Inspectors and Station Masters to satisfy themselves that the subordinates under them maintain their knowledge of the rules with upto date Corrections/ Amendment Slips.

S.R.2.03/2 -Intensive course training of Guards and Loco Pilots/Motormen working in Automatic Signalling territories-

All Guards and Loco Pilots/Motormen who are required to work on Automatic Signalling territories shall be imparted one day's intensive course once in every six months, about the rules pertaining to this system and compentency certificates issued/renewed in token of their knowldge and proficiency in these rules. A record of such comptency certificates issued shall be maintained by Divisional Safety Officer, Divisional Mechanical Engineers and Divisional Electrical Engineer in case of electrified section, concerned. No Guard and Loco Pilot/Motormen shall be put on duty on such sections unless he possesses such a certificate.

2.04 -Assistance in observance of rules - Every railway servant shall render assistance in carrying out these rules and report promptly any 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.

S.R.2.07/1 - All railway servants, who are required to be uniform, shall wear it while on duty. All supervisory staff should see that all the staff working under them put on clean and proper uniforms.

S.R.2.07/2 - Railway servants not on duty are forbidden to enter on the platform without proper authority when passenger trains are at the station.

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 attendence 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 supiror and shall not leave his duty until a competent railway servant has been placed in charge thereof.

S.R. 2.08/1 - Notice of sickness :- Any railway servant, who through sickness finds himself unable to attend, shall give sufficient notice to enable a substitute to be procured, and shall at once submit a medical certificate of unfitness for the duty duly signed by an authorised Medical Officer. The possesion of medical certificate does not entitle a railway servant to quit the station at which he is employed without the permission of the controlling officer unless otherwise directed by the competent medical authority. A railway servant who, when sick and under treatment, quits his station without proper authority, render himself liable to face disciplinary action as decided by the Railway Administration.

S.R.2.08/2 - Railway servant, to whom medical leave has been granted by the competent authority, does not rejoin at the expiration of his leave, or does not give due notice supported by a medical certificate that he requires an extension, is liable to face disciplinary action as decided by the Railway Administration.

S.R.2.08/3 - Notice of infectious disease - No railway servant in whose house there may be a case of a small-pox, or any other quarantinable infectious diesease or the employee who is suffering from an infectious diease, shall at that time come to duty without giving due notice to, and receving the permission of a duly authorised Medical Officer. Leave of absence on medical certificate will be granted to an employee under the circumstances, until the danger of infection is decleared by the Medical Officer to have passed away.

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.

S.R.2.09/1 -A railway servant while on duty or within 8 hours before coming to duty should not take any alcoholic drink or intoxicating drug. If he found in a state of intoxication while on duty, he shall be liable to severe disciplinary action which may extend even to dismissal from service.

S.R.2.09/2 -Intoxication, medical report and witnesses **:-**When a case of intoxication, or what appears to be intoxication, is notice, a medical report should, if possible, be obtained at once. The written evidence of two impartial witnesses should also 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.

S.R.2.10/1(a) -As soon as the line clear of a passenger carrying train scheduled to stop at the station has been given, the Station Master shall cause the station bell to be rung. The description of the train approaching shall be called out loudly as a warning to the station staff and passengers. He shall also see that all staff on duty are their posts, and that watermen, where provided, have a full supply of drinking water, and at night that the platform lamps are lighted.

(b) On the train approaching towards the station, the station bell be rung again, and upon the arrival at a station of the concerned train, the Station Master shall see that the name of the station is called out distinctly along with the train.

(c) At station where refreshment rooms have been provided and the scheduled stoppage of the train is more than 5 (five) minutes, a warning bell shall be rung 5 (five) minutes before the departure of train to warn the passengers.

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 occurence 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.

S.R.2.11/1 -Assistance to the travelling public - It is the duty of all railway servants to render all possible assistence to ensure safety and comfort of the travelling public.

S.R.2.11/2 - Entering carriage in motion, or otherwise improperly travelling on a railway - (a) A railway servant shall warn a passenger against travelling on the roof, steps of footboard of any carriage or on an engine, or in any other part of a train not intended for the use of passengers. If a passenger after being warned by a railway servant to desist, persists in such travelling, he shall render himself liable to be punished under section 118(2) of the Railway Act, 1989 (24 of 1989).

(b) Passengers shall be prevented from entering or leaving a train in motion, and railway servants shall not, under any circumtances, open the door of a vehicle in motion, or in any way assist a passenger about to enter or leave it. If a passenger enters or leaves, or attempts to enter or leave any carriage while the train is in motion, he shall be liable to punishment in accordance with the provision of section 118(1) of the Railway Act, 1989 (24 of 1989).

S.R.2.11/3 -Defective Permanent Way :- (a) In the event of a Loco Pilot experienceing a lurch or any abnormal occurence in the track, he must, approaching the first Block station, whistle frequently

and bring his train to a stop in such a manner that the engine is in front of the station building or the Block Cabin where the Instruments are located, hand over a written memo specifing the location where the defect was noticed, the nature of the defect and the speed at which in his opinion, trains may pass safely over the affected area and obtain acknowledgement. On single line section, the Loco Pilot shall not surrender the 'authority to proceed' till such time he has issued the memo to the Station Master. On receipt of such a report from the Loco Pilot, the Station Master must immediately issue a message to the Station Master at the other end of the block section (who must acknowledge the same), the Section Engineer Works and Dy. Section Controller/Section Controller will advise all concerned.

(b) The Station Master at both ends of the reported section must stop all trains and issue Caution Orders to Loco Pilot specifying the kilometreage and speed restriction.

(c) No train must pass over the affected spot at a speed 10^{1} kmph or such less speed as the reporting Loco Pilot may have specified spot until the Perment Way Inspector(SSE/W) or the Assistant Engineer has inspected the sopt. Caution Order must then be issued as per S. R. 4.09/1 for all trains until the SSE/W or the Asstt. Engineer has certified the track for safe working for normal speed and the Station Master then issue an 'all concerned' message to whom originally advised.

(d) In case of service lurch, on double line section, Loco Pilot should switch on 'Flasher Light' at 'ON' position for attention of the Loco Pilot of the train approaching from the opposite direction and intimate the fact to the Loco Pilot of the later.

S.R.2.11/4 -Explosion on track or train -

(a) On hearing an explosion, the Loco Pilot must stop his train as soon as possible, and examine the track along with the Guard at the site of the explosion to the extend of damage thereof. If the Loco Pilot does not bring the train to a stand within a resonable time, the Guard shall draw the attention of the Loco Pilot by cautiously applying the vaccum/air pressure by means of the Guards Van Valve.

(b) The Loco Pilot shall also examine the train along with the Guard and if little or no damage has been seen to the train and if it is safe for the train to proceed to the next block station, the train will be taken ahead to the next block station and the Guard and Loco Pilot will jointly report the occurrence to the Station Master on duty.

(c) If the damage to the track is so serious as to render the track unsafe, a competent railway servant will be left at the site with detonators to protect the spot in accordance with G. R. 6.03.

(d) On receipt of a report from the Loco Pilot and Guard, the Station Master must immediately advise to the Section Controller on duty, who will inform the Carriage or Loco Foreman for thorough examination of the train and the engine at the next terminal station. The Section Controller will also advise the Senior Section Engineer (Works), who will proceed to the spot, inspect the track and take such precautions as necessary to put in the track and issue a message to the Station Master at the other end who must acknowledge the same and the Station Master at both ends of the affected section must stop all trains and issue Caution Orders to the Loco Pilots, specifying the kilometreage and the speed restriction. The duties prescribed above for the Controller will devolve on the Station Master on uncontrolled section.

(e) No train must pass over the affected spot at a speed exceeding 15 kmph or such less speed as the reporting Loco Pilot may have specified, until the Sr. Section Engineer (Works) or the Assistant Engineer has certified the track fit to run in normal speed.

1– A/s-17.5

S.R.2.11/5 -Precautions to be taken for working of trains during storm or cyclone:-

(i) When the warning message forecasting cyclone, strom or strong wind has been received from the Metrological Department and/or there is a reasonable doubt that severe strom is going to brake out endangering the safety of passengers, trains, etc., the Station Master shall, in consultation with the Guard and Loco Pilot of the train detain the train and also refuse to grant Line Clear to a train coming to his station until strom abates and he considers movements of trains safe.

(ii) Should a train be caught on the run in 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 convinient place taking care as far as possible to avoid stoppage of the train at places like sharp curves, high enbankments and bridges. In controlling the speed and bringing the train to halt, the Loco Pilot shall stop his train carefully and without a jerk. He shall restart the train in consultation with the Guard only after the cyclone, strom or strong wind abates and consider safe passenger of the train.

(iii) The Guard and Loco Pilot of the train with the co-operation of railway staff travelling in the train and with the help of the passengers shall try to open the doors and windows of the coaches for the free passage of wind through the coaches.

S.R.2.11/6 -Anemometers - In case of volnerable locations and specially selected bridges where Amenometers are installed at one of the stations adjacent to bridges, the Station Master shall take the following action if the anemometer is indicating wind velocity higher than the danger level as prescribed by special instructions -

(i) The Station Master shall inform the Section Controller and Station Masters on the either side immediately about the need to control the movement of trains.

(ii) The Station Master shall not start or allow the movement of trains through his station and also not grant Line Clear to the trains waiting at the adjacent station for his station.

(iii) He shall resume normal running of trains in consultation with the Section Controller and the Station Master at the adjacent station after the wind velocity is again below the danger level as prescribed by special instructions.

Note - The Station Working Rules of the station adjacent to the bridge where anemometer is installed, shall specifically contain detailed working procedure for controlling train movement as well as resuming normal train running.

S.R. 2.11/7 - The following dangerous practices are prohibited **:** (a) Going between vehicles, when a train is moving quickly for purposes of coupling or uncoupling. (b) Hanging on to the side of vehicle, with foot resting upon an axle box, or the rod or brake handle, when shunting is being performed. (c) Riding upon buffers of vehicles in motion. (d) riding on the Cow-Catcher of an engine. (e) Moving vehicles, without first ascertaining that no person is standing between or sitting under the vehicles. (f) Passing from vehicle to vehicle, while train is in motion. (g) Sitting or lying under vehicles, standing at stations. (h) Crossing of lines in face of moving trains or vehicles. (i) Going between vehicles in motion. (j) Working on vehicles under repairs, without the protection of special signals i.e., red flags or lights, banner flags, stop boards and detonators.

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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 case 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) flare signals.

Note :- For temporary Engineering signals see GR. 15.09 and SRs. thereunder.

S.R 3.02/1 - Use of fixed signal, detonating signal and Flare signal on D. H. section : - The use of fixed signals, detonating signals, and flare signals as prescribed in GR. 3.02 is not in use. Semaphore signals will be provided only in places found necessary and shall be only Stop 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 imparing visibility.

3.04 Placing of signals and signal arms; painting of signals 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 the end of 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, and white with a black bar on the other side.

S.R.3.04/1 - For bringing into use a new signal or for an existing signal to be shifted to a new location, the Sr. DSTE/DSTE shall give seven days notice to the Sr. DOM/DOM and Sr.DME/ DME of the division indicating the date and time of the proposed change. The Sr. DOM/DOM of the division then shall advise the concerned Station Master of the concerned Notice stations for issuing 'Caution Orders' to the Loco Pilots of all trains for a period of ten days from the date and time the signal is brought into use or shiefted already attention of the Loco Pilot to the changes effected.

S.R. 3.04/2 - On Automatic Block signalling territory, the fixed signals shall be placed immediately to the right of, or above, the line to which they apply, unless there are special reasons to do otherwise.

B. Description of Fixed Signals

3.05 Use fo 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 signal 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 45o to 60o below the horizontal in case of two-aspect lower quadrant signals, and 45o or 90o above the horizontal in case of multiple-aspect upper quardrent signals.

3.06 Description of Warner signals and their indications

(1) A semaphore Warner signal 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 signals 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.

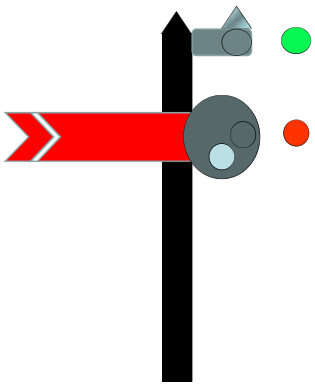
(4) When placed in accordance with clause (b) of sub-rule (3), the variable light of the Stop signal shall take the place of the fixed green light of the Warner signal and the mechanical arrangement shall be such that the Warner signal cannot be taken 'Off' while the Stop signal above it is 'On'.

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

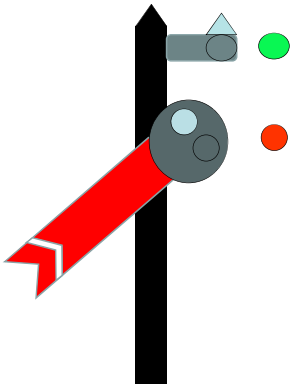
a) <u>Semaphore Warner signal in Two-Aspect</u> :

<u>Signalling Territory on a post by itself</u>

'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) Semaphore Warner signal in Two-Aspect : Signalling Territory-below a Stop signal

‘On’ position



ASPECT : **Stop**
indication: Stop dead

‘Off’ position



Proceed with caution
Proceed with caution and be prepared to stop at the next Stop signal

(c) Semaphore Warner signal in Two aspect : Signalling Territory-below a Stop signal

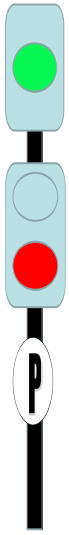
Off position



ASPECT : **Proceed**
Indication : Proceed

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

(a) <u>Colour light Warner signal in Two-Aspect Signalling Territory-on a post itself :</u>

‘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 **Indication:** Stop dead	**Proceed with caution** Proceed with caution be prepared to stop at the next stop signal	**Proceed** 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 pre-warns:

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 metres.

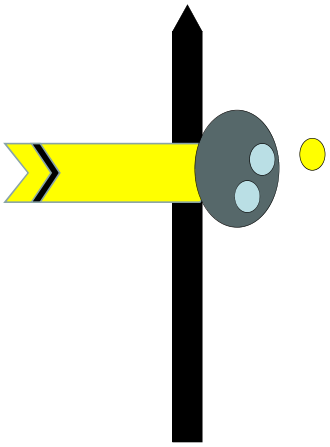
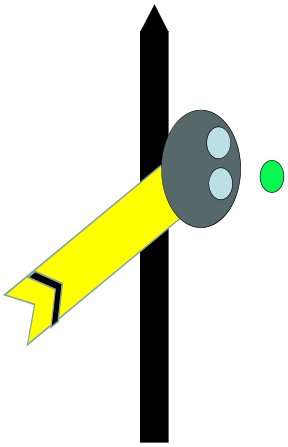
(8) Where special circumstances justify the use of an unworked Warner, it shall be secured in the 'On' position and not be coupled or duplicated for directing purposes.

3.07 - Description of Distant signal 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 Modified Lower Quadrant Signalling Territory

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

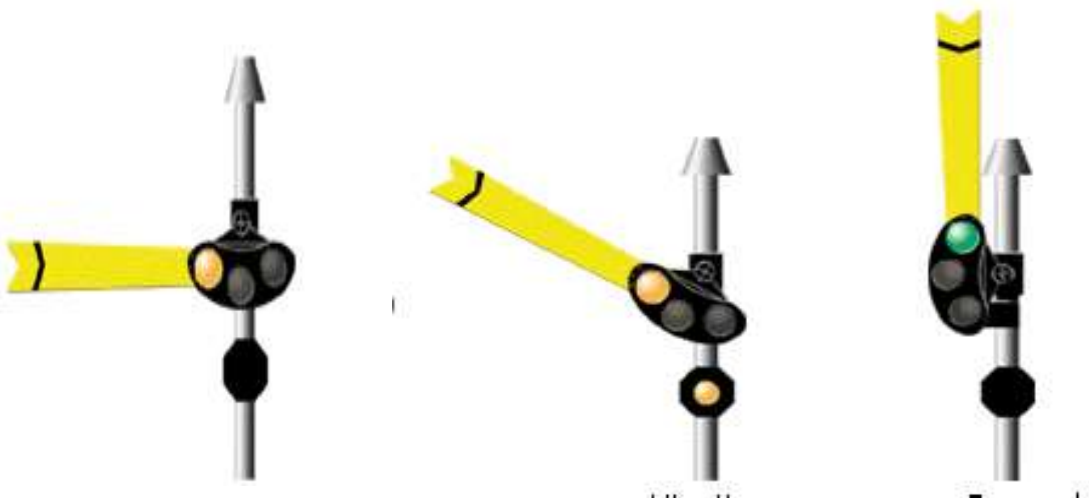
Note: This signal shall be provided only in Modified Lower Quadrant signalling.

updated by Rajan Kumar

(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



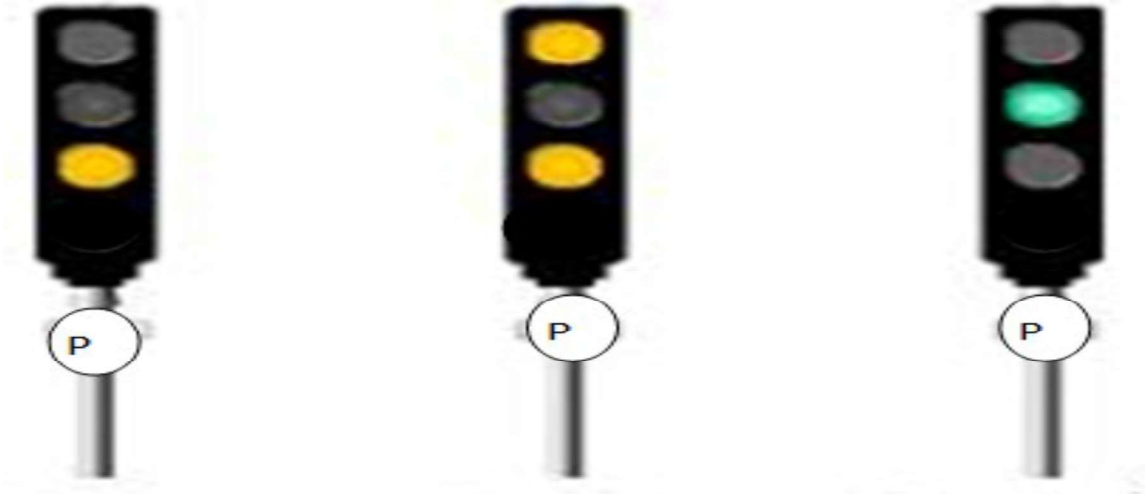
ASPECT	**Caution**	**Attention**	**Proceed**
Indication :	Proceed and be prepared to stop at the next Stop signal.	Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by special instructions.	Proceed

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**	**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

(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.

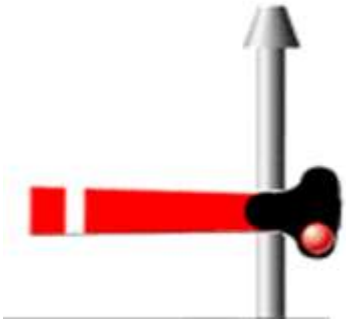
(7) Under approved special instructions, a colour light Distant signal may be combined with the last Stop signal of a station in rear or with a Stop signal protecting a level crossing. When a colour light Distant signal is combined with the last Stop signal of the station in rear or with a Stop signal 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 latter case.

3.08 - Description of Stop signals and their indications:-

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

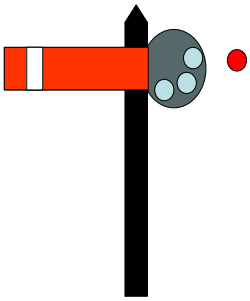
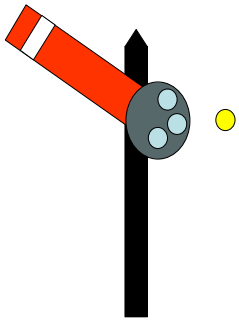
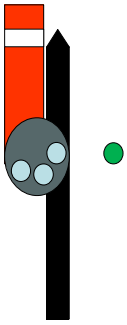
(2) The aspects and indications of a semaphore Stop signal working in the lower quadrant are shown below:-

Semaphore Stop Signal in Two-Aspect Signallling Territory

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

(3) The aspect 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 aspect and indications of a colour light Stop signal are shown below:-

(a) <u>Colour light Stop signal in two-Aspect Signalling Territory</u>

	‘On’ position	‘Off’ position
		
ASPECT :	**Stop**	**Proceed**
Indication:	Stop dead	Proceed

(b) <u>Colour light Stop signal in Multiple/ Three Aspect Signalling Territory</u>

	‘On’ position	‘Off’ position	
			
<u>ASPECT:</u>	**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

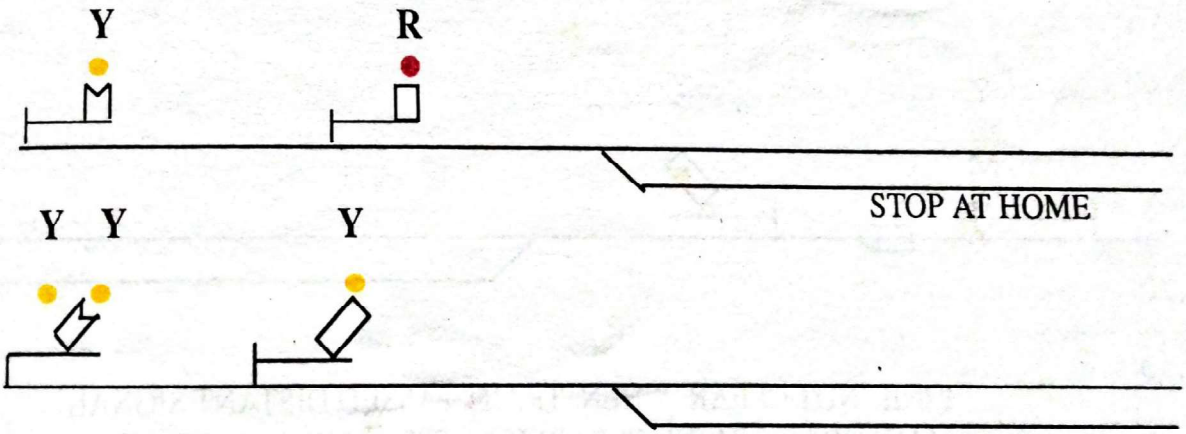


ASPECT:	**Stop**	**Caution**	**Attention**	**Proceed**
Indication:	Stop dead	Proceed and be prepared to stop at the next Stop signal	Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by special instructions.	Proceed

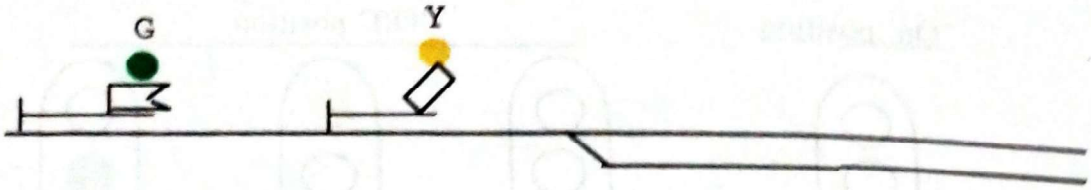
S.R. 3.08/1 - No trains shall pass any Stop signal when 'ON' or any red light referring to the direction and to the line on which it is travelling without proper authority.

S.R. 3.08/2 - A train proceeding on a subisdiary signal (e.g. Calling-on, Shunt signal) shall proceed with caution and be prepared to stop short of any obstruction and the speed of train shall not exceed 15 kilometres per hour.

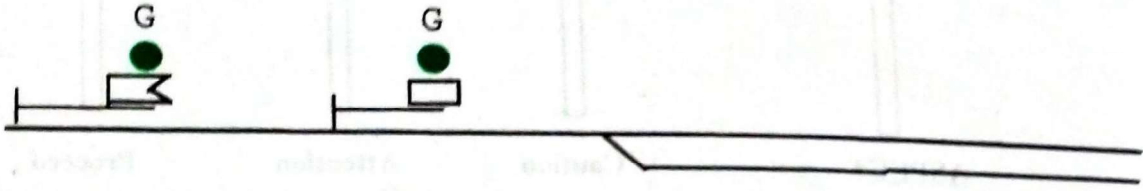
S.R. 3.08/3 (i) - Combination of aspects and indications of Multiple Aspect signals:-



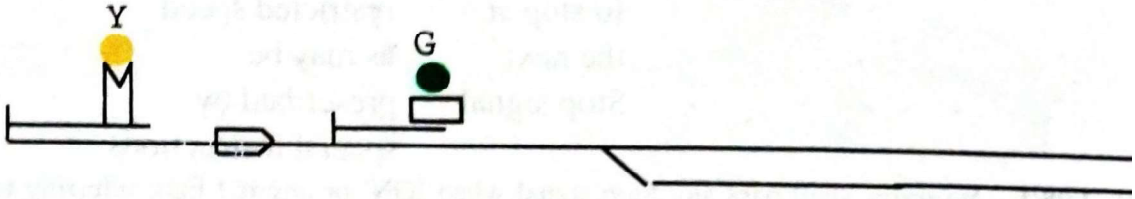
SPEED NOT TO EXCEED 15 K.M. PER HOUR OVER THE FACING POINTS. TRAIN IS BEING RECEIVED ON THE LOOP LINE .



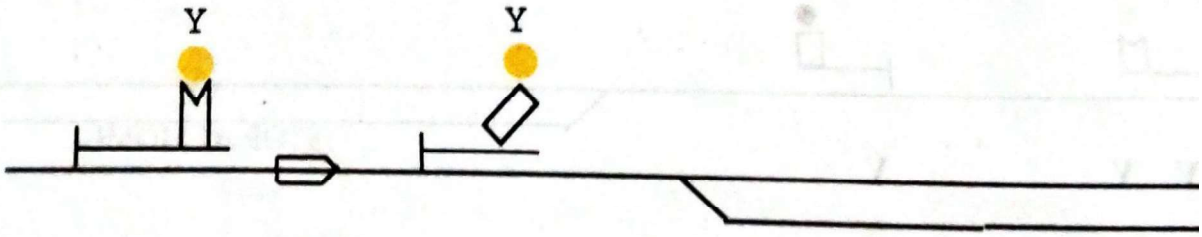
PROCEED WITH RESTRICTED SPEED. THE TRAIN WILL BE RECEIVED ON THE MAIN LINE



PROCEED, THE BLOCK SECTION AHEAD IS CLEAR

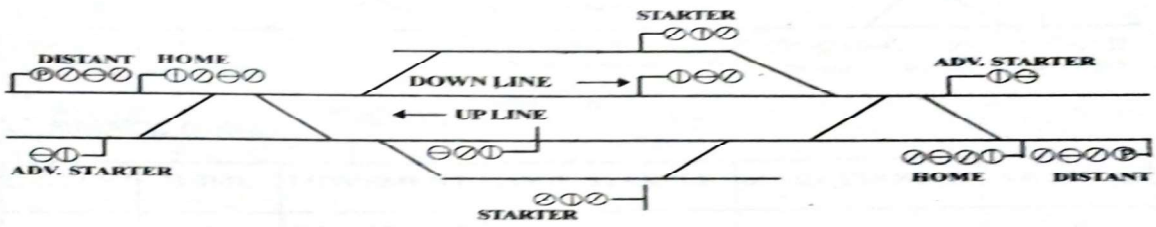


SECTION NOT CLEAR, WHEN TRAIN PASSED DISTANT SIGNAL, SECTION AHEAD CLEARED AFTER PASSING DISTANT SIGNAL.



LINE NOT CLEAR WHEN TRAIN PASSED DISTANT SIGNAL MAIN OR LOOP LINE CLEARED AFTER PASSING DISTANT SIGNAL.

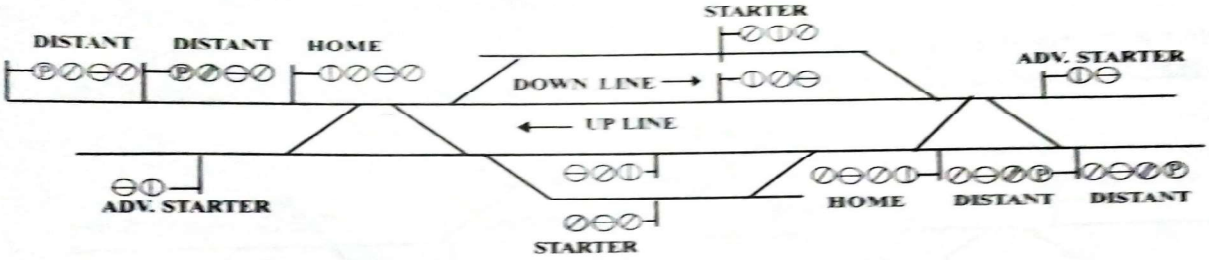
S.R. 3.08/3# (ii) ASPECT CONTROLL CHART WITH FOUR ASPECT HOME SIGNALS AND SINGLE DISTANT SIGNAL TO HAVE> 30 KMPH SPEED OVER TURNOUTS



SEQUENCE CHART

DISTANT	HOME	MOVEMENT	LOOP STARTER	MAIN STARTER	ADVSTARTER
Y	R	STOP AT HOME SIGNAL.	——	——	——
YY	Y	STOP ON LOOP LINE	R	——	——
G	Y	STOP ON MAIN LINE	——	R	R
YY	YY.	RUN THROUGH VIA LOOP LINE	Y Y	——	G
G	G	RUN THROUGH VIA MAIN LINE	——	G	G

ASPECT CONTROL CHART WITH FOUR ASPECT HOME SIGNALS AND DOUBLE DISTANT SIGNAL TO HAVE > 30 KMPH SPEED OVER TURNOUTS



SEQUENCE CHART

DISTANT	HOME	MOVEMENT	LOOP STARTER	MAIN STARTER	ADVSTARTER
Y	R	STOP AT HOME SIGNAL	——	——	——
YY	Y	STOP ON LOOP LINE	R	——	——
YY	Y	STOP ON MAIN LINE	——	R	R
YY	YY	RUN THROUGH VIA LOOP LINE	Y Y	——	G
G	G	RUN THROUGH VIA MAIN LINE	——	G	G

……

#- Added vide A/S –10.

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 rear.

(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 an 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.

S.R.3.09/1. - A Loco Pilot must not assume that because the Outer signal is 'Off' the Home signal will also be 'Off' and he must be always be prepared to obey the aspect and indication of the Home signal.

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 it is called the Starter.

(3) When a train leaving a station is guided by more than one Starter signal, the outer-most 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.

S.R. 3.10/1 Deleted vide A/s-30.2

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 signals 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 condition 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

(ba)# a Modified Semi-Automatic stop signal by converting one of the Automatic stop signal in mid section under special instructions; when the 'A' marker is illuminated the signal works as Automatic stop signal, and when the 'A' marker is extinguished it works as modified Semi-Automatic stop signal and assumes 'Off' aspect automatically or is taken 'Off' manually as required; 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.

#– added vide A/s-17.2

S.R. 3.12/1 (a) Semi-Automatic/Manual signal levers provided with normal indication locks, when required to be replaced to normal either in face of an approaching train in an emergency or after the train has passed the signal, shall be put back to three quarter position and shall be replaced to normal only after getting the "FREE" indication.

(b) In case of Semi-Automatic/ Manual signals of the Route Interlocking System, it should not be possible to change the route ahead of the Signal which has not been cleared by the train.

(c) King levers are provided at certain cabin which when reversed, lock the levers of all running Semi-Automatic signals in the reverse position and enable the signals to function as Automatic signals.

(d) In the case of Relay Interlocking no king levers are provided. Certain signals can function as Automatic signals, the switching arrangements for which will be specified in the Station Working Rules.

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 approaved special instructions, a Calling-on signal may be provided below any other Stop signal except the last Stop signal.

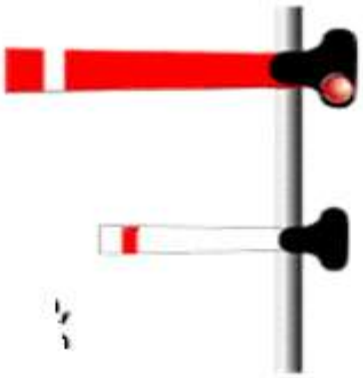
(3) A Calling-on signal, when taken 'Off', calls on the Loco Pilot of a train to draw ahead with caution, after the train has been brought to a stop even though the Stop signal above is at 'On' and indicate to the Loco Pilot that he should be prepared to stop short of any obstructions.

(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 :-

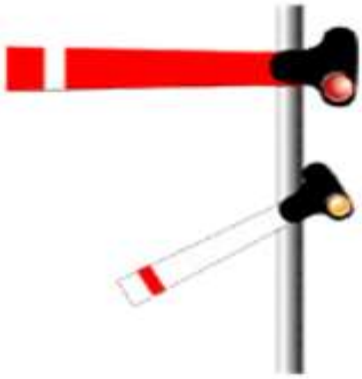
(a) Miniature SemaphoreArm type Calling-on signal inTwo-Aspect SignallingTerritory

‘On’ position



Loco Pilot shall obey the aspect of the Stop signal short of any obstruction

‘Off’ position

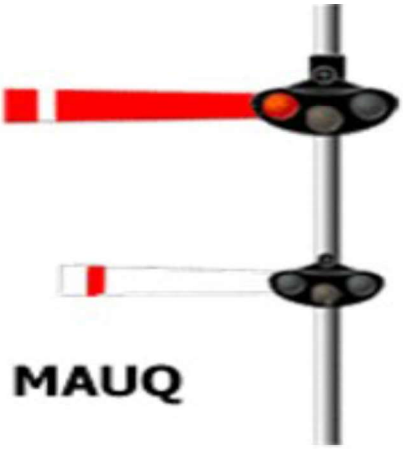


ASPECT : Proceed slow

Indication: Stop and then draw ahead with caution and be prepared to stop

(b) Miniature Semaphore Arm type Calling-on signal in Multiple-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

……

This page was replaced by A/S-1.5

(6) The aspects and indications of 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



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

3.14 : Shunt signal:-

(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 a post by itself or below a Stop signal other than the First[1] 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 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	**'Off' position**
	
ASPECT: Stop	**Proceed slow**
Indication : Stop dead	Proceed with caution for shunting

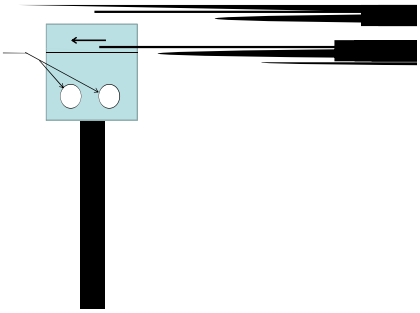
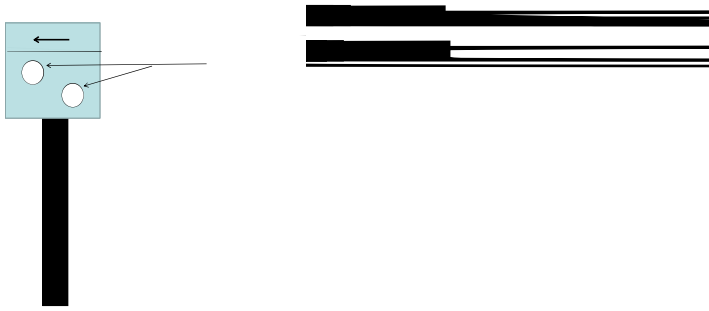
1– A/s-3.4

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

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

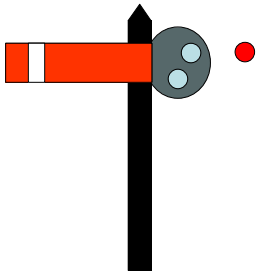
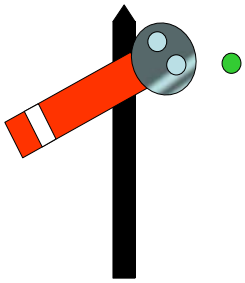
(9) The aspects and indications of a position light type Shunt signal are shown below -

Position light type shunt signal in two-Aspect or Multiple-Aspect Signalling Territory

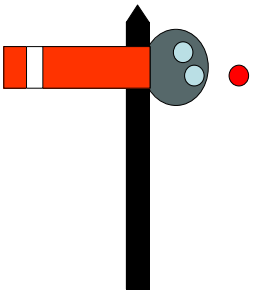
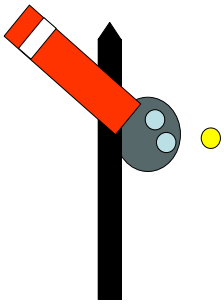
'On' position	**'Off' position**
	
ASPECT : **Stop**	**Proceed slow**
Indication : stop dead	Proceed with caution for shunting

(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 Muntiple-Aspect Signalling Territory

‘On’ position	‘Off’ position
	
ASPECT: **Stop**	**Proceed slow**
Indication : Stop dead	Proceed with caution for shunting

S.R.3.14/1 -"Shunting permitted" Indicator -

(i) The "Shunting permitted" Indicator always works in conjuction with a stop signal or a shunt signal and shows in both directions, by day, a black disc with yellow cross painted on it and by night a yellow cross illuminated by light or both by day and by night, a yellow cross illuminated by light, when shunting is permitted in the direction to which it refers. 'Shunting Permitted' indication when given authorises the Loco Pilot to shunt past the associate stop/shunt signal in the 'On' position. A proceed hand signal must always be shown at the foot of the signal in respect of the shunting movement controlled by the 'Shunting Permitted' indiactor.

(ii) The Stop/Shunt signal must be taken 'Off' for the movement controlled by the signal and for which shunting permitted indication will not be shown.

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 their 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 approching train the aspects 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

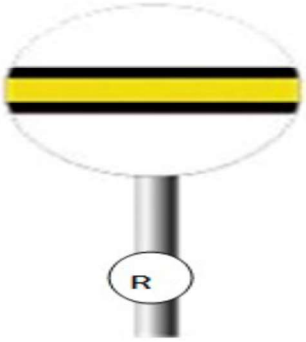
(b) a square ended semaphore arm, or

(c) a colour light signal.

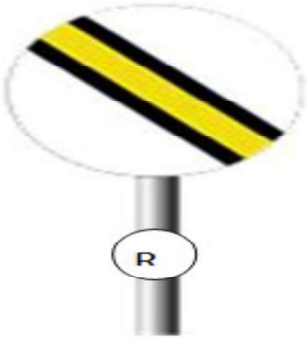
(3) The aspects and indications of banner type Repeating signal are shown below-

Banner type Repeating signal in Two-Aspect Signalling Territory -

'On' position



'Off' position



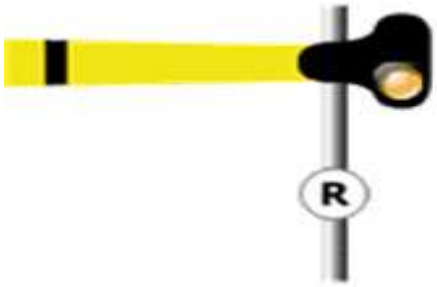
ASPECT : Signal 'On'
Indication : Signal which it repeats is at 'On'

Signal 'Off'
Signal which it repeats at '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'
Indication : Signal which it repeats is at 'On'

Signal 'Off'
Signal which it repeats at 'Off'

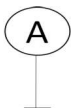
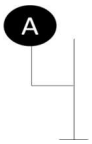
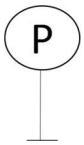
(5) The aspects and indications of a colour light type Repeating signal are shown below -

Colour light type Repeating signal

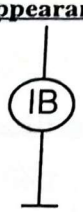
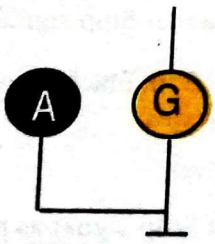
	‘On’ position	‘Off’ position
		
ASPECT :	**Signal ‘On’**	**Signal ‘Off’**
Indication :	Signal which it repeats is at ‘On’	Signal which it repeats is at ‘Off’

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 signals posts below the signals as under :-

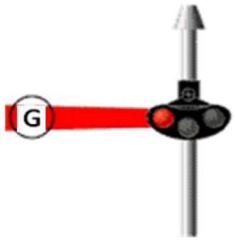
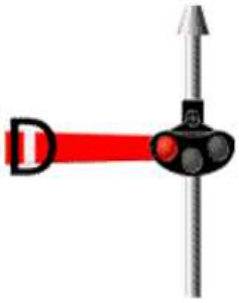
Appearance	Provided on	Description
	Automatic Stop signal	Letter ‘A’in black on white circular disc
	Semi-Automatic stop signal	White illuminated letter ‘A’ against black background when working as an Automatic Stop signal and letter ‘A’ extinguished when working as a Manual Stop signal
	Colour light Distant or Warner `signal on a post by itself.	Letter ‘P’ in black on 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 in semaphore	Letter 'R' in black on white circular disc signalling territory
	Repeating signal in colour light signalling territoiry	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, signals arm shall be distinguished by prescribed signs as under :-

	Provided on	Description
	Approach Stop signal 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.

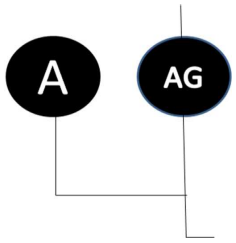
S.R. 3.17/1 - When a gate Stop signal is a Semi-Automatic Stop signal and protects points in addition to the level crossing it shall be provided with white illuminated letter 'A' and white illuminated letters 'AG' against black back - ground.

The indication of such signal shall be as under :-

(a) Letter 'A' shall be lit only when the gates are closed and locked against road traffic and points are correctly set and locked for the route.

(b) Letter 'AG' shall be lit only when the gates are either open to road traffic or have failed but points are correctly set and locked for the route.

(c) Neither marker shall be lit when points are not correctly set and blocked for the route or have failed.

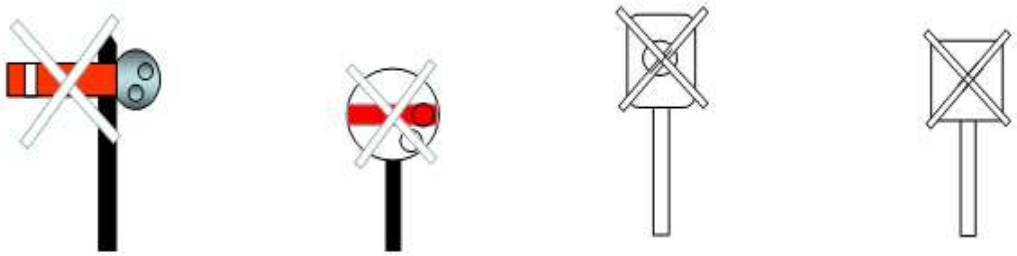


Semi-Automatic Gate Stop signal

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 cms wide, as illustrated below :-

(2) A Semaphore or Disc signal when not in use shall be kept fixed in the 'On' position.



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

3.19 : Placing of Stop signals at diversing junctions -

Unless otherwise permitted by approved special instructions, 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.

S.R.3.19/1 -The following types of Route Indicators may be provided in colour light signalling territory as indicated under GR 3.19.

(a) Two aspect colour light signalling section :-

Any Route Indicator of approved design.

(b) Multiple Aspect colour light signalling section :-

(i) For speed not exceeding 15 K.M.P.H. any route indicator of approved design.

(ii) For speed more than 15 K.M.P.H. Direction type Route indicator either by itself or in combination with stencil type/Multi-lamp type route indicator of approved design.

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 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 reffering to the other running lines, and

(c) so arranged that the other extreme left hand signals refer 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 reffering to trains moving in the same direction, whether on the same line or on seperate lines, shall be placed on the same post, except -

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

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

(b) under approved special instructions.

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 signal shall apply to the other lines.

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

S.R.3.23/1 -When a signal repeater is out of order, the signal to which it refers shall also be treated as being out of order unless the Station Master on duty is able to satisfy himself that the signal is working correctly or the light is burning satisfactorily.

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.

S.R.3.24/1 - Semaphore Arm Gate Stop signals/ Gate Distant signals are provided with back lights which shall be visible to the gateman when the signal is at 'On' position.

S.R.3.24/2 - If the back light of any Signal is not visible from Cabin/ASM's room, a repeater may be arranged in a suitable location after the same being certified by Signal Sighting Committee.

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 provision of signals under approved special instructions.

S.R.3.25/1 - On D.H. Section between Sukna to Darjeeling - (i) When authority to proceed has been handed over to the Loco Pilot of a train, the Loco Pilot is thereby authorised to take his train within station section of the station to which such permission is given, unless he is stopped at the Station Limit Board by means of a stop hand signal.

(ii) Should a Station Master desire to stop a train before it enters his Station Section, he shall depute a responsible person (who must be a Railway servant) to exhibit a red flag by day or red light by night at the Station Limit Board in the direction of the approaching train.

(iii) When two trains are approaching simultaneously from the different directions, the Station Master shall cause one of them to come to a stop by exhibiting the signals referred to in Sub -Rule (ii) above, until the other train has been received into the station section and the points have been set and secured for the train that had been stopped.

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.

S.R.3.26/1(i)[1] **-** Whenever any new signal is brought into use or the existing signal is shifted, it must be inspected by a Sighting Committee consisting of Traffic Inspector, SSE/Loco, SSE/Signal and SSE/ P.Way to ensure that the signal is correctly placed and focused and submit a joint report on a Standard Form.

(ii)[2] The visibility of signals on a section shall be jointly inspected 'both by day and night' by the SSE/Sig, Traffic Inspector and SSE/Loco at least once in every quarter and reports thereto should be submitted to Sr. DSTE/Sr.DME/Sr. DSO.

S.R.3.26/2 - Whenever a new signal is brought into use or an existing signal is shifted, which would effect the running trains, a caution order should be issued for a period of 10 days, after the signal has been brought into use or shifted, drawing the attention of the Loco Pilots to the change as per S.R. 4.09/1.

1– Modified vide A/s-31.3 2– Added vide A/s-31.3

S.R.3.26/3[1] - Visibility : The minimum visibility distances of various signals shall be as under :-

(**a**) **Two-Aspect signals : -**

(i) Outer signal - 1200 metres in those sections where sectional speed is 100 kmph and above, 800 metres where sectional speed is less than 100 Kmph. Where minimum visibility as above cannot be achieved, Warner may be separated. With the Warner separated, minimum visibility of outer shall not be less than 400m.

(ii) Warner signal on a post by itself– ……...400 metres

(iii) Home Signal - …….400 metres.

(iv) Main Starter signal - …….400 metres.

(v) All Other Signals - …….200 metre

Note:- Where adequate visibility of stop signals cannot be provided, repeater or Co-acting signals shall be provided to ensure the combined visibility or speed restriction imposed.

(**b**) **Multiple-Aspect signals -**

(i) Distant Signal - 400 metres. An Inner Distant signal where provided, shall be visible from a minimum distance of 200 metres.

(ii) All stop signals: - 200 metres. If it is not possible to ensure 200 metres continuous visibility of any stop signal while approaching it, a suitable speed restriction shall be imposed.

S.R.3.26/4 - At 'D' class halt/flag stations engine stop boards should be provided at a distance of 15 metres from the edge of the platform on either side in case of single line and at a distance of 15 metres from the edge of platform or where the engine is required to come to stand on double line to indicate to the Loco Pilot the place at which his engine is required to stopped.

The size of the board should be 5ft. x 1 ft. with the letter "ENGINE STOP" painted in black on a yellow back -ground over 7ft. high post.

S.R.3.26/5 - Warning Boards of distinctive design are provided at a distance 1000 metres and 1400 metres in rear of the first Stop signal for passenger and goods trains respectively to warn the Loco Pilot that he is approaching the first stop signal. If no signal indication is available, the Loco Pilot should control the speed of the train as if the stop signal ahead is at 'On'. If, however, subsiquently after passing the warning board, the Loco Pilot gets the indication, either by the Stop signal itself or through the Distant or Warner signal that the Stop signal ahead is not in the 'On" position, he shall suitably increase the speed depending upon the signal indications.

Note - The Warning board located at 1000 metres will have yellow stripes diagonally painted on a black board and the Warning board located at 1400 metres will have a circle between two parallel lines and painted Yellow on a black board.

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

1– ***Modified vide A/s-28.***

Lower Quardrant signalling - Modified Lower-Quardrant 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 G. Rule 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.

S.R.3.31/1 - At 'D' class station, trains will stop as per schedule given in the Working Time Table and will start on Guard's signal.

updated by Rajan Kumar

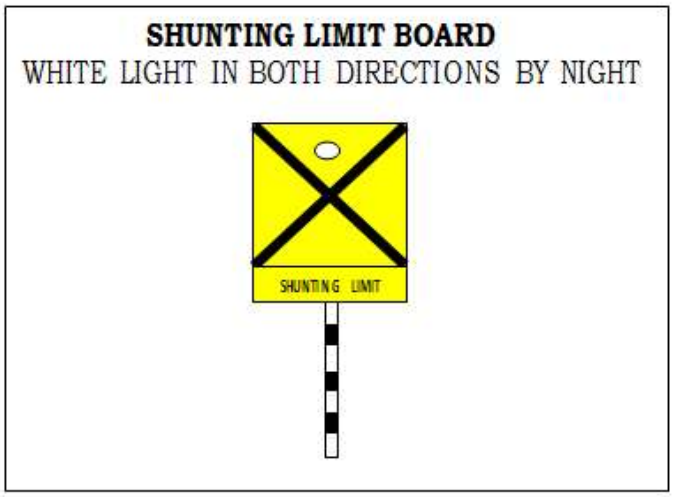
3.32 - Provision of an Advanced Starter, Shunting Limit Board or Block Section Limit Board:-

(1) On a single line class 'B' station worked on the Absolute Block System, if the obstructing 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 Strarter shall mark the limit up to 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 direction 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.

S.R.3.32/1 - A Shunting Limit Board is a rectangular board painted yellow, with a black cross on the top and the words "Shunting Limit" written in black below it on the side on which the shunting is normally permitted. At night it is fitted with a lamp showing white-light in the directions. The design of the Shunting Limit Board will be as shown below.



3.33 : Exceptions to Rules 3.27, 3.28, 3.29 and 3.32 - Notwithstanding anything contained in Rule 3.27, 3.28, 3.29 and 3.32 --

(a) If the station has only one connection of 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 outermost 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.

S.R.3.33/1 - On D.H. Section -

(a) All stations from Sukna to Darjeeling trains are controlled by hand signals under approved special instructions.

(b) At station from Siliguri Junction to New Jalpaiguri fixed signals have been provided to control the movement of Narrow Guage trains.

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.

S.R.3.34/1 -(a) Where semaphore Stop signals are fixed at level crossing gates the signal shall have distinguishing 'G' marker fixed on the signal post with a letter 'G' in black on yellow circular disc to distinguished the signal from a regular Stop signal. The Gate Signal at 'ON' or showing red light by night indicates that the level crossing gate is open to road traffic.

(b) In Automatic Block territory (CTC) where gate Stop Signals are provided to indicate whether level crossing gates are open or closed, the signal shall have distinguishing 'AG' marker with letter 'G' in black on yellow circular disc and white illuminated letter 'A' against black background.

S.R.3.34/2 -Gate signals at Rail-cum-Road-bridge:-

(a) At a rail-cum-Road-bridge outside station limits, two gate Stop signals having 'G' markers may be provided, namely, Home Gate signal and Outer Gate Signal.

(i) Home Gate signal controlling the entry of train into the rail-cum-road-bridge shall be fixed 30 metres outside the fouling point at which infringement of fixed standard dimension occurs between the road and the railway track, and

(ii) Outer Gate Signal shall be fixed at an adequate distance of not less than 400 metres in

rear of the Home Gate signal. In addition, where necessary, a Warning Board should be fixed at 1000 metres in rear of the Outer Gate signal for giving pre-warning to the approaching train related to the braking distance.

(b) A rail-cum-road bridge located outside the station limit in manually operated multiple aspect signalling territories may be protected by fixed signals namely, a Home and Distant signal and be fixed as under.

(i) Home gate signal having 'G' marker should be located at an adequate distance of not less than 180 metres outside the fouling point at which the fixed standard dimension occurs between the road and railway track, and

(ii) A Distant signal having 'G' marker shall be fixed at 1000 metres outside the Home Gate Signal. In Colour light territory the gate Distant signal shall be distinguished by 'P' marker.

(c) When a rail-cum-road-bridge is situated within station limits between Home and Distant signal of a station, another Stop signal with 'G' marker shall be located at a distance of 180 metres outside the rail-cum-road-bridge in the direction of the approaching train. A distant signal having 'G' marker (instead of regular Distant signal) shall be located at 1000 metres in rear of such Gate Stop signal.

(d) Where regular stop signals of a station control the entry of a train into the rail-cum-road-bridge situated within the station limits, the distinguishing 'G' markers shall not be fixed on the signal post.

3.35 Protection and working of points of out-lying 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 working of trains, as laid down under approved special instructions.

S.R.3.35/1 -For detailed instruction regarding working of trains at out-lying sidings or 'D'& 'DK' Class stations see Appendix -I to this Book.

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.

S.R.3.36/1 - (a) At non-interlocked stations the signal levers and signal winches must always be kept pad-locked and the key of the padlocks must be kept normally in the personal custody of the Station Master on duty.

(b) At interlocked station the Station Master's lock-up Box / Slide Box/ Panel shall remain locked and key of such box shall remain in the personal custody of the Station Master on duty to prevent unauthorised operation.

S.R.3.36/2 - When Signal should be taken 'Off' for expected train - When line clear is given for a train, whether booked to stop or not, no signal shall be taken off to admit or pass a train earlier than 10 minutes before the expected time of the arrival of the train and normally signals should be taken off at least 5 minutes before the expected time of the arrival of the train, provided the relevant rules for taking off signals have been complied with.

Note:- (1) In no circumstances signals shall be taken 'OFF' by pulling the wires by hand or by any other means than the prescribed method.

(2) A fixed signal is said to be at 'ON' when it displays its most restrictive aspect and 'OFF' when it displays any prescribed aspect other than its most restrictive aspect.

S.R.3.36/3 - The staff responsible for working signal(s) shall always see that the position of the signal arm corresponds with the position of the lever operating it. In case of any deficiency, the matter should be brought to the notice of the Station Master on duty immediately.

At all stations, the Station Master on duty at the station or in the cabin shall satisfy himself by visual indication of signal arm/light or back light or electric repeater that correct signals have been taken 'OFF' for concerning train before it is received/despatched and after the train has passed, the signals behind it are put back to 'ON' position subject to the observance of S.R. 3.36/4.

S.R.3.36/4 - (a) Replacing signals to 'ON' at interlocked stations:-

When a signal other than an Outer or Warner/Distant Signal has been taken off for the passage of a train the lever working it shall not be put back in the frame (except in case of accident or obstruction) until the last vehicle of the train has passed it, or the train has been brought to a stand or in the case of a junction until the last vehicle of the train has passed it and is clear of the junction points, as the replacing of such signal, at once releases the interlocking in the apparatus.

(b) Replacing signal to 'On' at interlocking stations:-

(i) The Outer shall be returned to 'ON' position after the last vehicle of the train has passed clear of it.

(ii) The Home signal shall be restored to 'ON' position after the train has arrived at the station and stopped at the place where it usually comes to a stand.

(iii) Where the Outer signal is worked from near the signal the pointsman deputed to work it shall be responsible for replacing the signal to 'ON'.

(iv) In the event of wrong signal coming to 'Off' position due to faulty working of the interlocking , the Station Master on duty shall treat the signal as defective and immediately advise all concerned including the Divisional Operations Manager and Divisinal Signal and Tele-communication Engineer.

(c) Replacing signals to 'ON' in Emergency:-

(i) Signals once taken 'OFF' for the passage of a train must not be replaced to 'ON' in the ordinary course. The emergency referred to in G.R. 3.36 (2)(a) shall be deemed to exist when an accident is to be averted.

(ii) If, in an emergency, a reception signal has to be placed in 'ON' position before the arrival of train to which it refers, no points shall be altered until the train has come to a stand, except to prevent an accident.

(iii) In case starters and Advanced starters are taken 'OFF' for departing train and are required to be put back for the purpose of precedence or crossing the following precaution must be taken prior to replacing the starter/Advanced starter signal to 'ON' .

(a) The Loco Pilot of the train for which the signal has been taken 'OFF' should be advised by a written memo to the effect that he should not start and that his signal will be replaced to 'ON'. His written acknowledgement should be obtained on the office copy of the memo.

(b) On single line section, where a tangible authority has been delivered to the Loco Pilot, the same should be withdrawn from him.

S.R. 3.36/5 - The Guard of a stopping train shall see that all visible signals in rear protecting his train have been put back to 'ON' position. In the event of a signal being in the 'OFF' position, the Guard must immediately inform the Station Master or cabin and, if necessary, protect his train. The occurence must be noted by the Guard in his train journal.

S.R. 3. 36/6 -Signals for trains to be backed after arrival - When a train has to run through the station is required to be backed after arrival, the fixed signals controlling the admission to or departure from a station need not be taken off when backing the train. All movements of the train under such circumtances shall be controlled by hand signal or by fixed signals when such are specially provided for the purpose.

S.R. 3. 36/7 - Signals for trains running through - In addition to the use of fixed signals, the 'proceed' signal in accordance with G.R. 3.54 shall always be shown to a train running through a station. At non-interlocked stations on the single line, the Station Master shall advise the Pointsman to give proceed signal at the outermost facing points. At all interlocked

station on the single and double line, the proceed signal shall be given by the Station Master himself from the station building, except at certain stations, where this signal may be given in accordance with the instructions laid down in the Station Working Rules.

Note:~ The proceed signal shall be shown by the Pointsman at the outermost facing points/opposite to the station building and by the Station Master from the Station platform.

S.R. 3. 36/8 - Testing of signals at interlocked stations -

(a) At interlocked stations with cabin/ cabins on either side, where signal reversers are provided and taking off of the reception and despatch signals are controlled by means of electrical control slides in the Station Master's office and the slot lever control in the cabins, the Station Master shall, daily during day time when no train is due to arrive or leave the station , test the working of the reception signals for one line in one direction as for a stopping train. For example at a station with three running lines the signals must be tested as under : -

(i) The Station Master shall arrange for the taking off of the up reception signals for line No. 1 and thereafter he shall put back his control slide and personally see that the signals concerned have gone back to 'ON' position. The Station Master shall again arrange for taking off of the up reception signals for line No. 1 and then instruct his Cabinman/Leverman in the concerned cabin to put back the cabin slot lever to normal position and personally see the reception signals have gone back to 'ON' position.

(ii) The Station Master shall similarly test second day the Down reception signals for line No. 1, on the third day the Up reception signals for line No. 2, on the fourth day the Down reception signals for line No.2, on the fifth day the Up reception signals for line No. 3, on the sixth day the Down reception signals for line No.3 and so on, every day repeating the procedure laid down in Clause (a)(i) above.

(b) The Station Master shall immediately after each test record the results of the test in the Station Master's diary, clearly indicating the date , time and the details of the station signal tested and also whether the signal went back to 'ON' position when the Station Master's control slide and the cabin slot were put back separately. If the signals do not go back to 'ON' position, when the Station Master's control slide or the cabin slot is restored to its normal position, the signal concerned must be treated as defective and immediate action taken as laid down in General rules 3.68, 3.69 and Subsidiary Rules there under.

This procedure of testing the reception signals should be adhered to at stations provided with a Central Cabin with Station Master's control slide in the Station Master's office. At stations where Cabin Assistant Station Masters are in-charge of Block cabins the testing of the reception signals daily shall be done by the Cabin Assistant Station Master in presence of the Station Master in-charge/Station Manager of the station and shall record the result of the tests in the dairy maintained in the cabin which shall be duly countersigned by the Station Master in-charge/Station Manager.

(c) Inspecting Officials must, whenever they inspect the stations, check the station dairy and ensure that these are being carried out scrupulously.

S.R.3.36/9 -Testing of track-circuits:-

(a) In addition to testing of reception signals at Interlocked stations as prescribed in S.R. 3.36/8 above, the Station Master shall also test the track circuiting of the track circuited lines by attempting to clear the concerned Home signal when the line is occupied by a train/vehicle. He shall arrange for testing the track-circuit daily in one direction for one line as for stopping train. Such test shall be conducted when the Block Section in either direction is clear of approaching train.

(b) Immediately after each test the Station Master shall record the result of such test in the Station Master's dairy, which shall indicate in detailed the date, time and track circuited line tested and also whether or not the concerned Home Signal has been cleared for the occupied track.

(c) If the Home Signal is cleared for the occupied track-circuited line, the signal controlling that line must be treated as defective and action taken as laid down in General Rules 3.68, 3.69 and Subsidiary Rules thereunder.

(d) The Inspecting Officials must, whenever they inspect the stations, check the station/cabin diary and ensure that these instructions are being carried out scrupulously.

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 trains-(1) The Station Master shall not give permission to take signals 'Off' for a train until -

(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 etc. the points in rear on double line sections and at either end on single line sections should be immediately set against the block line except when shunting or any other movement is required to be done immediately in that direction on that line.

S.R.3.38/1 -Use of Lever Collars on levers in Cabin and on Station Master's Slide instruments:-

(a) Two or more Lever Collars, according to the size of the lever frame, are provided in each

cabin, these should be kept on spare levers when not actually required for use, or with Station Master when spare levers are not available.

(b) These collars must be placed on the handle of the lever to prevent the catch handle being released and thus serve two purposes, namely -

(i) To prevent the lever being pulled; and

(ii) To give visual warning to the Leverman/Cabinman/Switchman.

(c) (i) These collars must be placed on the handles of the levers working points (or signals, where separate Home signals are provided for each line) for the line on which a train, engine or vehicle is left standing or when a train stops at a station to cross or to give precedence to another train or trains in the ordinary course or for the line which is otherwise obstructed. The collars should be withdrawn when the line has been cleared.

(ii) At a station where there is only a single arm multiple aspect upper quadrant Home Signal governing the main line and one or more loop lines, whenever any of the loop lines gets blocked the lever collars must be placed on the lever of the points leading to the line. This procedure is not applicable for the main line, in which case the lever collar must be placed on the detector lever, which would be pulled before a train can be received on the main line.

(d) For example:-

(i) If a train or engine is standing on the main line at Starter or Advanced Starter Signals, or an engine or vehicle is obstructing the Main line or the Main line is otherwise obstructed, a lever collar should be placed on the handle of the lever of the Main line Home signal if one is provided or otherwise of the lever operating the trailing or facing points leading to the Main line, as a reminder that the lever should not be pulled 'off' as the Main line is not clear.

If the obstruction is on any of the loop lines, then the lever collar should be placed on the handle of the respective lever operating the signals or relevant points leading to the obstructed Loop line.

(ii) When a material train is stabled for the night at interlocked station, a lever collar shall be placed on the lever operating the points leading to the line on which the material train is stabled. The Guard-in-Charge of the material train must see that this has been done as soon as the train is stabled.

(e) Collars should also be placed on the Station Master's slide instruments (Elec./Mech.) or other apparatus under the control of the Station Master as a visual reminder to him when the relevant lines are obstructed.

(f) Collars once put on should not be removed unless the Station Master or Cabinman/Leverman (or Cabin ASM) on duty has satisfied himself that the obstruction has been cleared from the line concerned.

(g) The lever collar should also be used on the respective handle of the lever when any lever is under repair or defective, in order to caution the operator and prevent unintentional handling.

(h) Lever coller must be used for all obstructed lines irrespective of the duration of obstruction at the time of changing shifts in order to acquaint the relief with the obstruction.

S.R. 3. 38/2 - Permanently Locked Points:-

(i) Certain points at non-interlocked stations, may be required to be kept permanently locked except where these are required to be reversed for allowing particular movements as provided for below. Such points are called "Permanently locked points" and divided into two classes.

Class A - Points, the correct setting and locking of which rests with the Station Master personally. These are the points, which generally take off from running lines.

Class B - Other permanently locked points are called class B points.

(ii) The Station Working Rules contain explicit instructions to the Station Master as to which of the points at his station are to be kept permanently locked, as to the normal position in which such points are to be locked and as to which of these belong to classes A and B.

(iii) When it is required to change the position of permanently locked points belonging to class A, the Station Master shall be personally responsible for ensuring that upon completion of movements over such points, these are correctly reset and relocked in their normal position, and shall take the key of the locks of such points in his possession before allowing any train to pass over them.

(iv) When it is required to change the position of points belonging to class B, the pointsman deputed by the Station Master shall be held responsible that such points are correctly reset and relocked in their normal position.

S.R.3.38/3 - Running line Points:-

(1) Points on the running lines which are not key-locked (with the exception of permanently locked points) shall be normally kept unlocked. They are to be locked only for reception and despatch of trains when a facing movement is involved and they must be unlocked as soon as the train for which they are locked clears them.

(2) At certain stations points are fitted with:-

(a) One way locks, and

(b) Single Hand Plunger Key-locks.

The normal position of each points shall be for the straight. The Control key of such key-locked points must normally be retained in the personal custody of the Station Master on duty. If it is requird to make any facing movement over points so key-locked, when the points are reversed, these points shall be clamped and pad-locked as they cannot be locked in that position by key-lock.

(3) At interlocked stations provided with End Cabins, Central Cabin, the siding Control keys shall be kept in the Cabin interlocked with the Points/Signals lever-frame.

Note:- Double H.P.K.L. and D.P.L. locks the points both ways.

S.R.3.38/4 - At non-interlocked non-keylocked stations the Station Master is provided with one set of metal line labels for each direction viz., Up and Down. At junction stations where one or more Branch Lines take off there should be separate sets of labels for Branch line which should be distinguished by shape and other specifications from those for the main line. Each sets of line labels for a particular direction will consist of as many line labels as there are running lines. Similarly, the pointsman's line badge is readily distinguishable from the others

and has clear and distinguishing indications that it is the Station Master's label or Pointsman's badge and refer to specific running line for the specific direction. The line label and line badge for one direction shall be different in shape from that for the other direction. The line labels and line badges have notches cut into them and the line number engraved to distinguished them from each other. The shape and distinguishing marks etc, shall be described with diagrams in the special instructions embodied in the SWRs.

These line and line badges are to be exchanged between the Station Master and Pointsman as indicated in S.R. 3.38/6 and 3.39/3.

S.R.3.38/5 - Safe keeping of key of points and signal lock :-

(a) The Station Master on duty is responsible for the safe custody of the keys of all points locks, in his charge except when handed over for the reception and/or despatch of trains. These keys and line labels when not in use shall be kept in the points key box which shall always be kept locked and the key must be in the personal custody of the Station Master on duty.

(b) The resetting lever shall be kept in a box duly pad-locked and sealed in Station Master's office. The Station Master shall keep the key of the box in his personal custody and utilise when use of the resetting lever becomes necessary. The Station Working Rules shall contain instructions regarding the operations and custody of the resetting lever.

(c) The Pointsman must take over and make over their duties in presence of the Station Master on duty and the Station Master must personally ensure that the point keys, clamps etc. are correctly made over and taken over. The Station Master must record in the station diary the times of handing over and taking over charge by the pointsman with their names.

S.R.3.38/6 - Trains crossing at a station:- When two trains are to be crossed at non-interlocked key -locked stations, the Station Master on duty shall, before arrival of either train decide which train he will admit first and then call the Pointsmen of both ends of the Yard, and give necessary instructions in each others hearing, stating distinctly the line on which each train is to be received, and which train is to be received first and whether the second train will be stopping or a run through train. The Pointsmen must repeat the instructions have been to them the Station Master on duty must assure himself that his instructions have been correctly understood. He shall then give each Pointsman the key or keys of the facing points over which the approaching trains have to pass, indicating the line for which points are to be set and locked for each train. Both the Pointsmen, going to the respective outermost facing points, shall examine on the way all points over which the incoming train has to run and ensure that all facing points are correctly set and locked and trailing points, if any, have been correctly set for the line over which the train is to be received.

The key(s) extracted out of the points shall immediately be returned to the Station Master on duty after the points have been set and locked for reception of the train. For the purpose of unlocking and resetting the points for departure of the other train, the relevant key(s) shall be obtained thereafter from the Station Master. After the points have been reset for the departure of the train, the Pointsman shall exchange signal with the Station Master confirming that the points have been correctly set for the departure of the train. The Station Master shall also ensure the correct setting of points by visual indication of the Point indicator(s) before permission to start.

S.R. 3. 38/7 - Berthing of passenger train crossing at a station.-

(a) When both passenger trains are booked to stop at the station:

(i) If the platform is at rail level or is not more than 455 mm high, the passenger train arriving first shall be admitted on the platform line and the other train on the non-platform line. Each train shall be drawn as far ahead as possible, but without infringing the fouling marks at either end, so that the last vehicle of the trains, as far as practicable, are clear of each other.

(ii) If the height of the platform is 760 mm or more the passenger train arriving first shall be admitted on the platform line and, after the passengers have detrained and entrained, it shall be shunted on to the non-platform line, and second passenger train shall then be admitted on the platform line. The first arriving train shall thereafter be despatched from the non-platform line; or

After the passenger train arriving first has been admitted on the platform line, the second passenger train shall be passed through on a clear line, as a shunting movement and carefully backed on to the platform line after the departure of the first train; or,

After the passenger train arriving first has been admitted on the platform line, the second passenger train shall then be passed through on a clear line, as a shunting movement and carefully backed on to the platform line, while the first train is still standing on the platform line, only if the platform is long enough to accommodate both the trains.

(b) If one of the two passenger trains is not booked to stop at the station - The passenger train booked to stop shall be admitted first on the platform line and the other passenger train not booked to stop shall then be passed through the non-platform line.

(c) If neither of the two passenger trains is booked to stop at the station - The first arriving passenger train shall be admitted on the platform line and the second passenger train shall be passed through the non-platform line.

(d) No train shall run through on the platform line when a passenger train is standing on the non-platform line.

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.

S.R.3.39/1 - Method of locking non-interlocked facing points:-

(a) Points which are non-interlocked and non-key-locked, shall be properly locked either by a clamp or through bolt with a padlock so that the nose of the switch rail is never shifted away from the stock rail during the passage of train over them.

(b) Non-interlocked key-locked points shall be locked by any one of the following means only:-

i) Single Hand Plunger Key Lock (SHPKL)

ii) Double Hand Plunger Key Lock (DHPKL)

iii) Double Point Lock (DPL)

iv) Tripple Hand Plunger Key Lock (THPKL)

v) One-way lock.

The locking of such facing points shall be done in a manner and sequence as laid down in the Station Working Rules.

The Station Master shall be responsible for the safe custody of the keys of such locks and for their use only in accordance with his instructions.

S.R. 3. 39/2 - Locking of facing points at non-interlocked stations:-

(a) For reception and despatch of trains:-Facing points over which a running train will pass, both in entering and leaving a station, shall always be locked for the passage of the train.

(b) Locking of points at interlocked stations when defective:- When interlocked facing points cannot be locked by the appropriate lever in the Cabin, the points shall be treated as defective. Such points after having been correctly set shall also be properly locked either by clamp or by through bolt with the padlock whenever any facing movement is involved. The Station Master on duty shall satisfy himself that the Lock/bars are held in their normal position before authorising any movement of trains. Signal/Signals controlling the points shall be treated as defective and shall be worked in accordance with the instructions laid down in G.R. 3.68 and Subsidiary Rules thereto.

(c) (i) At stations where motor operated points are provided, for reception or despatch of a train over such points, the corresponding lever in the cabin or related switch/push button in the panel shall be operated to set for the route and the stenciled indication ('N' or 'R') shall be observed. If correct indication does not appear when the lever is pulled or switch/push button operated, the points are to be treated as defective and the E.S.M.to be informed.

(ii) If time does not permit to rectify the points, the train may be received or despatched by setting the points with the help of crank handle. The operation must be done by the Station Master on duty himself as per instructions contained in the Station Working Rules.

Station Working Rules shall contain detailed instructions regarding use and safe custody of crank handle at stations where motor operated points are provided.

(d) Locking of facing points for Shunting:- (i) At non-interlocked stations, points on running lines shall always be locked (in accordance with S.R. 3.39/1 for all facing movements over them, whether made with or without an engine attached.

Whenever a part of a passenger or mixed train or a complete train is being shunted on the non-running/siding lines, all points shall be correctly set and facing points over which the shunting is performed are properly locked.

(ii) Locking of facing points at interlocked stations for shunting:- At interlocked stations, lock bar levers must be operated to lock the points at the time of shunting operations over the points.

Whenever a part of a passenger or a mixed train or a complete train is being shunted on the non-running/ siding lines, all points shall be correctly set and facing points over which the shunting is performed shall be properly locked.

(iii) In PI & RRI installation, where shunt Signal facility does not exist, points during shunting

should be clamped and pad locked (both facing and trailing) after ensuring the correct setting of the route for shunting.

S.R.3.39/3 - Locking of Points for reception and despatch of trains at non-interlocked stations:-Non-interlocked stations are of two types,viz., key-locked stations and non-key locked stations. Rules for working of points for reception and despatch of trains at either of these types of stations are given below:-

(a) Non-interlocked non-key locked, stations:-

(i) Instructions to Pointsman:- As soon as the 'Out report' of the train has been received or in case of station not more than 8 kilometres distance as soon as the line clear has been given the Station Master shall call the pointsmen on duty at the facing and trailing end of the yard and give them definite information regarding the description of the approaching train, the line on which it is to be received, whether it will stop at the station or run through and whether any shunting is to be done. At the same time, he shall give them the keys of all facing points other than permanently locked points over which it is intended to receive the train.

(ii) Setting and Locking of Points:- Both the pointsmen must then proceed to their respective outermost points (facing and trailing) and personally examine on the way all points over which the incoming train has to run and ensure that all facing points are correctly set and locked and that all trailing points are correctly set for the line on which the train is to be received. The Pointsman of the trailing points must display a green hand signal to the Station Master after correct setting the points. The pointsman of facing points after correct setting points and clamping and padlocking the facing points must hand over the key/keys of the pad-locks to the Station Master on duty shall be responsible to ensure correct setting of all points and locking of all facing points. The pointsman after satisfying that all is right, shall station himself at the points and wave a green signal towards the station. Should any of the Pointsmen on his way to the outermost points, find any obstruction on the line on which the train is to be admitted, he shall warn the Station Master personally and see that the obstruction is removed from the line before handing over the key/keys and giving green signal towards the station. It should be clearly understood that this does not absolve the Station Master on duty of his responsibility under General Rule 3.38 (c).

Where there is only one Pointsman, the duties of correctly setting the facing and trailing points will devolve upon him.

Note:- At the station where there is one or more facing points at the trailing end of an approaching train, special instructions must be embodied in the Station Working Rules for the Pointsman proceeding to trailing points in regard to the setting of the facing point or points.

(iii) Operation of reception signals:- When the Station Master on duty gets the appropriate key/keys from the Pointsman at the facing points and on seeing the green hand signal exhibited by the Pointsman at both ends, and at station where points indicators are provided, has personally satisfied himself by observing such indicators that the points are correctly set in accordance with his instructions, he shall exchange All Right signals by waving a green signal horizontally three times over head and twice vertically first with the Pointsman at the trailing points and then with the Pointsman at the facing points.

The Station Master on duty shall then authorise taking off of the Home Signal and only after

this has been done, the Outer Signal will be taken off by operation of the relevant lever which may be situated either at the station platform or near the facing points. The Pointsman at the facing end after exchanging the All Right signal with the Station Master on duty shall continue to show a red signal towards the station until the reception signals are taken 'OFF'.

(b) Non-interlocked Key locked stations (Double H.P. Key locks):- (1)The procedure regarding the instructions to the Pointsman for setting and locking of points will be the same as given in para (i) and (ii) above, the relevant key will be handed over to the Pointsman. The pointman after having set the points in accordance with the instructions of the Station Master on duty shall, at once return to the station to deliver the keys extracted from the points. The Station Master on duty on receipts of the key, shall check it and satisfy himself that the points have been set according to his instructions and order to the Pointsman to proceed immediately to the outermost facing points examining on his way once again all the points over which the incoming train has to pass. The Pointsman on reaching the outermost facing points and after satisfying that all is right, shall station himself at the points and wave a green signal towards the station. The Station Master on duty on receipt of this signal shall once again check the keys of the facing points in his possession to satisfy himself that they are the correct keys for the selected line,and then alone order the reception signals to be taken 'OFF'. Before taking off the reception signals, the Station Master on duty shall record in the Train Signal Register the numbers or Code letters of relevant facing points keys in his possession.

(ii) The second check of the facing points key and entry to be made in the Train Signal Register shall also be done before permission to start is given, wherever there are keylocked facing points for the outgoing trains to pass.

Note:- **(1)** Where key-transmitter is provided, the Pointsman shall, however, transmit electrically the key extracted from the points back to the Station Master on duty and after having done so wave a green signal towards the station as laid down in para (a)(ii) above.

(2) Where key locks including One-way locks are in use, it will not be necessary to send out the keys of relevant points where such points are to remain in their normal position.

(iii) In case of Key-locks becoming defective or failure of interlocking and also in case of One-way lock and single H.P.K lock in reversed position the facing points must be clamped and pad-locked and line label and badge shall be exchanged after correct setting and locking of all points.

(c) At Triple Hand Plunger key locked (Modified non-interlocked or Rudimentary interlocked) stations:- The Procedure for giving the instructions to Pointsman for setting and locking of points shall be the same in para (i) and (ii) of the S.R. 3.39/3 (a) above; but instead of giving line label, the appropriate route key nomenclatured like 'A' 'B' 'C' shall be handed over to the Pointman on duty at the facing end of the yard. The Pointsman of the trailing end shall be given no key but he must carry with him his own hand Signal which shall be required for exchanging alright signal with the Station Master on duty.

The Pointsman shall be responsible for operating the Outer signal from the place nearer to the Home Signal in accordance with the Station Working Rules.

On complete arrival of the train and when the Home Signal has been put back to 'ON' position, the Pointsman shall again lock the Home Signal by taking out the Home Signal key

from the lock on the Home Signal post. He shall then unlock the points and take out the route key which shall be returned to the Station Master on duty.

(d) Hand Signals at facing points:- As the train approaches, the Pointsman shall -

(i) If the points are provided with indicators, which are in order, hold his flag or lamp, so that it (i.e., the lamp or flag) shall not be seen by the Loco Pilot; and

(ii) if there are no indicators, show a green signal towards the approaching train.

(e) Unlocking of points:- After the train has arrived and clear all points and crossing and if no order for shunting have been issued by the Station Master on duty the pointsman shall unlock the points and set them in their normal position obtaining necessary key from the Station Master on duty in case of key locked stations other than those permanently locked, over which the train has passed, and shall return the key and label to the Station Master on duty and get back his own badge.

N.B. : Key locked points shall be reset to normal and the main key returned to the Station Master on duty.

(f) Permission to start :- (i) At non-keylocked non-interlocked stations, before giving permission for a train to start, the Station Master on duty must exchange signals with the Pointsman at the trailing points by waving a green signal horizontally overhead, and at station where points indicators are provided, the Station Master must personally satisfy himself that the trailing points are set in accordance with his instructions. From the time the Pointsman exchanges this signal with the Station Master until the departure of the train, the pointsman is personally responsible to ensure that no alteration is made in the position of the points after they had been correctly set. Then the Station Master on duty shall order to take 'OFF' the starting signal, if provided and give permission to start the train.

(ii) At key locked non-interlocked stations, the Pointsman at the trailing points after setting and locking the points for the departure of a train, shall at once return to the station and hand over the key/keys to the Station Master who giving before permission to start the train and to take 'OFF' the Starter signal where provided shall check the keys received by him, and thus personally satisfy himself that the points are correctly set and locked in accordance with his instructions. He shall also check the position of the point indicators, where provided.

Note : (i) If there is any facing points at the trailing end of the yard, the number or code letters of the keys must be recorded in the Train Signals Register as provided in para (b)(i) above.

(ii) On D.H. section from Sukna to Darjeeling, when trains are crossed at intermediate sidings (See Appendix - V) the Pointsman is responsible for correct setting and locking of the siding points for the main line when the last train leaves.

S.R.3.39/4 - Care of facing points when train runs through a non-interlocked stations:- When a train is required to run through a non-interlocked station, either on the single line or on the double line, the Station Master is responsible that all points over which the train will pass are properly set, and he shall ensure locking of all facing points over which the train will pass and shall retain the key or keys of such locked points in his personal possession until the train has passed. He is also personally responsible that the points of all cross -over roads giving access to the running through line are set and locked against the cross-over, so that no engine or vehicle can pass on to the running through line, and that such points remain so set

and locked until the train has passed.

Note : At key locked stations the Station Master need not go to the points to set and lock the points, but he must satisfy himself by examining the keys in his possession that the facing points on the run through line have been correctly set and locked for the passage of the train.

S.R.3.39/5 - Locking points for corssing trains at non-interlocked stations only:- When two trains are approaching a station on the single line from opposite directions, the facing points over which these trains will, respectively have to pass, shall be set and locked in such a manner that under no circumstances two trains can meet on the same line. Thus if the points at one end of the station are locked for the straight or main line the points at the other end of the station shall be locked, not for the straight or main line, but for the loop on which the train coming from that direction is to be admitted. The points shall be so locked as soon as possible after the line clear in either direction has been given.

On arrival of the first train at the usual place, the points at trailing end for the second train will be correctly set and facing points if any, properly locked for the line on which the second train will be admitted. To avoid detention this may be done before taking off the signals for the admission the second train otherwise before handing over the "Authority to Proceed" to the Loco Pilot of that train if the second train is to run through, the points at the trailing end must be reset before taking off the approach signals for that train.

(b) In the event of a train running through wrongly set points, the Loco Pilot must, on realising the situation, immediately bring his train to stand. He must then consult the Guard and the Station Master and then restart and proceed onward only if he is satisfied that the train can pass safely over the points without any accident. A train shall not be backed in any circumstances over the points which have been trailed through as such a course results in derailment.

(c) Setting and locking of points for crossing trains at interlocked stations:- Station Working Rules will contain detailed instructions regarding operation of points and signals for reception and despatch of trains in the event of crossing at interlocked station.

S.R. 3. 39/6 - Trailing points wrongly set not to constitute an obstruction:- At non-interlocked stations on the single line, the trailing points beyond the place at which the train is required to come to stand, may be set to receive a train in the opposite direction, without constituting an obstruction.

S.R. 3. 39/7 - Setting of points against blocked line:- 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 on 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.

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 at a station are occupied by passenger train, points should be set for a loop line, to negotiate when 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 loop occupied by a train, if any, whose engine is facing the direction of approach of the incoming train rather than for the

loop occupied by a train where a passenger coach will in the case of a collision receive the impact.

These precautions shall be taken in addition to the observance of other precautions like use of lever collars etc.

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 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 is 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 equippped with two-aspect lower quadrant or two-aspect colour light signals, or

(b) 120 metres in the case of stations provided with multiple-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).

S.R.3.40/1 - Under special instructions, certain goods yards, attached to Passenger yard, may be decleared as "Terminal Yards" for the purpose of reception and despatch of goods trains as well as for regulating goods yard shunting. At such goods terminal yards, train workings i.e. reception, despatch, shunting etc. are performed as per special instructions. Stop boards are provided at respective ends of each goods reception line and adequate distance for reception is reckoned from the stop board to the fouling mark at the trailing end, but whenever the stop board is fixed at the fouling mark, the adequate distance for taking off of Home signal for reception of goods train is taken as zero. The speed of incoming train at the entry and inside the goods terminal yard is restricted to 8 Kilometres per hour and requisite speed restriction boards are duly exhibited for reception in the goods line of the terminal yard.

All points over which the train will pass shall be correctly set and locked in favour of the line and the points at the trailing end shall be set and locked against the line on which the

train is to be received, through interlocking arrangements where provided and in non- interlocked goods yard by clamping and pad- locking/ key locking, which should to be ensured by YM/SM personally, so that a con-flicking reception or shunting movement is not permited.

The Home signal for , reception of goods trains into the terminal yard, is taken off only after ensuring the correct setting and padlocking of all points in the route and the overlap personally by YM/SM, where the goods yard is non-interlocked, and exchange of Private number with the SM responsible for "taking off"/ authorizing the taking off Home signal.

The Station Working Rules of such terminal yards shall clearly specify the procedure to be followed for reception and despatch of goods trains and regulation of shunting movements and shall clearly specify the responsibility of YM/SM for ensuring the correct setting and locking of routes for each movement in the terminal yard with exchange of Private numbers.

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 a 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 a 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.

S.R.3.41/1 - The Home signal must always be taken 'OFF' before the Outer signal. In no circumstances shall the Outer signal be taken 'OFF' independently before taking 'OFF' the Home signal.

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.

S.R.3.42/1 :- (a)[1] Where there is a locking between Starter and Advance Starter :-

For dispatch of a train, the starter/intermediate starter Signal where provided shall be taken 'Off' only after taking 'Off' the Advanced Starter Signal.

(b) Where there is no locking between Starter and Advance Starter :-

(i) For dispatch of a train, the starter/intermediate starter Signal where provided shall be taken 'Off' only after taking 'Off' the Advanced Starter Signal.

(ii) In case Advance Starter fails due to any reason, the train has to stop at the foot of the Starter and Starter to be taken 'Off' after ensuring that T/369(3b) and PLCT (Paper Line Clear Ticket) has been received by the Loco Pilot/Assistant Loco Pilot. This has to be incorporated in SWR.

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.

S.R.3.43/1 - The Warner signal must not be taken 'OFF' unless all relevant signals have already been taken off correctly.

S.R.3.43/2 - When there is a temporary speed restriction or a permanent speed restriction less than 50 kms. per hour within station limit, the Warner Signal in two aspect signalling or Distant

updated by Rajan Kumar

1– Modified vide A/S no 30.3

signal in multiple aspect signalling or Colour light Distant signal in colour light signalling territory shall be taken 'OFF' to 90₀ 'Proceed' aspect provided a miniature Caution Indicator is fixed on the Distant/Outer-Warner Post with the speed restriction indicated below the Caution Indicator.

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/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.

S.R.3.44/1 - Where a gate signal is interlocked with station signals, the Station Working Rules must provide detailed instructions in respect of its working.

3.45 - Conditions 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.

S.R. 3.45/1 - (a) A Calling-on signal when 'OFF' indicates that a train or engine may pass the signal post on which such an arm is fixed, and proceed as far as the line is clear upto the next Stop signal.

(b) Calling-on signal in no case constitutes an "Authority to proceed" as defined in G.R. 1.02(6).

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 Shunting signals are not provided.

S.R.3.46/1 - In course of shunting, if a Loco Pilot is required to enter in a block section with the engine or to pass the last Stop signal of the station where the shunting is to be done a written authority in Form No. T/806 shall be given to the Loco Pilot authorising him to do so, in the prescribed form T/806 as given in the Appendix - VII :-

S.R. 3.46/2 - Shunting on the running line- (a) No Engine, train or vehicle shall be moved on to or foul a running line unless --

(i) the Home signal applying to that line where provided, is 'ON' and

(ii) such moves are authorised by Station Master on duty (see G.R. 5.19)

(b) The hand signal exhibited by a Traffic Offical deputed to travel on the engine, or the "taking off" of a fixed signal (where provided applying to the siding from which an engine is to work) shall be accepted by a Loco Pilot as the Station Master's permission referred to in clause 3.46/2(a)(ii) above.

Note:- At stations where shunting engines are continuously used, the necessary permission will be given by the official in change of shunting operations, i.e., the Yard Master on duty

or other Official specially authorised by the Divisional Operations Manager in accoradance with G.R. 5.19 and S.R. thereto.

S.R.3.46/3 - Issue of Written Shunting order - (a) A Written Shunting Order shall be issued by the Station Master wherever:-

(i) Signal governing shunt movement is defective;

(ii) There is no Advanced Starter Signal at the station and the Starter is the Last Stop Signal; and

(iii) There is an Advanced Starter Signal at the Station but the Starter Signal becomes defective during shunt movement.

(b) The Loco Pilot shall not pass a Signal that refers to him when it is 'ON' or defective during shunting movement unless he has received a written Shunting Order from the Station Master and unless he has also received a proceed hand signal at the foot of such signal.

(c) Detailed instructions with regard to operation of points, responsibility of staff conducting shunting movements, issue of written Shunting Orders, etc. should be incorporated in the Station Working Rules of the station.

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 signals 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.

S.R.3.47/1 - Working of signals when trains are to cross on the single line :-(a) In the event of two trains approaching at the same time, or nearly the same time, the signals must be taken off for the train which the Station Master has decided to admit first.

(b) When one train is to cross another at a station on the single line, the Station Master on duty must not order the signals to be taken off for the second train - (i) until he has assured himself that the first train has come to a dead stand at the usual place, clear of the line on which the second train is to be admitted and that no cross over, over which the second train will pass, is fouled, and (ii) until he has received the signal from the Pointsman in accordance with provision of S.R. 3.38/6 and also from the Guard of the first arriving train in accordance with G.R. 4.56 and Subsidiary Rules thereunder (See also G.R. 4.58 and S.R.s thereunder).

Note:-(i) In case of crossing of trains, the train on the rising gradient shall be admitted first without stopping at the signals.

(ii) At a station on single line section, signals may be taken 'Off' simultenuously to receive more than one train provided interlocking and lay -out permit (for SR & UNI).

3.48 - Stoppage of trains out of course at stations 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 station provided with working Warners but not provided with Starters, the working Warner is kept at 'On',

(b) at station provided with starters but not provided with working Warners, the relevant Starter is kept at 'On',

(c) at station provided with both working Warners and Starters, both the 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.

S.R.3.48/1 - Working of signals to stop a train booked to run through a station :- When it is necessary to stop a train at a station through which it is booked to run, the following procedure is to be adopted:-

(i) At station fitted with Starter and Warners, the Starter and the Warner signals shall be kept in the 'ON' position and the Home and the Outer signals taken off to admit the train into the station.

(ii) At stations not fitted with Warner, all signals shall be kept in the 'ON' position until the train has been brought to a stand at the Outer signal. After the train has been brought to a stand.--

(a) At stations fitted with Starters, the starting signal shall be kept in the 'ON' position, and the Home and Outer signals taken off to admit the train into the station.

(b) At stations not fitted with Starters, the Home and Outer signals shall be taken off and the train controlled by hand signals.

Note:- At stations fitted with manually operated multiple aspect signals, run through trains need not be stopped at the Home signal for out of course stoppage as the combined aspects of Distant and Home signals will indicate that the train will be controlled at the station.

3.49 - Care and lighting of signal lamps:-

(1) The Station Master shall see that lamp 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 train 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 Rules 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, craked 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 in charge of signals shall see that the greatest care is taken in the focusing, cleaning and trimming of signal lamps.

S.R.3.49/1 - At stations where point Indicators/Trap Indicators are provided, the Station Master on duty shall daily check that Point Indicators/ Trap Indicator glasses are intact by operating all points after the indicator-lamps have been lit and observing the indication of their lights.

S.R.3.49/2 - All signals, indicators, shunting limit boards, stop boards, etc., are ordinarily to be lit at sunset and extinguished at sunrise. The Station Working Rules shall contain specific instructions in this regard.

S.R.3.49/3 - To ensure GR 3.49(2)-(b) concerned Railway Official must ensure that the civil power availability of each station having colour light signals should not exceed the limit of tolerance of stand by DG set provided at the station.

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.

S.R.3.50/1 - Traps:- Traps on sidings are devices provided in the form of a derailing switch to check the unauthorized escaping of vehicle/wagons so as not to foul the running line. Except when required to be reversed for the passage of trains or vehicles/wagons, the traps shall be normally set against the line and locked in that position.

S.R.3.50/2[#] - Provision of Catch and Slip siding:- At a station where there is a gradient of 1 in 80 falling towards the station or 1 in 100 falling away from station within 50 meters beyond the outermost points at either end, a catch siding in a former case and a slip siding in the latter case should be provided.

S.R.3.50/3 - Catch-siding :- (a) A Catch siding is a special dead-end siding taking off from the main line inside the first Stop signal of a station and is intended to Catch vehicles escaping from the adjacent block or a train/parted portion of a train running out of control from the adjacent block section.

(b) Points leading to the Catch siding shall normally be kept set and locked for the siding except during reception and despatch of trains to and from the station.

updated by Rajan Kumar

#- Amended vide A/S– 23

Before the points leading to the Catch siding are reversed for the main line, it shall be ensured that the train has come to a stop outside the first stop Signal in case of an approaching train and , in case of a departing train, line clear has been obtained from the concerned block station in advance.

(c) On no account shall vehicle/vehicles be shunted or stabled on the Catch siding. Should the Catch-siding at any station get out of commission due to any reason, crossing of trains at such a station shall remain suspended till such time the Catch Siding is again restored to traffic.

Also before granting line clear to a station in the rear it shall be ensured that the block section in advance is clear and line clear is obtained for the train from the station in advance.

(d) Detailed instructions should be incorporated in the Station Working Rules of the station with regard to operation of Catch-siding points and signals for reception and despatch of trains including shunting operation.

S.R.3.50/4 - Slip-siding :- (a) A Slip -siding is a short dead-end siding taking off from outside all connections on the main line in order to protect the block section by arresting vehicles escaping from the station yard during shunting operation, or due to any other reason.

(b) The points leading to the Slip siding shall normally be kept set and locked for the siding except during reception and despatch of trains to and from the station.

In the case of an approaching train, the Slip siding points must be reversed for the main line as soon as the train leaves the station in the rear of the Slip siding.

In the case of a departing train, it must be ensured that line clear has been obtained from the block station in advance and then only points leading to the Slip siding should be reversed for the main line.

(c) On no account shall vehicle/vehicles be shunted/stabled on the Slip siding.

Should the Slip siding at any station get out of commission due to any reason, crossing of trains at such a station shall remain suspended till such time the Slip siding is again restored to traffic.

(d) Detailed instructions should be incorporated in the Station Working Rules of the station with regard to operation of Slip siding points and signals for reception and despatch of trains including shunting operation.

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 previous permission of the Station Master.

S.R.3.51/1 - All points shall normally be set for the straight except when otherwise mentioned in the Station Working Rules.

S.R.3.51/2 - All changes of duty of the points and cabin staff shall be made in the presence of Station Master on duty. If the turn of duty of a Jamadar, Pointsman or any other authorised railway servant connected with the operation of points and signals, expires after he has received orders of admission on of a train (before the train has arrived), he shall not go off duty till the train has arrived at the place at which it is intended to come to a stand, points which have been operated for the reception of the train have been set in their normal position and signals which have been taken off for the reception of the trains have been put back to 'ON' . A Pointsman in such a case shall not go off duty till the points have been reset to their normal position and the Pointsman has personally returned the Key/Keys of the points to the Station Master on duty.

If, however, there is an unusual delay from any cause, such as, an accident on the line, the Station Master shall take steps to relieve him at his post and see that his relief understands what he has to do.

S.R.3.51/3 - Points shall not be moved or reversed when the leading wheels of an engine or other vehicles/wagons are so near that the points cannot be fully thrown over before the engine or other vehicles/wagons come on the points. The points shall not be moved until the engine and all the vehicles/wagons have passed completely clear.

S.R.3.51/4 - It is the duty of the Pointsman to keep the points under his charge clean and see genearlly that the points are in good working order.

S.R.3.51/5 - A Pointsman finding any points damaged shall not leave them until they are examined. He shall immediately attract the attention of the Station Master by waving a red flag or lamp or by sending a messenger and shall show a 'Stop' hand signal towards any train approaching the points.

S.R.3.51/6 - Testing involving disconnection, repairing, renewing or installing signals and points:- When it is necessary to do any work in connection with testing, repairing, renewing or installing of signals and points either interlocked or non-interlocked at any station which will endanger temporarily or otherwise the safe working of the trains through the station yard the Station Master's signature to a notice in the prescribed form must first be obtained. The Station Master will on no account hand over any key related to signals or points to the signal maintenance staff without first having signed the form S & T (T/351) (See also SR 15.06/3).

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) [1]Red or green light referred to in sub-rule (3) shall be either static or flashing type.

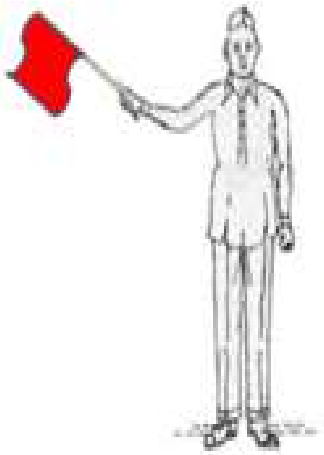
updated by Rajan Kumar

1. *Added vide A/S no. 9.2*

S.R.3.52/1 - The slides in the hand signal lamp should be placed in such a manner that when it is held with front facing away, the green slide should be on left hand side and the red slide on the right hand side. Every railway servant using a lamp must see while using the lamp that the slides are on the correct sides. While coming to duty the concerned staff shall see that the slides are intact and in proper working order.

S.R.3.52/2 - Green and Red flags must not be fastened on the same stick. A separate stick must be used for each flag.

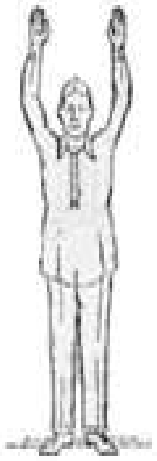
3.53 : Stop hand signal:-



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 steadly 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.**

S.R.3.55/1 - On Narrow Guage, the speed of the train over portion of the line protected by proceed with caution signal shall not exceed 8 kilometres an hour or such lower speed as may be prescribed in this behalf by special instructions.

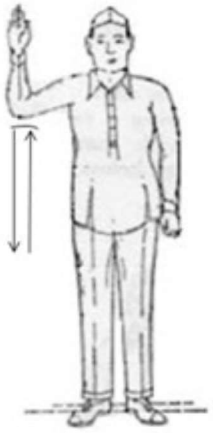
3.56 - Hand signals for shunting :- The following hand signals shall be used in shunting operations in addition to the Stop hand signal :-

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

How given by day:

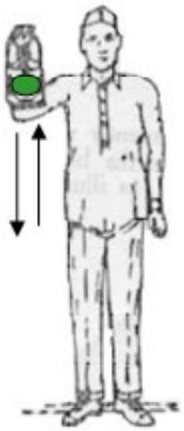
By a green flag or one arm moved slowly up and down as illustrated below:





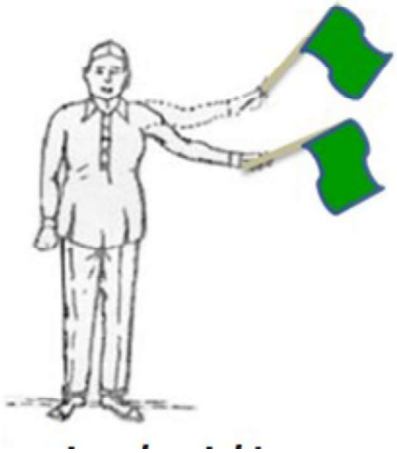
How given by night:

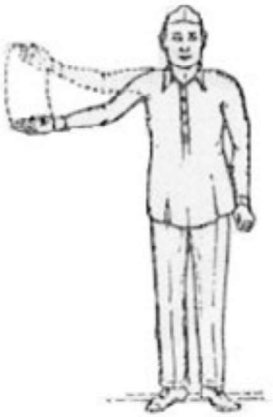
By a green light moved slowly up and down as illustrated below:



How given by day:

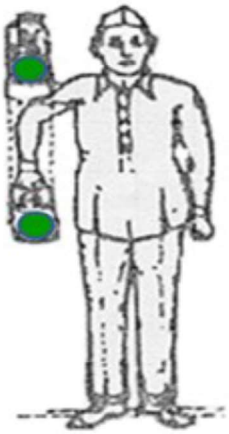
By waving a green flag vertically up and down or by waving one arm in a similar manner as illustrated below : -





How given by night:

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

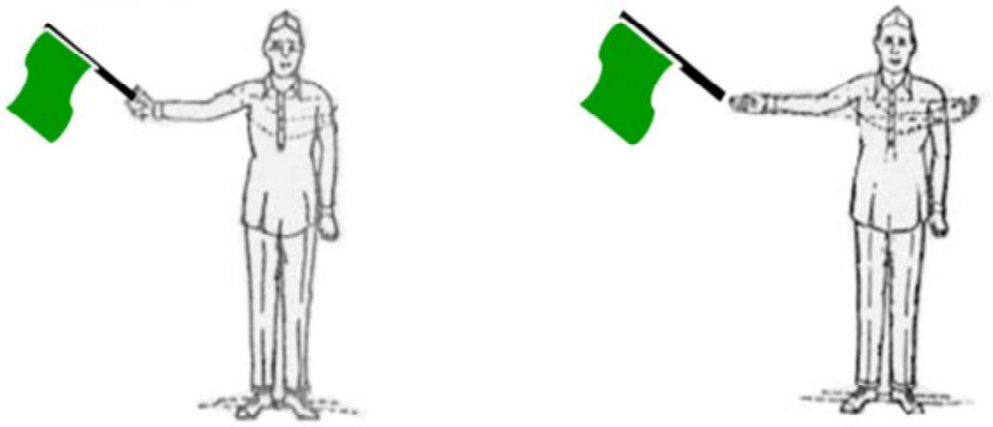


Note:- When the speed is to be reduced further, this signal shall be given at a slower and slower rate and when a stop is desired, the Stop hand signal shall be shown.

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

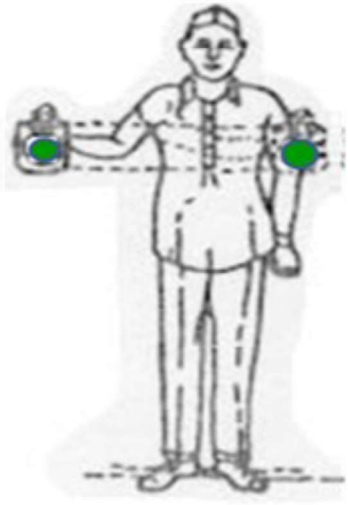
How given by day:

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:



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.

S.R. 3.57/1 - Banner flag shall be not less than 150 centimetres long and 45 centimetres wide. They shall be stretched across the track on poles not less than 1.5 metres high.

S.R. 3.57/2 - For "Works of short duration" inside station limits, Banner flags shall be fixed at an adequate distance from the spot which has to be protected.

3.58 - Knowledge and possession of hand signals :-

(1) Every railway servant connected with the movement of 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 the case of a mixed guage, 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 provision 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 instructions; or

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

S.R.3.61/1 - (a) The visibility test object shall be specified in the Station Working Rules.

(b) Visibility test posts shall be provided at all the stations except where Station Working Rules earmark a particular signal or the light or the backlight 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 must be provided separately.

(c) Visibility test post will be a post consisting of an unserviceable sleeper, painted alternately black and white and illuminated during night, having been fixed vertically in the ground 180 metres away from the centre of the Station Master's office at each end of the station.

(d) In thick foggy or tempestuous weather or in dust strom impairing visibility, 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 either direction to the fog signal posts, which are erected at all stations 270 metres in rear (i.e., outside) of the[1] 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.

(e) Each of these men shall be provided with 20 detonators (Fog signals) or such lesser number as may be prescribed under special instructions.

(f) After the passage of each train over the detonators (fog signals), which have been so placed on the rails, the Fog signalman shall immediately replace them by two fresh detonators.

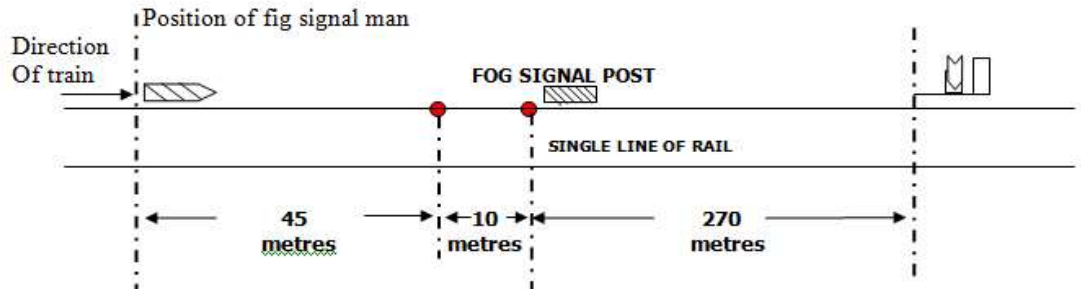
(g) When a railway servant has placed one or more detonators on the line, he must withdraw beyond the safety radius of 45 metres from the detonator or detonators before they are exploded by an approaching engine or train. He shall be responsible for warning as far as circumstances permit, any person in the vicinity to stand beyond the safety radious.

updated by Rajan Kumar

1– *Amended/added vide A/S-14.1*

(h) *Deleted vide A/S-14.2*

(i) The position of the fog signal post, the fog signals and the fog signalman are shown in the diagram below: -



(j) Each of the trained men sent out with detonating(fog) signals, shall carry a lighted hand signal lamp.

Should 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 signalman deputed to place detonators shall show to the Loco Pilot a "Proceed" (Green) hand signal in accordance with G.R. 3.54.

(k) As soon as it is necessary for the Station Master on duty to take action under S.R. 3.61/1(d), he will immediately call on duty, two of the station group 'D' staff who are off duty. The Station Master on duty may either use the two men called from off duty or two of the men already on duty for the purpose of seeing that 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 gangmen detailed for the purpose by the Permanent Way Inspector, but in any event, the trained men sent out to the fog signal posts must be regular employees of the Railway and not "Substitutes".

(l) The procedure in S.R. 3.61/1(k) refers to action to be taken by the Station Master on duty in an emergency.

Divisional Operations Manager will notify the names of the stations at which fog prevails persistently. At each such station, four of the station group 'D' staff (or if this number is not available, it may be made up by one or a maximum of two gangmen per station being deputed by the Permanent Way Inspector) shall be posted and detailed to act as fog signalmen. All four men must be fully trained in fog signal duties and must be regular employee of the Railway, and not "Substitutes". These four men will be on intermittent duty, one on duty at each end of the station and two resting at the station, each performing three hours "on" and three "off" duty. [1]

1- Provision of duty hours at a stretch is deleted vide A/S-14.3

hours at a stretch. The four employees detailed as fog signalmen will be replaced by the appointment of two or more group 'D' 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 seven days in the month it should be treated as persistent fog and separate fog porters should be appointed. If the fog is for less than 7 days in the month, the Station Master will act according to S.R. 3.61/1(k), that is, he will immediately call out two of the station group 'D' staff who are "off duty" to work at the station as porters, and the staff who are on duty will be utilised for fogging duties. The "Off duty" staff will be paid any overtime that is due and will be replaced by substitutes to work during their normal turn of duty. This arrangement will obviate the necessity of retaining fog porters, permanently and substitutes will be required for permanent staff only when they are actually utilised on fogging duty. It should, however, be noted that only regular employees will be utilised on fogging duty.

(ii) At single line stations where the station porters are required for delivering token also, Divisional Operations Manager, should examine both the duration of fog and the number of days in a month on which it appears and then taking the overall work into consideration, determine whether special fog porters are required or not. If fog appears only on one or two days in a month and for a short duration it would obviously not be necessary to have separate fog porters and the procedure started in sub para (i) above should be followed.

(m) 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 detonating) signals 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 the station in rear.

(n) The Station Master shall ensure that fresh supplies of detonators are sent to the men in replacement of those used.

(o) A "Station Detonator Register" in Form No. T/90/BAOP/T-237 must be maintained at each station, and must show the names of fog signalmen, on duty, periods of duty, the stock 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.

(p) The Station Master will obtain in the "Station Detonator Register" the signature or thumb impression of all men deputed and/or posted to his station as detonator (fog) signalmen, as an acknowledgment that they understand the rules relating to the fog signalling of trains.

Instructions for detonator (fog) signalmen are contained in Appendix-II of this G&S Rules Book.

(q) In thick, foggy or tempestuous weather or in dust storm impairing visibility, Permanent Way Inspectors or the Gangmate, must promptly arrange for regular gangmen to be deputed to place detonators on the rails 270 metres in rear of (i.e.outside) the first caution signal in each direction when cautious driving necessary due to repairs of the line or other works being in progress vide G.R. 15.09 and the relevant Subsidiary Rules on the subject.

S.R. 3.61/2 (A) - AUTOMATIC SIGNALLING TERRITORY SECTION :-

(i) #Maximum speed limit of upto 60 Kmph must be observed in sections worked under automatic Signal, depending upon the severity of fog and judgement of the Loco Pilot. On encountering fog in an Automatic section, Loco Pilot will control speed of trains as mentioned below:-

(a) After passing Automatic Stop signal at 'Green', the speed not to exceed 60 KMPH.

(b) After passing Automatic Stop signal at 'Double Yellow', the speed not to exceed 30 KMPH.

(c) After passing Automatic Stop signal at 'Yellow', the Loco Pilot to run at a further restricted speed so as to be prepared to stop at the next stop signal.

(ii) All other Rules of Automatic Signal system will continue : -

(B) ABSOLUTE BLOCK SYSTEM TERRITORY : -

(i) Maximum speed limit of upto 60 Kmph must be observed in sections worked under Absolute Block System, depending upon the severity of fog and the judgement of the Loco Pilot. On encountering fog in the section, Loco Pilots will control the speed of their trains as laid down above.

(ii) No shunting should be carried out on non isolated lines after granting line clear to an approaching train.

(iii) On Semaphore signal territories, rules for reception of a train of an 'A' class station will be uniformly applied even to 'B' Class road side station. Line clear to a train shall not be granted unless and until the line on which the train is to be received is clear upto the starter signal.

(iv) All IBHs in Semaphore signalling territory should be closed down and converted into single block sections for the duration of the fog.

(v) Provisions given as per GR. 5.18 are to be followed strictly and no train to be advanced beyond the starter signal.

(vi) Provisions given as per GR. 3.61(1) are to be strictly followed.

(vii) Repainting of Signal Sighting Boards with luminous paints before on- set of winter season must invariably be ensured.

(viii) At level crossing gates provided with gate signals, luminous Signals Sighting Boards must be provided at 270 metres to the rear of the Semaphore gate signal. This action will be taken on a long term and regular basis.

(ix) During the FOG - lime marking across the track at the sighting board must invariably be ensured.

General Instructions : - In addition, the Station Master before granting line clear should advise the Station Master in rear/ Notice Station in rear to caution the Loco Pilot about the poor visibility due to existence of fog and that the Loco Pilot should suitably reduce the speed of the train and be prepared to stop at the first stop signal.

In an exceptionally emergent situation where FOG signalmen could not be arranged in time this fact should also be mentioned in such Caution Order in addition.

updated by Rajan Kumar

#– Modified vide A/S no-14.5

Issuance of such Caution Order by the Station Master in rear/ Notice station shall be discontinued only after getting advice from the concerned station under exchange of Private Number that fog has disappeared.

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 approacing 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.

S.R.3.62/1 - However, on the metre guage sections where trains run at a maximum permissible speed of 100 KMPH, the detonators shall be placed at 500 metres and 1000 metres from the obstruction instead of 400 metres and 800 metres as referred to in Sub-Rule (1) of G.R. 3.62.

S.R.3.62/2 - Use of detonators on D.H. Section:- On D.H. Section, the use of detonators for protection of trains is not in use. This will be done by display of Stop hand signal from such a point on either side of the obstruction so that the signal shown can be seen from a distance of 60 metres by a approaching train.

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 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.

S.R.3.64/1 - Stock of detonators:- (i) A case containing detonators shall form part of the equipment, when on duty, of every Guard, Loco Pilot on the foot plate, Permanent Way Gangmate, Gateman, Keyman, Bridge Guard, Cutting Guard, Patrolman and every push trolly, motor trolly and lorry. For Keyman the case should contain 10 Detonators and in the case of others also 10 Detonators.

(ii) The Divisional Operations Manager shall prescribed the number of detonators which must be kept in stock at stations and the minimum number below which the stock must not be allowed to fall.

(iii) The Divisional Engineers and Divisional Mechanical Engineers shall prescribe the number of detonators which must be kept in stock in each Permanent Way Inspector's office and Running sheds respectively and also the minimum number below which the stock must not be allowed to fall.

(iv) Station Masters, Running Shed/ Loco Foremen and Permanent Way Inspectors are responsible for seeing that the stock of detonator is never allowed to fall below the minimum.

The minimum number of detonators to be kept are indicated below:-

At Road side stations on Main Line	-	20 Nos.
At stations on Branch line	-	10 Nos.
At Big stations and also at stations on the Hill section and jungle area	-	40 Nos.
At Loco Sheds	-	30 Nos.
With Loco Pilot, Guard and Brakesman	-	10 Nos.
With P.W.I. on duty	-	30 Nos.
With Gangmate	-	10 Nos.
With Patrolman	-	10 Nos.
With Keyman	-	10 Nos.
With Trolly , Lorry and Motor Trolley	-	10 Nos.
At Level Crossing gates	-	10 Nos.
At Cabins	-	10 Nos.

S.R.3.64/2 - Supply of detonators (i) Station Masters shall supply detonators to Guards headquartered at their stations, and to Gatemen working under their control.

(ii) Permanent Way Inspectors/Inspector of Works (SSE/W)shall supply detonators to Gangmates, Keymen, Gatemen(not covered in (i) above), Bridge Guards, Cutting Guards and Patrolmen.

(iii) Running Shed/Loco Foremen shall supply detonators to Loco Pilots.

(iv) The user of push trolly, motor trolley, lorries, etc., shall arrange for the supply of detonators through the Station Masters, Permanent Way Inspectors, or Running Shed/Loco Foremen of their Headquarters stations.

S.R.3.64/3 - Storage of detonators (i) Detonators must be carefully handled as they are liable to explode if roughly handled.

(ii) Detonators shall be kept in tin/plastic cases specially supplied and they shall be stored in dry places and not left in contact with the brick walls, damp wood, chloride of lime or

other disinfectants, or exposed to dampness or steam or other vapors.

(iii) The month and year of manufacture is shown on the label outside each case and is also stamped on each detonator. Detonators must be used in the order of the dates stamped on them, those of the oldest date being always used first. To facilitate ready withdrawal in this sequence, they should be stored also accordingly.

S.R.3.64/4 - Use of detonators (i) For use, a detonator shall be placed on the centre of the head of the rail with the label or brand of the detonator upwards, and shall be securely fastened to the rail by bending the clasps attached with the detonators, round the upper flange of the rail.

(ii) Station Masters, Running Shed/Loco Foremen, Permanent Way Inspectors are responsible for ensuring that the detonators in possession of the railway servants under them are tested as prescribed under the rules and that the staff know how and when to use them. For Gatemen under Operating Branch, this responsibility will lie with the Station Master or Transportation Inspector of the section. Such staff are expected to use the detonators should be tested once in three months by the Inspecting Officials, and Senior Subordinates in regard to their knowledge of use of detonators.

(iii) Each Station Master, Running Shed/Loco Foreman and Permanent Way Inspector will maintain a register of receipts, use and testing of detonators in respect of railway staff to whom the detonators were issued by him.

S.R.3.64/5 (i) At stations, Loco-sheds etc., where stock of detonators are kept for issue to Guards, Loco Pilots, Fog -signalmen or other railway servants, the Station Masters, the Running sheds staff/ Loco foremen or other railway persons in charge of such stock must test at least one detonator from each tin / plastic case, the deficiency in each of these cases should be made good from another case from which one detonator has been tested.

(ii) Transportation Inspectors, Station Masters, Running-Shed/ Loco- foremen and Section Engineers P-Way / works are responsible to ensure that the detonators in possession of railway servants within their jurisdictions are test once in twelve months.

(iii) (A) #The normal self life of detonators manufactured during 2010 and thereafter shall be 5 years, reckoned from the year of its manufacture. It can, however be extended further for a maximum of 3 more years , provided that detonators which are more than 5 years old are effective. For this purpose, two detonators of each batch/lot should be tested at the end of 5 years and if the result of these tests, are satisfactory, life of detonators of that particular batch/lot should be extended by one year, on expiry of which similar tests should be conducted annually to extend the life of the detonators of that particular batch/lot upto a maximum of 8 years from the year of manufacture. Such tests should invariably be conducted by a person not lower than the rank of a Sr. Sub-ordinate viz TI, PWI, LI, LF and SI.

It has now been decided that there need not be any distinction between use of detonators from main line and branch line during this extended period. The detonators which are effective after their normal self life of 7 or 5 years (as the case may be) need not be shifted to branch lines, after the expiry of their normal self life, irrespective of their year of manufacture. These may be continue to be used by the same user, till their extended life is completed.

(B) In case where the fog signals are totally exhausted the following action should be taken:-

#- Amended vide A/S-19.2

(a) Fog signalman deputed to the fog signal post, should try to drawn the attention of the Loco Pilot by all means at his command including by showing of lighted Mushals, hand Signal Lamp (white light) shouting etc. towards the Loco Pilots.

(b) Loco Pilot should be more vigilant and on the look out for the Fog signalman.

(c) Running of trains be monitored by utilising Inspector of all concerned departments during the period when normally dense fog is expected in a particular area.

(d) Control staff should frequently check the alertness of the staff and ensure that they are awake and alert.

(e) Use of loop lines for stabling of loads be advoided and trains should be passed via main lines as far as practicable.

(f) Loco Pilots should make use of the inter Station distances indicated in the Working Time Table along-with the kilometre regarding on their speedometres while passing stations so as to control the speed of their trains.

(g) The staff shall, while observing the safety redius of 45 meters laid down in Sub-rule place themselves as far as possible in rear of the locomotive or train or wagon passing over the detonators as it has found in practice that splinters from detonators seldom fly in a direction towards the rear of the wheel which explodes them.

(h) A record of the number of detonators tested as also the results of test shall be maintained in a special register kept for the purpose at the place of testing.

(i) After the test is completed, results of the tests, shall be communicated to the issuing officer of the detonators, by the official conducting the test.

(j) The staff in possession of detonators must not make any improper use of them.

Note:- (1) The time expired detontors should be destroyed by one of the following methods:- (i) B y soaking them in light mineral oil for 48 hours and throwing them one by one into fire with due precautions.

(ii) By burning them in incinerator,

(iii) By detonating them under the wagons during shunting operation.

(iv) By throwing them in deep sea.

The destruction of time-barred detonators should be arranged in the presence of a railway servant who should preferably be a gazatted officer and in no case below the rank of a Senior Subordinate. He should ensure that during destruction every care is taken to see that the splinters of detonators do not cause any injury to life and property.

In no case the detonators should be buried or thrown in water at such places where they could be recovered by human beings.

(2) For preservation of fog signals on sections where the climate is humid, “Silica Gel” bags may be kept in the fog signals containers to absorbed moisture. These “ silica gel” bags

can be heated periodically in order to expel the absorbed moisture but fog-signals should not be exposed to sun-rays.

G. Signals to warn incoming trains of danger ahead[#]

3.65[#] - The signals to be used to warn incoming trains of an obstruction shall be a red flashing hand signal lamp at night or a red flag during day.

S.R.3.65/1[@] **-** On N.F. Railway where Flashing Hand Signal Lamp (Tricolor) supplied use of fusee may be dispensed with.

S.R.3.65/2 - Deleted vide A/S no. 12.2

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 rule 3.65, while the railway servant proceeds to place detonators.

S.R.3.66/1 - (i) Purpose :- A warning signal is to be use to give timely warning to the Loco Pilot of an approaching train of any obstruction, such as, derailed train obstructing the adjacent line or lines. A wash away, flood, land-slide etc., when the Loco Pilot, Guard or Patrolman or Gateman does not have adequate time to run forward and place detonators to protect the obstruction in the normal manner, as prescribed in General Rules 6.03 and S.Rs thereto and also General Rule 9.10 and S.Rs there under as the case may be. In addition to the showing of warning signals, detonators should also be placed on the lines as prescribed in the rules. The Loco Pilot of an approaching train on observing the warning signals must control the speed of the train and be prepared to stop short of any obstruction. The use of warning signals can also to be restored during daylight hours including dull, inclement, thick, foggy or tempestuous weather impairing visibility, if it is felt that there is necessity of attracting the attention of the Loco Pilot of the approaching trains more quickly by igniting the fusees thus by showing a red flame. It is, however, made clear that fusees are not very effective in sun shine. It is particularly emphasised to use the fusees on sections having one or more parallel lines, where the adjacent line is fouled.

(ii) Uses of fusee :- One fusee is to be supplied to each Guard and Loco Pilot of all trains and three fusees to the Gateman and patrolman on the section as mentioned below --

(a) Hill sections, i.e., Lumding-Badarpur & Kumarghat - Agartala.

(b) Double line and dual gauge sections where two or more lines run parallel to each other, Like New Bongaigaon - Guwahati - New Guwahati, New Bongaigaon - Salsalabari, Barsoi - Aluabari Road etc.

Note : - (i) Gateman working on single line section except hill section shall be supplied with one fusee.

(ii) The Fusee is to be supplied to above mentioned staff in addition to their normal supply of detonators (Fog signals). The fusee shall be placed as to make the signal flame clearly visible by the Loco Pilot of an approaching train from as great a distance as possible.

updated by Rajan Kumar

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#- Amended vide A/S-9 and 12

@- Amended vide A/S-19.1

(iii) Mode of lighting fusees :- A quick an intelligent survey must be made to select a site in the vicinity of the obstruction for fixing the fusee so that the signal flame could be clearly seen by the Loco Pilot of the approaching train from as great a distance as possible.

(iv) Directions for lighting the fusee are indicated on the printed label pasted on each fusee, which read as under:

(a) Expose friction composition and scratch surface of cap by pulling up tape.

(b) Hold fusee near base and rub/scratch surface of strike card against head of fusee.

(c) If flame is not immediately visible pause before striking again.

(d) Always point fusee away from face and body while igniting and while burning.

(e) After igniting hold 5 seconds but not more than 10 seconds before dropping or fixing in position.

S.R.3.66/2 - Use of flasher lights and flare signals (Fusees) :-(a) When a train comes to a stop between stations on account of an accident or any other cause which is not immediately obvious and the Loco Pilot finds that his train can not proceed, he shall immediately switch on the flasher light, if provided, on his engine, and give four short sharp whistles to apprise the Guard of his inability to proceed.

(b) If the stoppage has occurred on a section of double or multiple lines or on ghat or suburban section or on a section worked on the Automatic Block System applicable to double or single line, during night or in thick or foggy weather, etc., when visibility is impaired, the Loco Pilot shall light a fusee also immediately and fix it in the ground near the adjacent track, on which trains normally run in the opposite direction and if there is no adjacent track, near the track on which his train is standing so as to be clearly visible to the Loco Pilot of an approaching train. On being advised by the Loco Pilot about the inability of the train to move, as per para (a) above, the Guard shall also switch on the flasher light if provided, on his brakevan/coach, light a fusee and fix it in the ground in the same manner as the Loco Pilot except that on a section of multiple lines he shall fix the fusee near the adjacent track on which trains normally run in the direction of the affected train. On a single line section, if the Loco Pilot and the Guard have fusees with them, they should light up the same if they consider that it will help in protecting the train.

Note - Multiple line or suburban section or Automatic Block System on double line, as mentioned in the rule are not in existence on this Railway. Ghat section mentioned in this rule shall refer to sections indicated in SR 3.66/1(ii)(a).

(c) When the Loco Pilot of an approaching train sees the flasher light or the light of the fusees, he shall at once take action to stop his train short of the obstruction and render all possible assistance to the affected trains, just as he could act when he sees a Danger signal, or hears the distress whistle code of another engine or explodes a detonator.

(d) The flasher light shall be switched off only when the Loco Pilot finds that his train is in a position to proceed or after it has been assured that the adjacent line, if any, is free from obstruction and it is not necessary to stop any approaching train to obtain assistance.

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 rule 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 rule 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 and Multiple line, Ghat, Suburban or Automatic block Territories with such signal as may be prescribed by special instructions under rule 3.65.

(d) ***Deleted vide A/s no. 12.2***

(2) Every railway servant concerned with the use of of such signals, as may be prescribed by special instructions under rule 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 may be prescribed by special instructions under rule 3.65, have a correct knowledge of their use.

S.R.3.67/1 - Storage (a) The fusee must be kept away from the fire.

(b) The fusees should not be stored in a damp atmosphere after removing them from their wrapping.

(c) They should be stored in bulk in the boxes supplied for the purpose and kept securely. The issuing officials must count and keep a record of the number of fusees received and issued on each occasion, with full particulars.

(d) The date and the year of the manufacture of fusees shall be stencilled on every fusee as well as on the package.

(e) When in the possesion of Railway staff concrned, for use in emergencies, care should be taken to protect them from moisture as the igniting and burning composition of the fusee are both hygroscopic and they deteriorate rapidly in moist weather conditions.

S.R.3.67/2 - Stock and supply of fusees:- Sr.DSO/Lumding, Alipurduar , Katihar & and DSO/ Rangia, Tinsukia shall prescribe the number of fusees which must be kept in the stock at nominated stations, running sheds, Permanent Way Inspectors(SSE/P-Way) office and specify the minimum number below of which the stock must not be allowed to fall.

Station Masters, Loco Foremen and Permanent Way Inspectors are responsible to ensure that the stock of fusees is never allowed to fall below the minimum prescribed.

Station Masters of nominated stations shall supply one fusee in a tin/plastic case to each Guard headquartered at their station, Station Master shall also supply one fusee in a tin/ plastic case to each Gateman of the L.C. gates situated within his control. Loco Foremen shall supply one fusee in a tin/plastic case to each Loco Pilot, and Permanent Way Inspectors shall supply one fusee in a tin /plastic case to each Patrolman and Gateman within his jurisdiction.

S.R.3.67/3 - Periodical Tests and Replacement:-

A representative fusee from the batches manufactured during a particular year should be tested annually during May at every station where they are stored in bulk and a certificate issued to Chief Safety Officer/Chief Engineer by the Divisinal Officers concerned to the effect that they have been so tested and the results thereof. If the fusee is lighted without any difficulty and burns to its full length with a bright signal red flame for a duration of 5 to 7 minutes, the test should be considered sucessful. When the fusee fails to give the above results, two more fusees from the stock manufactured in the same year should be tested to determine their efficacy.

In case, the test are not successful, the whole stock of a particular year from the sation where test was carried out should be replaced immediately. Transportation Inspectors, Loco Foremen and Permanent Way Inspectors are responsible to ensure that the fusees are tested as required.

S.R.3.67/4 - Life of Fusees:- The normal life of a fusee is seven years. Although this period has been given for general guidance the fusees may be tried out in the manner prescribed even after the seventh years if they are serviceable, and if found serviceable, they may be used. They should be scrapped and destroyed, if found unserviceable in accordance with S.R. 3.67 /5.

S.R.3.67/5 - Destruction of Fusees :- The unservicable fusees should be collected at one area and destroyed by burning them over a coal fire taking care that not more than 3 fusees are put in the fire at one time. The tin caps at either end must be removed before the fusees are burnt. The fire should be lit in a pit about two feet below the ground.

S.R. 3.67/6 - Defective Fusees - Fusees which are over aged (more than 7 years from the month of manufacture) or those failing to light or damage in any way, shall be promptly got replaced.

S.R.3.67/7 - Knowledge of Fusees:-(a) Every railway servant concerned with the use of fusees shall have a correct knowledge of their use and keep them ready for immediate use when required.

(b) Each railway servant shall also see that the railway servant in his charge concerned with the use of fusees 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 pass the defective signals; and

(d) report the occurence 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 defect, shall take action in accordance with special instructions.

S.R.3.68/1 - #During failure of an approach/departure stop signal at a station provided with RRI, PI, SSI or EI the following procedure shall be followed:-

If setting and locking of the Route has been done through the panel and yet the signal for that routed does not take off, after pressing the relevant button even though it is clear and free from obstruction, the Station Master will cancel the route that has been se and try to reset the route. It the signal still does not take off, the alternate route, if any, shall be attempted which is considered suitable for the train operation. If the signal does not take off for that route even then, the Station Master on duty in case of an approach stop signal, shall try to receive the train by taking 'off' Calling-on signal, if available, it the Calling-on signal is not available or it fails to take off, then the SM shall take the following action:-

A) **Station where Point, Lock and Route indications are specifically provided on the panel:-**

At stations, where point indication, lock indication and route indication are specifically provided on the panel, it after the operation on the RRI/SSI/PI or EI, the station master is unable to take off any stop signal (Approach/Departure) of the concerned route, he shall personally ensure from the indications displayed in the panel that the route is clear, the points are set and the point indications are not flashing, the point lock indication (including isolation points), crank handle 'IN' indication for the entire route and overlap portion (if any) are lit and remain steady, thereby fulfilling all the requirements of taking off signal, reception/dispatch of trains on defective signal may only then be arranged without clamping and padlocking of points of the concerned route. The Loco Pilot shall be issued form T/369(3b) or T/369(1) in accordance with G&SR 3.69 and 3.70 (as the case may be).

No cancellation operations of the concerned route are to be initiated till the total completion of the train movement.

The Station Master shall place caps/collars on the signal and point buttons of the concerned routed and note down the point lock indication lit on the panel in Train Signal Register (TSR) in red ink as well as in a separate register that shall be maintained for this purpose in the format given below:_

Sl. No.	Date	Time	Train no.	Line from & to	Route no.	Point Lock indications lit for the route with Point no.	Sig. of SM	Remarks

(b) **Station where Point, Lock and Route indications are specifically not provided on the panel or fails to appear in the panel or in the event of failure of RRI/SSI/PI or EI:-**

At Station where Point, Lock and Route indications are specifically not provided on the panel or fails to appear in the indication panel or in the event of failure of RRI/SSI/PI or EI provided for the purpose of train operations, the Station Master on duty shall ensure the clearance of the nominated route, proper setting of all points through crank handle operation and got all the points whether facing or trailing clamped and padlocked on the route. The trains in such situation shall be worked in accordance with G&SR 3.38, 3.39, 3.40, 3.42 and 3.69 or 3.70 (as the case may be).

The above must be incorporated in SWR.

updated by Rajan Kumar

#:- ***Amended vide A/S no.-30.1***

S.R.3.68/2 - Signals shall only be taken off by their proper levers. If they do not respond to the movement of their levers, they shall be treated as out of order (See also Note(1) of S.R. 3.36 /2.

S.R.3.68/3 - (i) (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 in writing in Signal Failure Memo book with printed serial No. in duplicate, the original copy is to be given to the Signal Inspector (SSE/Signal or J.E./Signal) or ESM/MSM (Sr. Technician or Technician) as the case may be duly acknowledged by the Signal Inspector (SSE/Signal or J.E./Signal) or ESM/MSM (Sr. Technician or Technician) on original copy with carbon copy is to be preserved in the memo book itself for record. A copy of the report of failure of signal/signals shall also be endorsed to the Traffic Inspector, Sr. DSTE/DSTE, Sr. DSO/DSO, Sr. DOM/DOM, CHC/SCR/LF & Sr. DME/DME concerned. He shall also make entry in the Signal Failure Register. Only the written memo from Station Master shall be treated as the authority for the person attending the defect to undertake this work.

(b) Before, however, the work of attending to the reported defect is undertaken, the Signal Inspector or the Electrical/Mechanical Signal Maintainer or Signal Interlocking Maintainer, shall issue a disconnection memo where necessary and obtain the acknowledgement of the Station Master and take such other precautions as may be necessary in terms of G.Rs 3.51, 15.08 and S.Rs thereunder to ensure that while the reported defect being attended to no movement can take place over the affected portion.(See also G.R 15.06 and S.Rs there under).

(c) After the defect has been put right and certified by the person attending to the fault, the Station Master should satisfy himself, if necessary by a demonstration by the person attending to the fault. Thereafter, the Station Master shall issue a rectification message to all concerned.

(d) The list of officials to be advised about the defective signal/signals shall be incorporated in the Station Working Rules.

updated by Rajan Kumar

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#- Amended vide A/S no. 31.2

S.R.3.68/4 - In case of a defect in a Stop signal in the 'OFF' position, the Line Clear shall not be given to the station immediately in rear for any train until the Station Master has satisfied himself about the correct setting of all points and locking of facing points over which the train will pass till such time the defective signal is put back to 'ON'. In such cases, at night or in thick, foggy or tempestuous weather, the signal lamp must be extinguished when the signal is in 'OFF' position and must be lighted when put back to 'ON'.

S.R.3.68/5 - Form T/369-(3b) is a written authority issued by the Station Master to the Loco Pilot to pass the defective signal at 'ON'. It is printed in duplicate with serial number and bound in books to enable carbon impression to be taken. The name of the signal (s) required to be passed at 'ON' or in defective position shall be written by hand in block letters, in the space provided, duly signed by the Station Master on duty in full and in ink. One form may be used for the 'Outer', 'Home' and 'Routing' signals and another for 'Starter' and 'Advanced Starter' signals even when more than one of them is out of order. Prescribed from T/369-(3b) shall be as follows.

Appendix - VII.

AUTHORITY TO PASS SIGNALS IN 'ON' OR DEFECTIVE POSITION
(Record)

Station..... Date.....200.....

Time..... .....

To

The Loco Pilot of Train No.....Up/Down

Description and .....

No. of Signals ..... AT STATION.....issue OUT OF ORDER

.....

You are hereby authorized to pass the defective Outer/Home/Inner Home/Routing/Starter/Intermediate/ Starter/Advanced Starter/IBS signal/s at 'ON' position at a speed not EXCEEDING 15 KMPH.

* The train will be admitted on line No.(In words).....and (In figures)..... ** In case of failure of Advanced Starter Signal/Last Stop Signal-Line clear has been obtained on Electrical Communication Instrument from..... .....station. Private No. received (In figures)..... (In words).....

....

Signature of Loco Pilot *Signature of Station Master*

Station Master Stamp

Date..... Date.....

*In case of Routing/Inner Home/Home Signal is defective.
** In case of failure of Advance Starter/Last Stop Signal on Double Line Territory.

INSTRUCTIONS

Strike out whichever is not applicable.
Loco Pilot proceeding on this authority must observe instructions mentioned at the back of this form.

IMPORTANT INSTRUCTIONS

(1) For approaching signal Loco Pilot is authorized to pass the defective signal at 'ON' on the Authority delivered through a competent railway servant at the foot of the defective signal.

(2) For Starter Signal, the Loco Pilot to pass such signal on the Authority handed over at the station and in addition thereto, a competent railway servant shall show hand signals to departing train in accordance with the instructions of Station Master.

(3) In case of defective Advanced Starter Signal, hand signals may be dispensed with and Loco Pilot to pass such signal by a written authority handed over at the station. Except in case of an Advanced Starter Signal protects any points, hand signals shall not be dispensed with.

S.R.3.68/6 - The possession of Form T/369-(3b) and T/369 (1) is not itself an authority to a Loco Pilot to pass signals at danger and in all cases, except for an Advanced Starter signal, vide G.R. 3.70(2), he shall, in addition, be hand signalled past by a Pointsman or other competent railway staff in accordance with G.R. 3.68(1) (b). If there be more than one Stop signal on the same post for the same direction, the railway servant in uniform shall point out to the Loco Pilot which signal is concerned . (See G.R. 3.80).

Note: - Form T/369-(3b) received by a Loco Pilot in course of his journey will be delivered at the destination or engine changing station to the Guard of the train, who shall give the Loco Pilot a receipt and submit the form(s) with his train journal to the Divisinal Operations Manager.

S.R.3.68/7 - Defective Subsidiary Signal:- If Subsidiary signal is defective the Station Master on duty shall place a competent railway staff in uniform at the signal post. This person will control the shunt operation with hand signals displayed at the defective signal and under the instruction from the Cabinman.

S.R.3.68/8 - Inspection of signal roundels:- The railway staff who lights the signals shall inspect the roundels for cracks and breakages and if any defect is noticed, immediately report the matter to the Station Master on duty who will enter the report in the station diary. Such signals should 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 to 3.70 and Subsidiary Rules made thereunder, provided further that if there is any crack or breakage in the red roundel, the signals must not be allowed to remain lit and a railway man shall be deputed to show a Stop hand signal to the approaching trains from the foot of the signal.

After heavy storms, particularly hail storms, cyclones, etc., the Station Master on duty should make it a point to have the signals inspected and note the condition of the roundels. If any roundel is found cracked and damaged, the relevant signal should be treated as defective and action taken in accordance with rules applicable to defective signals.

S.R.3.68/9- Failure of signal lights where colour light signals are provided :-

(a) At stations provided with colour light signals where lights cannot be kept burnning due to power failure including failure of stand by arangements, 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/DSTEs 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 of order.

(c) T/369 - (3b) (Authority to pass defective signals) should be issued to the Loco Pilot by the Station Master of the Station where the failure has occured, at the foot of the first stop signal and the starter concerned.

Provision of GR 3.69(1) for the issue of Authority to pass defective signals T/369(3b) by the Station in rear and the last nominated station shall not be applicable in such a case.

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 receving the advise 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 which will be notified of the defective train signal and again on receipt of the advice 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 uder 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 authorising 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-rule (1), (2) and (3) shall be followed.

S.R.3.69/1 - **(i)** The written authority as referred to in G.Rs 3.69 and 3.70 to pass a defective signal shall be in Form T/369(3b) duly filled in by the Station Master.

(ii) The list of "Nominated Stations" wherefrom the written authority in Form T/369(1) is to be issued to a Loco Pilot is published in the Working Time Table.

S.R.3.69/2 - When a Home signal is defective the Outer signal must not be taken 'OFF' but Form T/369(3b) as the case may be, must be issued to Loco Pilot to pass both signals at danger (See S.Rs under GRs 3.68 and 3.69).

S.R.3.69/3 - When an Outer signal is defective the Home signal should be taken 'OFF' (and the Loco Pilot will be issued Form T/369(3b) and will be hand signalled past the Outer signal by a railway staff in uniform after satisfying himself that the home signal is '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 trains in accordance with the instructions 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 signal 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 fuifilled.

S.R.3.70/1 - When a last Stop signal is defective the Station Master shall issue Form T/369-(3b) to Dirvers to pass the signal at 'ON' provided he has assured himself that Line Clear has been received from the station in advance.

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 a 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.

S.R.3.71 /1(a) - Warner/ Distant signal defective:- When the defective Warner/Distant has been kept in 'On' position, it is not necessary to issue Form T/369-(3b) or to show hand signals at the Warner Distant.

(b) If a Warner is on a post by itself and cannot be kept in the 'ON' position, advice of the defect shall be sent to the block station in rear and the nominated station in order that the Loco Pilot of an approaching train may be duly warned as provided in S.Rs under G. R. 3.68 and 3.69.

(c) When a Warner signal below a Stop signal is defective and cannot be kept in the 'On' position the Stop signal above it shall be treated as defective and procedures laid down in S.Rs under G.R 3.68 and 3.69 shall be observed.

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

updated by Rajan Kumar

 # - Amended by A/s– 6.2

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 and stop short of 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 signaled 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 Pilot 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.

S.R.3.73 /1(a) - In the event of a gate Stop signal with 'G' marker becoming out of order the trains shall pass in accordance with the provisions of G.R. 3.73(1) and (2).

(b) In case of gate Stop signals controlling the entry of a train becoming defective, the Gateman or Cabinman or Pointsman, as the case may be, shall close and lock the level crossing gate against road traffic and pilot the train on hand signal up to the other end of the bridge. Station Working Rules and Gate Working Instructions will contain details instructions in this regard.

In passing the rail-cum-road bridge the Loco Pilot must reduce the speed to 8 KMPH and be prepared to stop short of any obstruction on the way.

(c) In the event of a gate Stop signal being out of order in the off position the Gateman on duty shall take all steps to place the signal in the 'ON' position. Until he does this he must keep the gate closed and locked against road traffic and pass train. He shall then send a message to the Station Master of the nearest station advising that the gate Stop signal is out of order through any agency including the Loco Pilot of the first available train.

(d) On receipt of the information, the Station Master shall advise all concerned immediately. The Station Master at the rear of defective gate signal shall issue caution order to the Loco Pilot of all trains stating that the gate signal is out of order until such caution order is issued by the Notice Station in rear. As soon as the defective gate signal is put right, all concerned shall again be informed.

3.74 - Absence of a fixed signal or a signal without a light :-

(1) (a) If there is no fixed signals 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 approacing 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 shows 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.

S.R.3.74/1 - Conflicting signals:- Conflicting signals should be treated as "defective signals" and G.Rs 3.68, 3.69, 3.70 and 3.71 and S.Rs thereunder should be observed in such cases.

S.R.3.74/2- Signal flickering/bobbing and/or displaying more than one aspect in Colour Light signalling:- When a Loco Pilot comes across a signal which is found flickering/bobbing, he shall act as if the signal was showing its most restrictive aspect and shall bring his train to a stop short of such signal. If the signal assumes a steady aspect and remains steady for at least 60 seconds (i.e., one minute), the Loco Pilot shall take further action according to the steady aspect so shown. If, however, the signal continues to flicker/bob and does not assume a steady aspect for at least 60 seconds (i.e.. one minute) the Loco Pilot shall treat the signal as defective and take further action as required by rules.

In case of a Manual Stop signal showing more than one aspect simultaneously, the Loco Pilot shall also treat such signal as defective and shall act accordingly (see GRs 3.80, 3.81 and 9.06 and SRs thereto).

However, in the case of an Automatic Stop signal displaying more than one aspect simultaneously, the most restrictive aspect (i.e. Red aspect) shall be obeyed. (See GR 9.02 and SR 9.02/1 or SR 9.07/5 as the case may be).

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 dispatching 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 3.75/1 (a) When a Loco Pilot finds an Intermediate Block Stop signal at 'ON' he shall bring his train to a stop in rear of the signal and advice the Guard of the fact by sounding a long continuous whistle and contact the Station Master of the block station in rear on the telephone provided for the purpose on the signal post.

(b) If the Station Master on being contacted on telephone by the Loco Pilot, as mentioned above, finds that the signal is defective he shall after obtaining the line clear for the train from the station in advance, authorize the Loco Pilot on the telephone to pass the Intermediate Block Stop signal at 'ON' and enter the block section ahead. He shall advice the Loco Pilot, the private number under which he has received the line clear from the station in advance. The Loco Pilot will note this private number in his Rough Journal Book.

(c) The Loco Pilot will then start his train by sounding one long and one short whistle after exchanging all right signal with the Guard. On reaching the station in advance, the Loco Pilot will intimate through walkie-talkie or a memo to the Station Master the private number communicated by the Station Master of the station in rear. The Station Master of the station in advance shall verify the private number from his train signal register and keep the memo if any, pasted in his diary for record. On checking the private number communicated by the Loco Pilot, if it does not tally or no private number has been given by Station Master of the station in rear, he must obtain a written memo from the Loco Pilot stating the reasons thereof and shall issue a message to all concerned.

SR 3.75/2(a) If however, the telephone provided at the intermediate Block Stop signal post is out of order and the Loco Pilot is unable to contact the station in rear he shall wait for 5 minutes at the signal and if within this period the signal is not taken 'off', he may after advising the Guard of this fact by sounding one long whistle which may be repeated if necessary, and after exchanging all right signal with him pass the Intermediate Block Stop signal at 'ON' and proceed cautiously into the block section ahead. When and Intermediate Block Stop signal is passed in this manner the speed of the train shall not exceed 15 KMPH if the visibility is good. Where, owing to any reason, the line ahead cannot be seen clearly the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 8 KMPH. From the Intermediate Block Stop signal to the First Stop Signal of the block station ahead, the Loco Pilot shall be extremely vigilant and cautious and be on the look out for obstructions. So that he is always in a position to stop short of any possible obstruction.

(b) When the Loco Pilot has to pass an Intermediate Block Stop signal at 'ON' in the circumstances stated in para 3.75/2(a) above, he shall proceed cautiously as laid down in GR 3.75(3) and will continue to proceed cautiously until he reaches the First Stop signal of the station ahead even if that signal or the Intervening signals. If any display 'OFF' aspect. The Loco Pilot shall continued to look for any possible obstructions short of the same and will act upon the indication of the First Stop signal of the station ahead only after he has reached it. On reaching the station ahead the Loco Pilot will makeover a memo to the Station Master of the station in advance stating the circumstances under which he passed the Intermediate Block Stop signal at 'ON'. The Station Master of the station in advance shall keep the memo pasted in his diary for records. If any irregularity is noticed, the Station Master of the station in advance, shall issued message to all concerned.

SR 3.75/3(a) A Legend Board with legend "BACKING IS NOT PERMITTED BEYOND THIS POINT" will be provided 400 meters beyond Intermediate Block Stop signals. Loco Pilot must not push back their train/ light engine beyond this point towards Intermediate Block Posts without so permitted by the Station Master of station in rear.

(b) On those sections, where due to gradient and other local conditions the Loco Pilot cannot leave his engine. The duties of the Loco Pilot shall devolve upon the Assistant Loco Pilot.

SR 3.75/4 DELETED VIDE A/S NO– 26.

SR 3.75/5 The Intermediate Block Stop signal shall be deemed to be defective when:-

(a) The Block Instrument provided at the station at either end has failed and line clear indication cannot be obtained on the Block Instrument.

(b) Even after obtaining line clear indication the signal does not assume 'OFF' aspect when operated.

(c) The track circuiting or axle counters provided between the Last Stop signal and Intermediate Block Stop signal has failed.

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These SRs are added vide A/S– 16 and modified vide A/S-28.

SR 3.75/6(a) When track circuiting or axle counters provided between the Last Stop signal of the station in rear and adequate distance beyond the Intermediate Block Stop signal has failed, the Last Stop signal of the station shall be deemed to have failed and trains shall be worked between the two block stations on either sides of the Intermediate Block Post on 'line clear' in accordance with GR 8.01 of Absolute Block System. In such case the Station master shall however not issue T/369(3b) for passing the Advanced Starter signal at 'ON" until he has ascertained that the last preceding train has arrived complete at the block station in advance.

(b) If however the tack circuiting and axle counter between the Last Stop signal and Intermediate Block Stop signal has not failed but the Last Stop signal does not assume 'OFF' aspect when operated, Station Master shall issue T/369(3b) for the Last Stop Signal only after ensuring from the track circuiting indication that the track between the Last Stop signal and Intermediate Block Stop signal including adequate distance is clear. The Intermediate Block Stop signal need not be suspended in such cases and shall be worked as usual.

(c) However, if the Station Master of the block station immediately in rear of an intermediate Block Stop signal is aware that such a signal is defective, he shall before dispatching a train, treat the entire section upto the block station immediately ahead of the Intermediate Block Post as one block section and then issue a written authority in form T/369(3b) to the Loco Pilot to pass the defective Intermediate Block Stop signal ahead at 'ON' without stopping at the signal. An endorsement shall be made on such an authority that the line clear for the block section upto next station has been obtained quoting the private number so obtained from the Station Master of the block station in advance.

SR 3.75/7 The Station Master of the block station working the Intermediate Block Stop signal shall not dispatch the third train till such time complete arrival of the first train has been received from the block station in advance.

SR 3.75/8 In case of Tower Wagon, Rail car and Motor Trolly etc. the responsibilities of the provisions in SR 3.75/1 (b) & (c) will devolve on the Railway Servant in-charge of the same except the provision regarding of whistles and exchange of signals with Guard as mentioned in the above SRs.

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.

S.R.3.76/1 - As soon as a defective signal has been put right, officials mentioned in the list posted in the Station Working Rules vide S.R. 3.68/3(d) must immediately be advised by telegram.

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.

3.78[#] - Duties of locomotive 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, in addition to giving attention to signals, 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 kilometers from he place where his engine exploded detonator(s), if his engine does no explode any more detonator(s), he may then resume authorized speed, and

(c) report the incident to the next station or cabin.

(3) If in consequence of fog 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 details of exhibition of warning signal are noticed, after stopping for one minute by day two minutes by night or ascertain the location and/or cause of the 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

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#- Amended vide A/S– 12.3

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.

S.R.3.78/1– # Road learning for running staff:-

(a) Every Loco Pilot/ Assistant Loco Pilot /Guard should be given 3 trips (Up and Down direction separately) for learning road out of which one must be by night to familiarize himself with section(s) on which he is restored for duty. On ghat section/LMG-BPB hill section and automatic territories minimum 6 trips of road learning shall be provided in both directions. If more than one line is available in a section, at least one trip road learning in each line shall be provided.

(b) On promotion to or officiating as LP(Goods), road learning as prescribed in SR 3.78/1(a) has to be provided to Loco Pilot ot understand train dynamics.

Duration of absence	No. of trips	No. of trips on Ghat section/LMG-BPB hill section and automatic territories
3 to 6 months	One trip	Three trips
6months to 2 years	Two trips	Three trips
Over 2 years	Three trips	Six trip

(c) If Loco Pilot/Assistant Loco Pilot/ Guard has not operated on a section for over 3 months, he should be given road learning trip/s as per the schedule given below:

Note:- However in less intensive section i.e. Silchar-Jiribam– Vangaichungpao, Kathakal-Bhairabi, Agartala-Udaipur, Siliguri-Bagdogra-Aluabari Road, road learning is not required when the duration of absence is upto 6 months.

(d) Any additional trip/s to considered necessary, should be provided with the approval of the controlling branch officers of the Divisions.

(e) The scale of the prips provided as above would apply to all systems of working.

(f) A register should be maintained at the crew booking point. A Loco Pilot/Assistant Loco Pilot/ Guard should record in the register 15 days in advance that he is lapsing road learning in the section. Also, the base depot should keep a record of the date of the last trip performed by a Loco Pilot/ Assistant Loco Pilot/Guard on different sections and update it every first of the month. On the basis of these records, depot in-charge should book Loco Pilot/ Assistant Loco Pilot/Guard for road learning on a section where it is required.

(g) The record of Road learning may also be kept in Crew Management system.

S.R.3.78/3- The Diesel Assistant and Assistant Loco Pilots should also learn the road as in the case of Loco Pilots, before they are required to work on a particular section.

S.R.3.78/4- Precautions to be taken by the Loco Pilot when view of signals is obstructed- In thick, foggy or tempestuous weather impairing visibility or when the view of the signals is obstructed, the Loco Pilot shall whistle continuously (as per item 9 (a) of the code of engine whistle given in SR 4.50/1) and take every possible precaution including reduction of speed as necessary so as to have the train will under control and be able to stop short of any possible obstruction on the line.

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

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#- Amended vide A/S-32 and A/S-33

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 specifying 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 a Routing signal, when it is 'On' or defective, shall ensure that the speed of his train does not exceed 15 kilometres an hour.

S.R.3.80/1- The written authority for passing a defective signal shall be in Form T/369 (3b)when issued from the station at which such signal becomes defective. But when such authority is to be issued from the station in rear or "Nominated Station" the written authority shall be informed T/369(1)which is meant for approaching signals only.

In case of temporary closure of stations due to any unavoidable reason, Caution Order (T/409) shall be issued from the station in rear to pass the signals at 'ON'.

S.R.3.80/2- 'Previous station' referred to in Clause (1)(a) of G.R. 3.80 means "Station in rear" or "Nominated stations". Nominated stations are notified in the Working Time Table in force.

S.R.3.80/3 -At interlocked station, if "Home" is defective, the speed of the train over the facing points, turn-out and cross-over must not exceed 15 KMPH unless otherwise specified.

S.R.3.80/4- When the Loco Pilot of an incoming train has passed partly or completely a reception signal at danger without proper authority and come to a stop short of the usual berthing place, the Guard shall inform the Station Master. The Station Master shall proceed to the spot and examine the Brake Blocks of the first few vehicles filled with Automatic Vacuum Brake/Air Brake to find out whether they are hot, warm or cold. He shall also measure the distance overshoot in terms of vehicle or wagon length in the presence of the Guard and the Loco Pilot. He shall after satisfying himself that everything is safe, issue a restarting memo in duplicate (countersigned by the Guard) to the Loco Pilot authorizing him restart observing the 'Off' aspect of the reception signal ahead and also if necessary, warning him to proceed cautiously and arrange to take off the signal ahead which has not been passed. He shall take the signature of the Loco Pilot on the duplicate copy of the Restarting memo. The Guard shall, then restart the train. The Loco Pilot shall there on observe the 'Off' aspect of the signal ahead and move to the station, if there is no signal ahead, the Station Master shall arrange to pilot the train in addition to the issue of the restarting memo. The pointsman handing over the restarting memo to the Loco Pilot shall travel on the engine and pilot the train into the station. The Station Master shall arrange to issue an accident message to all concerned in accordance with accident rules. The Guard shall make entries in the complained train report.

S.R.3.80/5- The procedure detailed in SR 3.80/4 shall also be followed when the Loco Pilot passes an approach stop signal at 'On' partly or completely due to the signal assuming most restrictive aspect in the face of an approaching train.

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 Sation 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) of 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 possesion of a proper authority to proceed under the system of working.

S.R.3.81/1- If the Loco Pilot is required to pass a last Stop signal which is defective, Form T/369(3b) must be issued by the Station Master of the station where the signal is defective in accordance with S.R. 3.70/1, after the train has been brought to a stand at the station. A hand signal will be exhibited for a Starter signal (even if it be the last Stop signal) by a Pointsman or other authorised railway servant, but no hand signal for Advanced Starter signal need be exhibited when such signal protects no connections. Hand signal from the foot of an Advanced Starter signal shall be exhibited when such signal protects any points.

S.R.3.81/2- If it is required to pass a Starter signal or an Advanced Starter signal which is at danger in the course of shunting operation, Form T/806 shall be issued.

S.R.3.81/3- When Starters and Advanced Starters are both defective, hand signal need be displayed at the Starter signal only, provided that the Advanced Starter does not protect any points. If Advanced Starter protects any points, showing of hand signal from the foot of Advanced Starter shall not be dispensed with.

S.R.3.81/4- When leaving a station, if train is brought to a stand after passing partly or completely, the starter or Advance starter at 'ON' without proper authority, the Guard shall inform the Station Master. The Station Master shall measure the distance overshoot in terms of rail length or vehicle wagon length in the presence of the Guard. After satisfying himself that everything is safe for the train to leave, the Station Master shall issue a 'Restarting Memo' (Countersigned by the Guard) to the Loco Pilot authorizing him to restart observing the 'Off' position of the departure stop signal ahead, if any, which has not been passed. The Station Master shall also issue to the Loco Pilot the prescribed authority and post a competent railway servant with a proceed hand signal if the starter has been passed partly. Similarly, he shall issue the prescribed authority to the Loco Pilot if the Advanced starter has been passed partly.

The Guard shall, then, restart the train. In case where the Loco Pilot enters the block section without authority to proceed consequent upon passing the starter or Advanced Starter at 'On' partly or completely, the train shall be backed clear of the block section by making specific endorsement on the 'Restarting Memo' and the block instrument working shall be suspended. The train shall be started on the authority of paper line clear ticket. Block Instrument working shall be restored by the competent official of the signal department.

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.

S.R.3.82/1- This permission shall be given by a hand signal. No engine or vehicle of any kind either by day or by night, shall be moved from one line to another, or over a pair of points until hand signalled by the Pointsman or other authorised person. A stationary signal, by itself, is not sufficient to authorise such move without hand signal.

3.83 - Assistance of the engine crew regarding signals :-

(1) The Loco Pilot and the first Fireman, 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 Assistatnt Loco Pilot or the first Fireman shall, when not otherwise engaged, assist the Loco Pilot in exchanging signals as required.

(3) The provisions of sub-rules(1) and (2) shall, in no way, absolve the Loco Pilot of his responsibility in respect of observance of and compliance with the signals.

S.R.3.83/1- The duties of the the Assistant Loco Pilot as specified in G.R. 3.83 shall also devolve on the Diesel Assistant.

S.R.3.83/2- Calling out of signal aspects by engine crews - (a) The Loco Pilot or Diesel Assistant Loco Pilot, as the case may be, must identify, by shouting the name of and pointing out each signal affecting the movement of the train as soon as it become visible. In addition, they must call out the aspect of the signals.

(b) The Loco Pilot and the Diesel Assistant or the Assistant Loco Pilot, as the case may be, shall call out as soon as they sight an engineering Indicator Board. This serve as a reminder to the Loco Pilot that the train is approaching a speed restriction.

3.84 - Duties of Loco Pilots 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 complaince 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.

S.R.3.84/1(a) - Banking engines should be attached only in the rear of the trains on ascending gradients. On descending gradients assisting engines should be attached in front of the train only. Such engines should not be termed as "Banking engines".

Banking of trains should not be restored to where the section consists of ascending and descending grades in quick succession. On such sections, if an assisting engine is required, it should be attached normally in the front of a train. If special conditions necessitate the use of banking engines on such a section, Board's prior approval should be obtained.

(b) On level sections worked on Automatic Block System on single line when an engine is required to be attached to a train, whether to assist or otherwise, it should except under special dispensation given by the Railway Board, be always attached in front of the train.

(c) On other level sections worked on Absolute Block System, assisting engine may be attached to a train either next to the train engine or in rear of the train, or work uncoupled behind the train.

S.R.3.84/2- When starting a train worked by two engines the Loco Pilot of the leading engine will sound one long whistle which will be similarly acknowledged by the Loco Pilot of the assisting engine or engines. The leading Loco Pilot will then sound a short whistle to indicate his reception of the assisting engine's signal and the Loco Pilot of the assisting engine will answer with a short whistle and simultaneously open steam. When stopping, the leading Loco Pilot will shut off steam first.

S.R.3.84/3- Similarly, when two engines are employed to work a train the Loco Pilot of the leading engine will be held responsible for the working of the automatic vacuum brake. The Loco Pilot of the second engine must, however, in case of an emergency, assist in stopping or reducing the speed of the train by applying the automatic or hand-brake as may be required, but he must in no case maintain or recreate vacuum.

S.R.3.84/4- When an additional engine is employed to push a train, the Loco Pilot thereof shall not, in any way, interfere with the working of the vacuum brake, which shall be under the control of the leading engine Loco Pilot as laid down in S.R. 3.84/3 except in case of a run when the assisting engine Loco Pilot automatically becomes the leading Loco Pilot.

3.85 - Reporting of defects in signals:-(1) Should a Loco Pilot or a Guard observe that a 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.

S.R.3.85/1- (a) Whenever any occurrence as detailed in G.R. 3.85(1) is observed, the Loco Pilot or the Guard shall report the matter to the Station Master giving detailed particulars of signals, name of the stations and nature of defects/irregularities noticed and obtain an acknowledgement from the Station Master. On receipt of such information, the Station Master shall take immediately step to inform all concern for rectification. The particulars shall be recorded in the Signal Failure Register indicating date and time of rectification.

(b) The Loco Pilot on reaching Loco Shed shall also report the defects/irregularities noticed during his trip to Loco Foreman/Shed-in-Charge giving particulars of signals, name of stations, date, time, and nature of defects/irregularities. Loco Foreman/Shed-in-Charge shall also record these defects in the Signal Failure Register maintained in the Loco Shed and immediately inform concerned Sr.D.S.T.E., Sr.D.O.M., Sr. D.S.O., Sr.D.M.E. and the Chief Controller. On receipt of the rectification message it shall be recorded in the Signal Failure Register indicating the date and time with the reference.

(c) The Guard shall make a note in his journal indicating the defects/irregularities noticed during the course of his journey.

(d) The Signal Failure Register shall be inspected frequently by the Signal, Traffic and Loco Inspectors.

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CHAPTER-IV

WORKING OF TRAINS GENERALLY

A. Timing and Running of Trains

4.01 - Standard time - The working of trains between stations shall 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.

S.R.4.01/1 - Standard time is signalled daily at 16 hours by the Government Telegraph Transfer Office to the respective Railway Telegraph Offices. In addition, the Railway Telegraph office at the Headquarter of the Control Offices gives this time to the Control Offices on the phone and latter notify the stations on the Controlled section through a general call at 17 hours daily. For stations which are not connected to the Control, the specified transmitting stations pass on this information through the Block telephones.

Note:- At all Class D/DK stations where there is no telephone or telegraph connection either with the adjacent station or control, the clerks-in-charge must check their station clocks daily with the time of the Guard of the first stopping train for the day and set the clock accordingly.

4.02 - Adherence to advertised time:- No passenger train or mixed train shall be despatched from a station before the advertised time.

S.R.4.02/1 - Special Trains:- The running of all extra or special trains including material trains and light engines shall be notified on the special train notice board at each station, Loco Shed, for the information of the Engineering Officials and all other concerned. This notice is to be scored out immediately after the train has passed and the "Train out of Block Section" report received from the station in advance.

S.R.4.02/2 - When a special train is run, which is not included in the Working Time Table, the Station Master of the terminal, watering and train crew changing stations shall see that Guards and Loco Pilots of all trains that may have to cross or shunt for the special are provided with a copy of the Train Notice under which the special is running, that they may know where the special train is to be crossed, or where they have to shunt and allow the special to precede them.

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 or fireman shall be in attendance for duty at such place and at such time as may be prescribed by special instructions.

S.R.4.04/1 - Guards of Mail, Express and Passenger trains must be on duty thirty minutes, those of Mixed and Goods trains fortyfive minutes and Road van shunting trains one hour, before the booked departure time of the train. The Loco Pilots, Diesel Assistant shall be on duty at such a place and at such time as may be ordered by the concerned Divisional Officers.

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 precribed by special instructions.

S.R.4.06/1 - On a double line, every train shall run on the left hand line unles otherwise permitted by the Station Master on duty in writing in exceptional circumstances when single line working is introduced on a Double line section.

4.07 - Supply of Working Time Table and schedule of standard Dimentions :-

(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 Work, and any other railway servant requiring the use of the Working Time Table during the course of his duties.

(2) A copy of Working Time Table shall, on issue, be supplied to the Commissiner of Railway Safety.

(3) A copy of Schedule of Standerd Dimentions for the time being in force shall be supplied to each Inspector of Way or Sr. Section Engineer Works {SSE(w)} and Train Examiner.

S.R.4.07/1 - Each Inspector of Way and Works, Sr. Section Engineer {SSE(W)}, in addition to supply of Working Time Table and Schedule of Standerd Dimentions, shall also be supplied with a copy of General and Subsidiary Rules Book, Accident Mannual and any other Publications that may be considered necessary by the Officers of the Engineering Department.

B. Speed of Trains

4.08 - Limits of speed generally :- (1) (a) Every trains shall be run on each section of the railway within 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 permissive speed and booked speed of coaching trains shall be reduced by 10 % 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 a 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.

S.R.4.08/1 - (a) The maximum sanctioned speed for the section of line over which the train is running as notified in the Working Time Table in force at the time, must under no circumstances, be exceeded.

(b) The Loco Pilot shall carefully obey any instructions as to temporary speed restrictions which may be conveyed to him by means of a Caution Order or by issue of Addendum to the Working Time Table inforce or any other means. (Also see GR. 4.09 and Appendix-VI).

S.R.4.08/2 - At any station on the line where a Loco Pilot finds that his engine though any defect, is likely to lose time enroute, he shall inform the Station Master and Guard how much time, in his opinion, is likely to be lost in running to the next station. The Station Master shall then decide whether to start the train, or to give precedence to another train.

S.R.4.08/3 - Check on the speed of trains :-

Officers and inspectors concerned with train running shall, from time to time check the speed of trains with a view to ensuring that Loco Pilot do not exceed the maximum permissible speed that is prescribed for the section or any lower speed that may be laid down in the Rules or in the Notification for Temporary or Permanent Engineering Restrictions. Any case of over speeding by Loco Pilots should unfailingly be brought to his notice at the next stop and immediately a report to the effect submitted to the Divisional Mechanical Engineer/ Sr. Divisional Mechanical Engineer and Sr. Divisional Operations Manager/DOMs concerned.

S.R.4.08/4 - On D. H. Section, the distance where such signals or indicators will be provided will not be less than 90 metres from the place where the restricted speed shall commence.

(Also see Subsidiary Rules under GR.15.09)

S. R. 4.08/5 - Running of Mixed trains :-

(i) Good stock may be attached to run on passenger trains except Mail and important Express trains with strict adherence of marshalling orders of mixed trains after duly certified "FIT TO RUN ON PASSENGER TRAINS" by the train examiner staff of train passing duty.

(ii) The maximum speed of such trains should not exceed 75 kmph on Broad Gauge and 50 Kmph on Metre Gauge. The caution order must be issued to the Loco Pilot instructing him not to exceed the above speed limits.

(iii) Goods stock must be attached next to the engine unless the contents are live stocks, explosive, dangerous or inflamable goods in which case these should be attached in the rear.

(iv) On Metre Gauge section where the gradients are in 1 in 100 or steeper, the mixed trains should be marshalled with the coaching vehicles next to the engine and goods vehicles attached in the rear of coaching vehicles.

(v) Vacuum piped vehicles must not be attached behind the rear brake van of a fully vacuumed train. They may, however, be attached in side the rear brake van provided interference to electric connection is not caused.

(vi) Train Examiners at all coaching and goods maintenance and 'Fit to Run' stations shall examine all goods stock attached to passenger trains, even though the train to which they are attached is not ordinarily examined at that station. At these stations, this examination will be limited to the goods stock only and will be continued to a "Safe to Run" examination.

(vii) On such sections where no C & W staff is provided on the terminal station, the C & W staff at originating station of mixed train will give the certificate for both outward and inward journey of the wagons whether loaded or empty indicating the terminal station.

S. R. 4.08/6 :-Working of Speedometer :-

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 a speed 20% less than the permissible speed by estimating the speed with the help of his watch, Km. posts and inter-section 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 over to the Loco Pilot at the stoping station immediately

short of the place **where such precautions are necessary, or 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 refer to in sub-rule (1) shall be on white paper in blue or black font or typed or made out on computers with the word "CAUTION ORDER" written on top of the form in bold letters of appropriate font size to draw attention distinctly and signed in full.

S. R. 4.09/1 :- Rules with regard to the preparation, issue and delivery etc of Caution Order in form T/409 are contained in Appendix-VII.

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-outs and cross-overs 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.

S. R. 4.10/1 :- At interlocked stations when reception signals are suspended for any reason or when signals cannot be taken off, the speed over facing points must not exceed 15 kilometres an hour.

S.R. 4.10/2- Speed over interlocked turn-outs : -

(a) Speed in excess of 15 Kmph may be permitted for straights switches of interlocked turn- outs only under Approved Special instructions in term of G.R. 4.10.

(b) In case of 1 in 8 1/2 or 1 in 12 or more flatter turn-outs provided with curved switches, higher speeds as permitted under Approved Special instructions may be allowed on the turn-outs side, provided the turn-in curve is of a standard suitable for such higher speeds. Extra shoulder width of ballsat of 150 mm should be provided on the outside of such turn in curves. When these conditions are satisfied, the speeds indicated below may be permitted on turn-outs provided with curved switches. While permitting speed beyond 15 kmph, provisions of S.R. 4.10/3 may also be kept in view.

SL. No.	Type of Turn-outs (BG)	Permissible speed
1.	1 : 8 1/2 Curve switch 52/60 Kg on P S C Sleepers.	15 Kmph.
2.	1 : 8 1/2 Symmetrical split with curved switch 52/60 kg on PSC Sleepers.	30 Kmph.
3.	1 : 12 Curve switch 52/60 kg on P S C Sleepers.	30 Kmph.

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Amended vide A/S– 8.2

c) The permissible speed on turnouts taking off on inside of the curve should be determined by taking into consideration the resultant radious of lead curve which will be sharper than the lead curve for turn outs taking off from the straight. 1 in 8 1/2 turnouts should not be laid on inside of curves.

S. R. 4. 10/3 : Up gradation of speeds on turnouts should cover a number of contiguous stations at a time. Before up grading the speeds on Turnouts beyound 15 kmph. the track structure of loop lines should be strengthened as prescribed.

4.11 - Limits of speed while runnning 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.

S. R. 4.11/1 :- On D.H. Section from New Jalpaiguri to Darjeeling, the speed as referred to in Rule 4.11(2) must not exceed 30 kilometres an hour or such less speed as may be prescribed by approved special instructions under the same conditions.

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 speed not exceeding 25 kilometers an hour :

Provided 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 further that no train which is not enquipped with continuous vaccuam brake shall be pushed outside station limits except in case of emergency :

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.

(2) 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 trains shall be equipped with the prescribed head light and marker lights except in case of emergency.

(3) When trains are worked as described in Sub-rules (1) and (2), the

engine pushing the load when it is the rearmost, or the rearmost vehicle if any, shall carry a tail board or a tail lamp.

S. R. 4.12/1 :- (a) An engine may push a train outside the station limits only in an unexpected and unaviodable circumstances such as the inability of the engine to haul its load, train meeting with an obstruction etc. and in emergency working with relief trains, etc. on such occasions, the Guard of a pushing train must travel in the leading vehicle if it is fitted with a vacuum brake valve or hand brake. If the leading vehicle is not so fitted, the Guard must travel in the nearest vehicle thereto which is so fitted. The speed of the train, with the Guard travelling in the leading vehicle, must not exceed 15 KMPH and with the Guard travelling in any other vehicle, must not exceed 8 kilometres an hour.

(b) The Guard shall also be responsible for ensuring that proper lights as prescribed by SR 4.12/4 are exhibited on the leading vehicle when a train is pushed.

(c) The Guard of a pushing train must keep a good lookout and continuously exhibit a green hand signal to the Loco Pilot. The absence of a green may be due to an obstruction and the Loco Pilot must stop the train at once. The Loco Pilot must keep a good lookout, especially in the direction in which the train is running and be prepared to stop hand signal to stop his train short of any obstruction.

In thick, foggy or tempestuous weather impairing visibility when the view ahead is not clear for at least 800 metres, the Assistant Loco Pilot or DAD / Guard must walk at least 400 metres in advanced of the train plainly showing a stop hand signal towards any approaching train at walking speed.

S. R. 4.12/2 :- Admission of pushing train:-

(a) On the double line, a train pushing back for any reason must be brought to a stand opposite the first Stop signal pertaining to the correct line or at the last Stop signal pertaining to the wrong line (i.e., the line on which the train is pushing back) whichever it comes across first.

Thereafter, the Guard of the train must then proceed to the Station Master or the Cabin Assistant Station Master concerned exhibiting a Stop hand signal towards the station.

On arrival at the station or the Block Cabin, he shall inform the Station Master or the Cabin ASM as the case may be, for the circumstances in writing and shall then return to his train immediately.

(b) If there is no Block cabin on the way, the Gurad of the train shall inform the Cabinman of that cabin about his train and shall personally communicate the contents of his memo the Station Master on phone and submit his memo addressed to the Station Master, to the cabinman for onward despatch in due course; and thereafter he shall return to his train immediately.

(c) The Station Master or the Cabin Assistant Station Master as the case may be, must ensure correct setting of points and locking of the facing points for the line over which the train shall be backed. In addition he shall also ensure that the reception line is free from all obstructions and shall, thereafter send Caution Order in Form T/509 through one of the competent railway staff in uniform deputed by the Station Master/Cabin Assistant Station Master shall deliver the caution order to the Guard and Loco Pilot, obtain their signatures on the record foil. The railway staff so deputed shall pilot the train into the station travelling on the engine.

(d) (i) On single line when a train is required to push back under unavoidable circumstances, it must be brought to a stop outside the first Stop signal of the station. The Guard of the train shall then proceed to the Cabin/Station exhibiting Stop hand signal towards the Cabin/ Station. On arrival at Cabin or Station, he shall inform the Cabin Assistant Station Master/Station Master, as the case may be in writing, indicating the circumstances under which his train has been pushed back and advise the Station Master for arranging reception of the train at the station, the Guard will then return to the brake van of his train.

(ii) If there is non-Block Cabin on the way, the Guard of the train shall take action in accordance with the instruction laid down in SR. 4.12/2 (b).

(iii) If conditions for taking off the reception signals are fulfilled, the Station Master shall arrange reception of the train on proper signals. The Loco Pilot of the pushing train on getting reception signals shall restart his train and go into the station.

Note:- The signals may be taken off as usual for train pushing back in regular course of working and also for relief trains, etc. pushing back in emergency.

(e) (i) Both on double and single lines when a light engine is unable to proceed to the station in advance for any reason and has to return to the station in rear, the Fireman or the Diesel Asstt. will proceed to the Block Cabin/Station to inform the Block Cabin ASM or the Station Master of the circumstances for arranging reception of the light engine to the station.

(ii) On sections where the assisting engine in rear of the train is not coupled, the train engine Loco Pilot will indicate by sounding one short whistle as soon as he feels that assistance of the assisting engine is no longer required. On receipt of this signal, the assisting engine Loco Pilot will acknowledge it by sounding one short whistle and bring his engine to a stand. He will then act in accordance with the local rule for working of that section. Normally, at places where the assisting engine should cut off, will be marked by a special post.

(iii) When a train has to be backed, the Loco Pilot shall proceed cautiously at a speed not exceeding 8 KM per hour making frequent use of the engine whistle. The Guard shall remain in the Brakevan and exhibit proceed hand signal to the Loco Pilot. Both Guard and Loco Pilot of the train must keep a sharp lookout and satisfy themselves that there is no obstruction at the level crossing, if any.

S. R. 4.12/3 :- Whenever trains of any description are to work between stations or to the site of an accident the engine shall not normally be attached in between vehicles, i.e., with vehicle both in rear and front of the engine. When, however such a formation cannot be avoided, the speed and procedure laid down in SR. 4.12/1 will be followed. The train shall be brought to a stand at the first Stop signals of the block station in advance or at a point 800 metres short of obsatruction where from it will be piloted into the station or upto the site of obstruction.

S. R. 4.12/4 :- Engine pushing a train during night or in thick, foggy or tempestuous weather impairing visibility :- When a vehicle or vehicles are being pushed in a block section, the leading vehicle shall exhibit -

One red light on a single line

One red light on a double line (when being pushed in the wrong direction).

One white light on a double line (when being pushed in the correct direction i.e., upwards on up line and downwards on down line).

S. R. 4.12/5 :- (i) On D.H. Section, no engine shall push any train outside station limits except in accordance with special instructions and at a speed not exceeding 12 kilometres per hour. This shall not to an engine assisting in the rear of a train.

(ii) Engines are permitted to push trains as follows -

(a) On reverses at a speed not exceeding 12 kilometers per hour.

(b) In the case of material trains the speed must not exceed 12 kilometres per hour.

(c) In the event of an obstruction between stations, when a second engine is not available, a train may be pushed to or from the obstruction, at a speed not exceeding 10 kilometres per hour in day light and 6 kilometres per hour at night, or in foggy weather, or when view ahead is not clear for at least 90 metres.

(d) When a train is being pushed outside staion limits :

(1) the leading vehicle shall, if possible be a brake-van.

(2) after sunset and in foggy weather the leading vehicle shall show at least one red light in the direction in which the train is moving and the engine shall show one red light; the Guard or, if there is no Guard, the Jamadar Brakesman shall ride in on the leading vehicle, or the nearest vehicle thereto which is fitted with a brake.

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 case of unaviodable 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, as may be authorised by approved special instructions.

(2) In case of unavoidable necessity, goods trains may run with steam engines 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 engines tender foremost as a regular measure under sub-clause(i) of cluse(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.

S.R. 4.13/1 : - (i) The Authorised Officer under G.R. 4.13 (a) (i) is the Sr.Divisional Operations Manager/ DOM/ AM or Sr. Divisional Mechanical Engineer/ DME .

(ii) Passenger and mixed trains running with steam engine tender foremost, shall not travel at a speed exceeding 25 kmph over any portion of the N.F. Railway except where higher speed has been sanctioned under approved special instructions and has been shown in the Working Time Table.

S. R. 4.13/2 :- On the Hill Section (Badarpur-Lumding & D.H. Section) trains may be worked with steam engine tender foremost at a speed not exceeding 18 kilometres an hour, subject to the following conditions:-

(a) Cattle guards shall be fitted to the engine tender.

(b) Look-out glasses shall be provided.

(c) Speed to be reduced to 8 kilometres per hour when passing over facing points.

S. R. 4.13/3 :- In case of trains running after darkness, tenders of steam engine shall be fitted with electirc head-lights and the prescribed engine lights shown on the tender in the direction in which the train is running, vide G.R. 4.14 and Subsidiary Rules thereto.

S. R. 4.13/4 :- A Caution Order drawing the Loco Pilot's attention to the prescribed speed limit should be issued for a train when worked by a steam engine running tender foremost unless the train is scheduled in the Working Time Table to run accordingly.

C. Equipment of Trains and Train Crew

4.14- Head light and marker lights:-

(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 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 of same or different gauges; and

(c) #On such other occasions as may be prescribed by special instructions.

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Amended vide corrigendum no.– 4.2

(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 refferred to in sub rule (1) pointing in the direction of movement and the train shall run at a speed prescribed by special instructions.

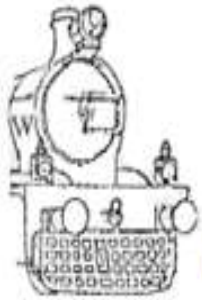
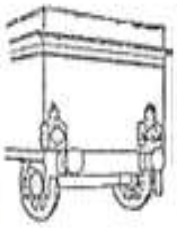
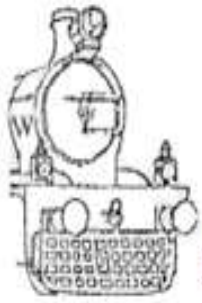
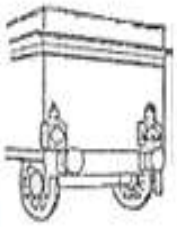
S.R.4.14/1 - Marker lights of an engine - The prescribed marker lights to be carried on engines in front and in rear at night or in thick, foggy or tempestuous weather impairing visibility or in long tunnels are :-

	Double line		**Single line**	
	Left	**Right**	**Left**	**Right**
Train engine	White	White	White	White
Light Engine (Front)	White	White	White	White
Light Engine (Rear)	White	White	White	White
Shunting Engine (Front)	Red	Red	Red	Red
Shunting Engine (Rear)	Red	Red	Red	Red

Note - Left of the engine refers to the Fireman/Diesel Assistant's side and right side to the Loco Pilot's side.

The diagram below shown the prescribed engine and tender lights:-

BROAD, METRE, AND NARROW GUAGE

Engine	Both Double and single line	Tender Double and Single line
Train Engines	 W W	
Light Engines	 W W	 W W
Shunting Engines	 R R	 R R

W= White R= Red

S.R.4.14/2 - The leading buffer lamps on the train engine (engine buffer when running engine foremost and tender buffer when running tender foremost) shall be kept burning even though the electric headlight is functioning.

S.R.4.14/3 - If the electric headlight fails and cannot be put into working order again, the speed of the train shall be restricted to a maximum of 40 kilometres per hour.

#If the electric headlight becomes defective en-route during the hours of darkness and/ or thick and foggy weather, the Loco Pilot shall ensure that the two buffer beam marker lights are burning and work the train cautiously at a speed not exceeding the severest speed restriction imposed in the block section or 40 Kmph in case of BG & MG and 15 KMPH in case of NG and also sound the engines whistle frequently.

S.R.4.14/4 - When trains have to cross at a station, the first train to arrive shall have its electric headlight dimmed. If the dimming switch is out of order the headlight shall be extinguished altogether.

4.15 Tail light and side lights :-

(1) At night or in thick, foggy or tempestuous weather impairing visibility, no train shall be worked outside station limits unless it has -

(a) in case of an engine with vehicles attached, have 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 trains and Electric /Multiple Unit trains may be dispensed with."

(b) in the case of a single engine without vehicles attached at least one red tail light; and

(c) in the case of two or more engines coupled together without vehicles attached, at least 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 siding 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 into 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 parellal lines, the side lights mentioned in clause (a) of sub-rule(1) may be arranged in accordance with special instructions.

(4) When the train has been shunted for following train to pass, the tail and side lights mentioned in clause (a) of sub-rule (1) shall dealt with in accordance with special instructions.

S.R.4.15/1 - When the train has been shunted for giving precedence to another train, the Guard of the train shall reverse the side lamp next to the line on which the train is taking precedence. The other side lamp and the tail lamp shall be kept in their normal position showing red or at the appropriate place designed for the purpose.

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#Amended vide corrigendum no.-3 and 4.

On the Lumding-Badarpur Hill section during daylight running also, in addition to a tail board, a lighted tail-lamp will be affixed to the rear of the last vehicle of each train.

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 - or

(a) #by day, an unlit red painted tail lamp of approved design in lieu of tail board, 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 instructions in each case, a red flag may be used in lieu of a tail board or an until tail lamp.

S.R.4.16/1 - In order to indicate to the staff that a train is complete, the last vehicle shall always carry a tail-board by day and a tail-lamp, duly lit by night as well as in thick, foggy or tempestuous weather impairing visibility during day.

The tail-board and the tail-lamp shall be fixed to the rear of the last vehicle between the buffers.

S.R.4.16/2 - When a tail-board is not available for any reason what so ever, an unlit tail lamp may be used in lieu of a tail-board as a temporary measure.

S.R.4.16/3 - For the purpose of Rule 4.16(3), the Sr. Divisional Operations Manager/Divisional Safety Officer/ Area Manager is empowered to issue instructions separately, in each case of emergency when a red flag may be used in lieu of a tail-board or an unlit tail-lamp.

S.R.4.16/4 - When trains are being pushed with the engine as rear most, the tail lamp or tail board in such cases should be exhibited on the engine.

S.R.4.16/5(a) - Carriages occupied by passengers at night and detached at a station from the running trains, should be kept in a siding. At stations where siding are not isolated, adequate precautions shall be taken by the Station Master on duty for their protection. In addition, the Station Master on duty shall, at night, switch on the electircal side lamps of the carriage by a switch where provided outside of such carriage. If stabled on a siding adjacent to the running line, the side lamp nearest to the running line must be reversed.

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#- Amended vide A/S– 5.4

@ - Amended vide A/S– 12.4

(b) In the case of a carriage not fitted with electrical side lamp, the Station Master on duty shall put one red oil tail lamp on at each end of the carriage. In the case of two or more carriage coupled together, one such lamp shall be put on at each end of the coupled carriages. The Station Master shall provide these lamps from his stock and the Senior Divisional Operations Manager/Area Manager shall arrange a supply of tail lamps to the stations at which carriages are ordinarily detached.

(c) In the case of tail lamps not being available, the passenger carriages shall promptly be shunted into an isolated siding on which trains are not received.

S.R.4.16/6 - #Switching off built-in red lights in SLRs/Inspection carriage:- The built in red light of SLR/ Inspection Carriage should be switched off when another vehicle is attached in rear of such SLR/Inspection Carriage. It will be the duty of the Guard to ensure that tail-lamp/tail-board is affixed only in the rear of the last vehicle.

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 the 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, and

(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 providing axle counter or continuous track circuiting between block station and complete track circuiting of station section, excluding non-running lines of the receiving station, is installed and functioning and there is 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 confirming to the provision 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 the block section in rear as prescribed in clause (b) and (c) of sub rule 2 in such cases.

4.18 - Means of communication :-

(1) No passenger train or mixed train shall be dispatched 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 -

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#- Deleted and re-numbered vide A/S-3.6

@ - Amended and added vide A/S– 3.2 and 6.4

(a) passenger or mixed trains in case of complete or partial failure of vacuum;

(b) such particular trains as may be exempted under approved special instructions.

(c) If a Railway Administration is satisfied that mischivous 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.

(d) A goods vehicle in which passengers are carried is not a "passenger carriage" within the meaning of this rule.

S.R.4.18/1 - On D.H. Section (from New Jalpaiguri to Darjeeling).

(a) Such communication shall be provided by means of a cord attached to the engine whistle and extending along the whole length of the train, and shall be on the risks Asstt. Guard.

(b) Trains other than Passenger or mixed shall also be provided with a similar cord where by the Jamadar/ Assistant Guard may communicate with the Loco Pilot.

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 portion thereof as have been supplied to him under Rules 2.01,

(b) a copy of the Working Time Table, and all correction slips and appendices, if any, inforce on the 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 detonator sufficient to comply with the revelant rules as may be prescribed by special instructions,

(g) ***Deleted vide A/s– 5.1*****, and**

(h) such other articles as may be prescribed by the Railway Administration in this behalf.

(i) Led based Tail Lamps for all Guards.

(j) Detachable pressure Guage with Adapters for Goods Guards.

(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).

S.R.4.19/1 - [@]Uniform Guard's Personal Equipment on Indian Railways:-

(A) Items for Guards working mail/ Express / Passenger Train :-

S.No.	DESCRIPTIONS	NO. OF ARTICLES
1.	Torch cum Hand signal Lamp	1
2.	Red Flags and Green Flags mounted on stick	2 red + 1 green
3.	Detonators	10 nos. in one case
4.	Fusee	1
5.	Extract of relevant rules	1
6.	Working Time Table with appendix	1
7.	Whistle	1
8.	Tail Lamp (of approved design)	1
9.	Guard's Rough Journal	1
10.	Guard's Passenger Certificate	1
11.	Guard's Memo book	1
12.	Pad-Locks (2 large and 1 small size)	3
13.	Chain with a suitable lock for securing Briefcase	1
14.	Carriage Key	1
15.	ACP resetting Key	1
16.	Complaint / Suggestion book	1

S.R.4.19/1(B) - [@]Items for Guards working Goods Trains :-

S.No.	DESCRIPTIONS	NO. OF ARTICLES
1.	Torch cum Hand signal Lamp	1
2.	Red Flags and Green Flags mounted on stick	2 red + 1 green
3.	Detonators	10 nos. in one case
4.	Fusee	1
5.	Extract of relevant rules	1
6.	Working Time Table with appendix	1
7.	Whistle	1
8.	Tail Lamp (of approved design)	1
9.	Guard's Rough Journal	1
10.	Guard's Passenger Certificate	1
11.	Guard's Memo book	1
12.	Pad-Locks (2 large and 1 small size)	3
13.	Chain with a suitable lock for securing Briefcase	1

(N.B.:- In addition each Guard while on duty shall continue to have with him two pairs of such spectacles as he is required to were under medical advice and a watch. The standardized light weight items as per specification of the same will be carried in a Briefcase by the Guard himself.)

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@- Amended vide A/S no.—5.3

9.	Spectacles if required to wear under Medical advice	2
10.	Accident Manual	1
11.	Block Working Manual	1
12.	Guard's Rough Journal	1
13.	Guard's Memo Book	1
14.	Tail Board	1
15.	Flashing Tail Lamp	1
16.	Pad-Locks	4
17.	Washers	2
18.	Torch	1
19.	Fusee	1
20.	Watch	1
21.	Arm-Bands	10
22.	Walkie-Talkie sets	1

S.R.4.19/1(C) -EMU/Passenger Train Guard's Equipemnts :-

S.No.	DESCRIPTIONS	NO.OF ARTICLES
1.	G&S Rules book/Hand book for Guard	1
2.	Accident Manual	1
3.	Working Time Table	1
4.	Whistle	1
5.	Red Flags on stick	2
6.	Green Flags on stick	1
7.	Detonators in a Tin/Plastic case	10
8.	First Aid Box (fill up with Medicine and Equipments)	1
9.	Spectacles if required to wear under Medical advice	2
10.	Accident Manual	1
11.	Rules to Work EMU Train	1
12.	Rules to work Trains on Automatic Block System	1
13.	Guard's Memo Book	1
14.	Fusee	1
15.	Carriage Key	1
16.	Wrist Watch	1
17.	Arm-Bands	10
18.	Walkie-Talkie sets	1

S.R. 4.19/1 (D) :- Standardisation of Brake -van equipment for Coaching Trains.

Items	Nos	Maintained/ Supplied by
Portable Copntrol Phone	2*	JE / Tele/ Hq.
Portable Train lighting Equipment	1	JE / Engg. (G)
Portable Fire Extinguisher	2	JE/ (C & W)
Wooden Wedges/ Skids	2	JE / (C&W)
#Stretcher	1	SS/SM.
#First-aid box	1	SS/SM (Originating station)

*1. For Inter Railway trains one each for electrified and non-electrified territory.

2. Either for electric or non-electric both depending upon traction over which the train travels within the Zonal Railway.

The procedure to be followed for loading / unloading of Brake-van equipments to be followed as laid down in this rules.

S.R.4.19/2 - Asstt. Guard working Mail/Express and Passenger train must have with him while on duty with his train the following personal equipment :-

1.	Hand Signal Lamp	1
2.	Hand Signal Flags(Green -1 & Red - 2)	3
3.	Detonators - (in a Container)	10 (in a container)
4.	Working Time Table	1
5.	Rough Journal Book	1

S.R.4.19/3 - (a) Every Loco Pilot must have with him while on duty with his train the following personal Equipemnts :-

1.	Hand Signal Lamp	1
2.	Hand Signal Flags(Green -1 & Red - 2)	3
3.	Detonators in a container	10 (in a container)
4.	Washers	5
5.	Reference Books and stationary:-	
	(a) Working Time Table (In force)	1
	(b) Loco Pilot's Hand Book	1
	(c) Health Card	1
	(d) Rough Journal Book	1
6.	Two pairs of Spectacles for Loco Pilots requiring them as per medical advice.	2
7.	Miscellaneous emergency tools	1
8.	Fusee	1

(b) Engine equipment:-

1.	Engine Repair Book	1
2.	Loco Log Book	1
3.	Mechanical Tools Box	1
4.	Fire Extinguisher - 2 (for diesel/Elec. locos) only	2
5.	Spare Electric Head light bulb - 1 & cab light bulb	2

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#- Amended and added vide A/S no.– 5.2

[#]**S.R. 4.19/3(c) :-** The following list of equipment along with a handy bag to carry the same be issued to Assistant Loco Pilot:

i) Tri-colour Torch,

ii) Red & Green Flag,

iii) Working Time Table

S. R. 4.19/4 :- "First Aid" equipment on trains:-

(a) Goods train Guards, utilised temporarily for trains carrying passengers, military Special trains/material trains must obtain a first aid box from the Station Master on duty. A certain number of spare sealed first aid boxes will be kept, at Guard's home and out stations, and these should be issued to goods Guards utilised temporarily to work trains carrying passengers, military special and material trains. At the time of issue, the seal must be broken and the box checked jointly by the Station Master and the Guard who must sign for the box in the register maintained by the Station Master.

(b) On completion of duty, the Guard must return the box to the Station Master at the home station who will check the contents and reseal the box. The Station Master will recoup any materials before its reissue to a Guard.

(c) All first aid boxes will have the code initials of the Division and the station to which they are allotted prominently painted together with serial number for each Station. The Station Master/Guards are responsible to see that the boxes belonging to their stations are not miscarried.

(d) A register shall be maintained at the train originating station, in which all trains carrying passengers and the equipments supplied in the brake van of each such train shall be recorded and Guards acknowledgement obtained. In case any item is not supplied suitable remarks stating the reasons thereof, shall be recorded. The Official in Charge of originating station of such train shall inspect the register frequently to see that the equipments detailed above have been supplied.

Guards, Assistant Guards and Loco Pilots shall note down the shortage of any personal and safety equipments as mentioned in SR 4.19/1, SR 4.19/2, SR 4.19/3 and SR 4.19/4 in their Journals/engine tickets.

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 or the Fireman is 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 aspects, drive an engine on any running line.

(3) If a Loco Pilot becomes incapacitated while the engine is in motion the Assistant Loco Pilot or the Fireman, if duly qualified, may work the train to the next station cautiously and where the Assistant Loco Pilot is or Fireman 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.

S. R. 4.20/1 -Loco Pilot incapacitated on journey:-

Should a Loco Pilot become incapacitated on the journey, the Diesel Assistant or the Fireman shall, if duly qualified, work the train forward to the first engine crew changing station; if it be a passenger train, he shall make over the engine to the Loco Pilot of the first goods or material train he meets. In case the Fireman or Diesel Assistant is not qualified to work the train, then

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 # Added vide Amended slip –31 and modified vide A/S– 33.

the Station Master shall wire to the Locomotive Foreman of the nearest shed for a Loco Pilot; but if a goods train reaches the station before arrival of such assistance, the Loco Pilot of such goods train shall take on the train which has been held up; if it be a passenger train, to the next engine/crew changing station.

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 a 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.

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 instruction, 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.

S. R. 4.22/1 - The Divisional Mechanical Engineer/Senoir Divisional Mechanical Engineer is the only Officer authorised to permit officials other than those mentioned under S.R. 4.22/2 to ride on engine or tender.

S. R. 4.22/2 - (a) Holders of metal passes may ride on an engine if they are on duty.

(b) Transportation Officials while on duty can ride on an engine when shunting.

(c) Representatives of the Transportation, Engineering and Signal Departments are authorised to travel on an engine at one time, in order to carry out a joint Inspection.

(d) Railway Official may be allowed to ride on engine if proceeding to an accident site or in an emergency in the discharge of their duties.

S. R. 4.22/3 - On D.H. Section, in addition to the above, the Brakesman and Pilotman are authorised to travel on the engine. In the case of light engine, the entire train staff shall ride on the engine. The Loco Pilot shall be responsible for the safety of the staff.

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.

S. R. 4.23/1 - Guards are to ride in leading vehicle(brake-van) or in the nearest one to it having a brake when a train is being pushed (see S.R. 4.12/1).

S. R. 4.23/2 - Duties of Guard to ensure requisite level of vacuum in case of vacuum trouble enroute when a train running without brake van encounters trouble enroute, the following steps which are normal for train operations are required to be taken by the Guard of a Train.

(a) Guard alongwith Diesel/Electric Asstt. Loco Pilot should check the compelete train for any hosepipe disconnection or leakage etc. The help of C. & W. Staff or Pointsman should be taken when the vacuum trouble occurs within the station limits.

(b) The guard should arrange to connect the hose-pipe to plug the leakage etc. with the help of Diesel/ Electric Asstt. Loco Pilot and start his train after ensuring that the vacuum trouble has been fully attended to and the requisite amount of vacuum is maintained on the locomotive.

(c) The Loco Pilot should regulate the speed of the train depending on the "Feel Test" conducted by him in the first block section.

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.

S. R. 4.24/1 - Attaching of vehicles in rear of the rear brake-van:-(a) In the case of passenger train, worked with vacuum air- pressure throughout, not more than two bogies or their equivalent 4 (four) wheelers shall be attached in rear of the rear brake-van, subject to the condition that the vehicles are fitted with vacuum air- brake in good working order. An Inspection or Officer's Carriage(bogie or otherwise) may also be attached in addition, provided it has its effective vacuum /air brake and hand brake.

Note:- Attaching of vehicle/vehicles behind the rear brake-van shall be subject to fulfilment of antitelescopic marshalling instructions. (For detailed instructions see Operating Manual).

(b) In the case of mixed or goods trains, worked with vacuum air pressure throughout, not more than two bogies or their equivalent, (four 4 wheller) or two power plant bogie in place of two bogies or their equivalent may be attached in rear of the rear brake-van, provided these are fitted with vacuum air brake in good working order, and further, in the case of power plant vehicles, the conditions prescribed for the carriage of inflammable goods are complied with. An Inspection or Officer's Carriage (bogie or otherwise) may also be attached in addition in case of a Mixed train, or in replacement of a boige or two 4 whellers in case of a goods train, provided it has its effective vacuum air brake and hand brake.

S. R. 4.24/2 - In the case of trains(Passengers, Mixed or Goods) not worked with vacuum /air-brake throughout, an Inspection or Officer's Carriage(bogie or otherwise) only fitted with hand brake in good working order and as can be operated by its occupant during the run, may be attached in rear of the rear brake-van.

S. R. 4.24/3 - Only one damaged vehicle certified as '**fit to run**' and accompanied by a competent railway servant may, under the following conditions, be attached in rear of the rear brake van of a Goods train, worked with or without full vacuum brake, during day light hours only. Before attaching a damaged vehicle to a train the Station Master on duty must obtain from TXR or LF a certificate stating "damaged vehicle No.--------may be attached". The certificate so obtained must be handed over to the Guard, and should it be necessary to detach the vehicle on the road, the Guard must hand over the certificate to Station Master on duty at which the vehicle is detached. The letter must deliver it to the Guard of the train to which the damaged vehicle is again attached.

Note:- S.Rs 4.24/2 and 4.24/3 are not applicable over the Lumding-Badarpur and Kumarghat- Agartala sections. Attaching of such vehicles on these sections will be governed by rules in Appendix- III, to the G & S Rules Book.

S. R. 4.24/4 - Wagons containing explosives or dangerous goods shall not, however, be attached in the rear of the brakevan.

S. R. 4.24/5 - When additional vehicle/vehicles has/have been so attached in rear of the rear most brakevan, the last vehicle of the train must carry a tail board or tail lamp as the case may be, in accordance with S.R. 4.16/1.

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 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.

S. R. 4.25/1 :-(i) On D.H. Section, a train, which does not carry passengers, may be run without a Guard, in which case it shall be in charge of Loco Pilot, who shall be assisted by a Jamadar Brakesman.

(ii) The Loco Pilot of a train is responsible for seeing that the full complement of Brakesman, as laid down by special instructions, is carried.

(iii) In all cases Jamadar Brakesman shall ride on the last vehicle on the train, excluding trollies, and observation cars.

S. R. 4.25/2 :- Running of Crew van/Inspection carriage in the block section:- An engine with a crew van not fitted with hand brake or an inspection carriage may be despatched without a Guard or a brake van provided such crew van/inspection carriage is equipped with active vacuum/air-brake apparatus.

This relaxation is not applicable on the Lumding-Badarpur and Kumarghat -Agartala sections of this Railway.

4.26 - Couplings :- No vehicle that is not fitted with a coupling or couplings of approved pattern shall be attached to any train.

SR. 4.26/1 Coupling of Vestibuled Stock:-

(a) The vestibul connections of military cars and other stock so equipped are to be carefully coupled together so that there is no gap between the platforms of the coaches.

(b) When a vestibuled coach is the last vehicle on a train or is isolated and the vestibule is not in use, the doors of the unused vestibules must be closed and properly secured.

(c) The Guard must not allow a train to proceed without satisfying himself that the vestibule connections are properly secured and that doors, when necessary, are locked and bolted.

(d) Before vehicles fitted with vestibules are coupled or uncoupled, the staff must see that the vestibules are pushed back and properly secured. After coupling, the vestibules must be properly connected up.

(e) Shunting staff or the staff supervising shunting must not enter between the buffers of such vehicles for coupling or uncoupling until the vehicles are at rest and the buffers are touching.

D. Vehicles and Cranes

4.27 Cranes:-

(1) No tavelling 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 dumy truck for the jib, if necessary.

(2) When a crane is to work on any line provided with elcectric traction or any line adjacent to it, the procedure and precautions as laid down under special instructions shall also be followed.

S. R. 4.27/1 - Hand cranes:- As far as possible cranes should be attached to goods trains; when no goods trains are available, a crane may be attached to a slow mixed train with the prior permission of the Divisional Operations Manager. Under no circumstances may cranes be attached to trains which are booked to run at a speed higher than 40 kilometres per hour.

S.R. 4.27/2 When a travelling crane is attached to a train at a carriage examining station, the Carriage Examiner is also responsible that the jib is properly lowered and secured.

S. R. 4.27/3 - Hand crane before attaching to a train:- Before a hand crane is allowed to run outside station limits attached to a train, or as a special, the jib shall be lowered on to its dummy truck, with the jib resting freely on the boldster. To secure the jib from any possibility of leaving the bloster and slewing round during running, the following precautions shall be taken -

The carnes beneath the balance weight-box are to be thrown into gear and secured by the safety pin. Only when this has been correctly carried out, may the carne be allowed to travel. Where possible all cranes should travel with the jib to the rear, but in cases where it is found impossible to turn the crane,particular care shall be taken to see that the instructions regarding securing the jib have been fully observed. In addition to this instructions contained in S.R. 4.27/4 shall be carried out.

S. R. 4.27/4 - Hand crane out of use:- The balance weight-box shall be traversed inward to its full extent and clamped, the crane beneath its carriage shall be thrown into gear and secure by the

safety pin, the weight of the crane shall be on the springs the axle-box stops or wedges having been taken out of use, the outrigger girders shall be secured so as to be within running dimentions, and the "claws" or rail grippers shall be hooked up clear of the rails.

S. R. 4.27/5 - Steam cranes before attaching to a train:- Before a travelling crane is allowed to run outside station limits attached to a train, or as a special, the jib shall be lowered on to its dummy truck so as to rest freely on the boldster. To secure jib from any possibility of leaving the boldster and slewing round during running, the following precautions shall be taken:-

(a) The screw supports under the balance weight shall be screwed up into their sockets, to take the weight of the balance weight end of the crane and shall be fixed in this position by passing a rod through both nuts.

(b) The packing piece shall be inserted in its guides, to act as a stop when bearing up against the flat portion of the balance weight.

(c) Only when conditions (a) or (b) above have been correctly carried out, may the crane be allowed to travel.

(d) Where possible, all cranes should travel with the jib to the rear, but in cases where it is found impracticable to turn the crane, particular care shall be taken to see that the instructions regarding securing the jib have been fully observed.

(e) The travelling clutches shall be out of gear and the hand brake off. In addition to this, the instructions contained in S.R. 4.27/8 shall be carried out.

S. R. 4.27/6 - Hand or Steam Crane when attached to a train:-(a) When a crane is required to run on the line, a competent man shall be put to ride on it, for the purpose of seeing to its proper oiling and remaining in a state safe to run.

(b) Travelling hand or steam crane if required to be attached to a passenger or mixed train can only be attached after having been certified as fit to travel at the required speed by the Divisional Mechanical Engineer concerned.

(c) In case of emergency, the Traffic Inspector, or in his absence, the Station Master of the station from which the crane is to be despatched may, with the concurrence of the Senior Engineering and Locomotive Subordinates present at the time, authorise the attachment of hand travelling and steam cranes to passenger or mixed trains.

S. R. 4.27/7 - Fouling another road:- When a crane during working is liable to foul another line, the Station Master of the station controlling that line shall be informed in accordance with G.R. 5.19 to have the line blocked; and the block shall not be removed until the jib of the crane has been placed parallel to the track and the line is clear of obstruction.

S. R. 4.27/8 - The steam crane out of use:- The precautions laid down in S.R. 4.27/5, shall be carried out, the hand brakes to be released, the packing piece above the spring shall be removed, or if fitted with screw jacks, they must be unscrewed to their full extent so that the weight of the crane rests on the bearing springs, the outrigger girders shall be secured so as to be within running dimensions, and the "claws" or rail grippers shall be hooked up clear of the rails.

S. R. 4.27/9 - Two cranes on a bridge:- In the event of it being necessary for two steam cranes, coupled together to pass over or worked on a single span of any bridge, the sanction of the Divisional Engineer concerned shall first be obtained to such arrangement.

4.28 - Loading of vehicles:-

(1) No wagon or truck shall be loaded as to exceed the maximum gross load on the axle fixed under sub-section(1) of section 72 of the Act, or such

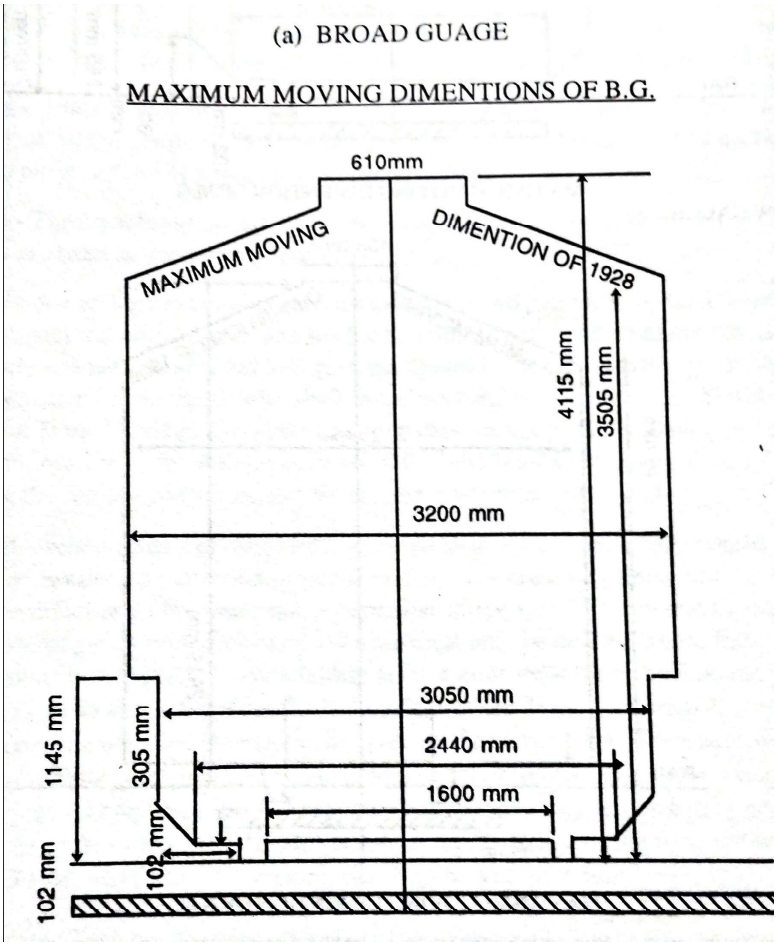
varied carrying capacity, if any, as may have been prescribed by the Railway Administration under sub-section (4) of the said section.

(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.

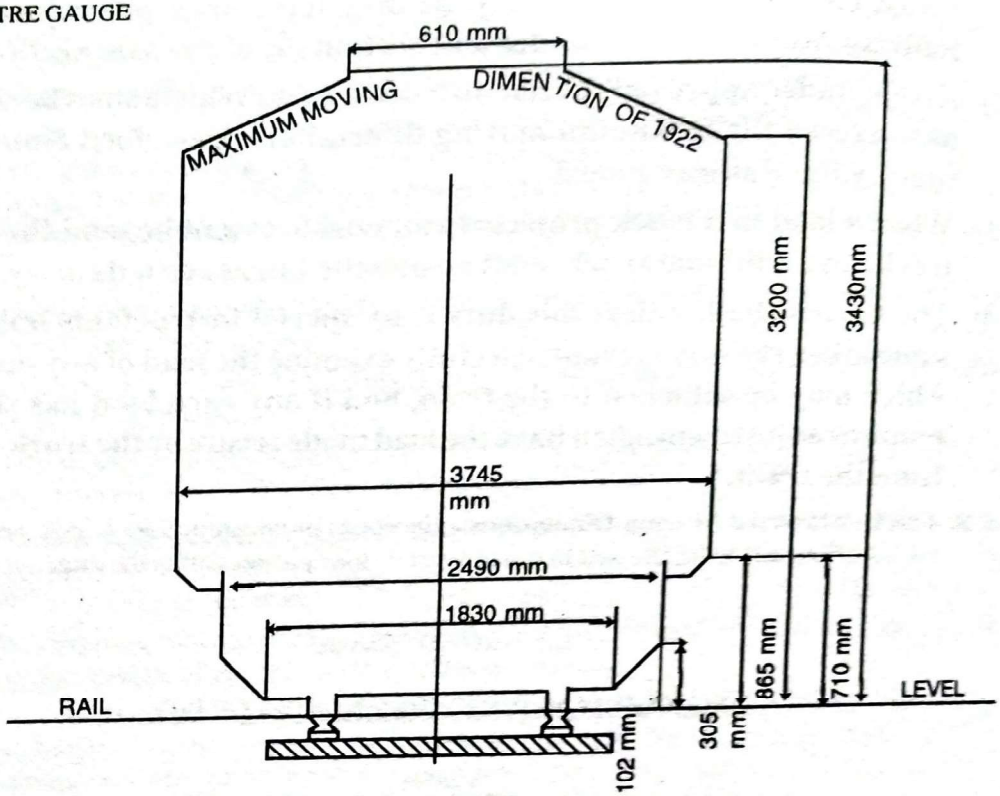
(3) When a load in a truck projects to an unsafe extent beyond the end of a truck, an additional truck shall be attached to act as a dummy.

(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.

S. R. 4.28/1 - Standard Moving Dimensions:- Except as provided in S.R. 4.28/2, no vehicle of any description is to be allowed to run if it and its load are not within the dimensions given in page 133 :-

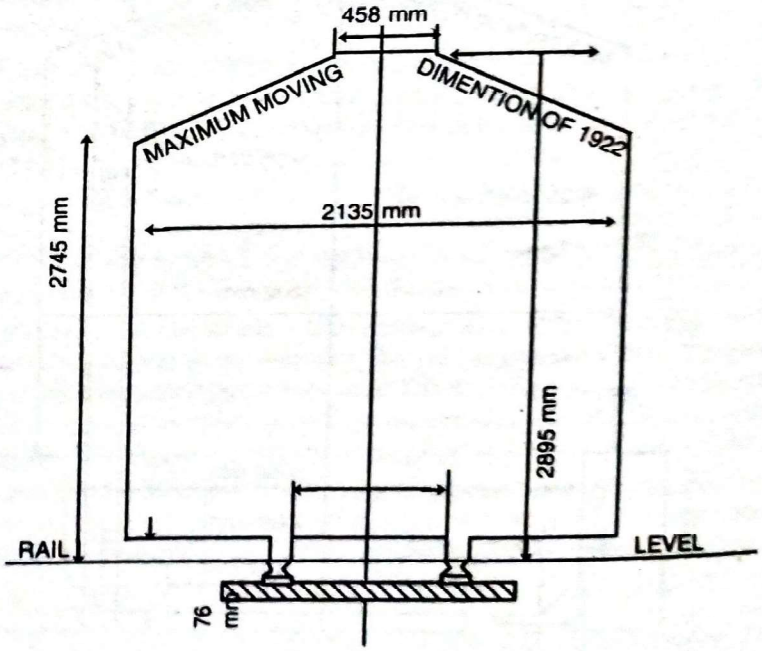


(B) METRE GAUGE



MAXIMUM MOVING DIMENTION OF M.G.

(C) NARROW GAUGE



MAXIMUM MOVING DIMENTION OF N.G.

S. R. 4.28/2 - No vehicle loaded beyond the standard moving dimentions must be despatched from a station without the permission of the Chief Operations Manager. The Chief Operations Manager will refer the matter to the Chief Engineer for the sanction or for obtaining the sanction of the Commissioner of Railway Safety, if necessary. When such loads are to be despatched to other Zonal Railways, the acceptance of the Zonal Railways concerned also will have to be obtained.

S. R. 4.28/3 - Loading of bulky and long articles:-

(a) Carriages, machinery, timber and other large articles loaded in open trucks shall be loaded with special care. In using pairs of trucks, loads shall be evenly distributed on both trucks, heavy goods shall be so loaded as to bear evenly on the springs.

(b) When low sided trucks without bolsters are used for rails, angle or bar iron etc., the load shall be so placed as not to interlock with articles loaded in the next truck and if necessary, shall be protected by a dummy.

(c) In all cases, the Station Master shall be responsible for perfect and secure loading of all traffic leaving his station.

S. R. 4.28/4 - Carrying capacity of vehicles not to be extended:- The carrying capacity of all goods vehicles used for the carriage of goods is marked on each vehicle, and the loads so marked are not to be exceeded otherwise than in accordance with special instructions.

S. R. 4.28/5 - When timber or other articles exceeding two trucks in length have to be loaded on three trucks, the centre truck shall not carry any part of the load, but shall be left clear and free to move sideways while running round curves.

S. R. 4.28/6 - The stanchions, blosters and chains of trucks must be secured or removed when such trucks are used as dummies or run empty.

S. R. 4.28/7 - At carriage examining stations the authorised person is the Carriage Examiner who will inspect travelling cranes and loads of all open trucks, and on being satisfied that they are properly loaded and secured will give the Guard in charge a certificate to this effect taking his signature for the same who shall make over the certificate to the Station Master before starting. If the Carriage Examiner finds that they are not properly loaded and secured and that it is impossible to have them secured within the booked stopping time of a train, he will advise the Station Master in writing to have them detached.

S. R. 4.28/8 - When timber or other trucks loaded in pairs, or low-sided wagons loaded over the ends with rails, are attached to goods trains, they must be placed next in front of the rear brake-van so as to be under the supervision of the Guard. Such trucks must, as a rule, be attached to goods trains; and a mixed train must only be utilised where there is no probability of a goods train being available within at least three days from the time the trucks have been loaded and on the order of the Divisional Operations Manager who will ensure that the Train Examiner has certified the vehicle fit to run by the mixed train. When such trucks are attached to mixed trains, they must be marshalled in front of the Guard's brake-van or immediately in rear of the goods vehicles (if marshalled next to the engine) and in front of the passenger vehicles on the train, and the Loco Pilots must work strictly to the time shown in the Working Time Table, no running time being made up on any account.

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 Train Examiner;

Provided that in case of a derailment between stations, the Loco Pilot may, if the vehicle has been rerailed 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 Train Examiner, the Loco Pilot shall be consulted, and if he so requires, the vehicle shall be detached from the train.

S. R. 4.29/1 - The greatest danger exists when an axle runs hot en-route on a non stopping train. Station staff and Cabinman must keep a sharp look out and arrange to send ahead the "Stop and Examine Train" signals if a hot axle or any other dangerous condition is detected or suspected. On a controlled section the Station Master must advise the Controller on duty of the fact so that he can take immediate action.

The Station Master receiving advice of a hot axle or any other dangerous condition 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. Such wagon shall be examined by the TXR staff (in case of train examining station) or by the Loco Pilot after the train has come to a stop at the allotted line in the station yard.

S. R. 4.29/2 - 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, or meeting with an accident, he shall bring the train to a stop outside signals since the further movement of such vehicle, especially over points in the station yard is likely to cause a serious accident. The train shall be thoroughly examined before being admitted into the station yard.

No repairs, except those absolutely necessary to move such wagon in order to clear the block section may be carried out. No such vehicle must be worked away from the station at which the accident took place or to which it has been brought for stabling from the accident spot except with the permission of the Divisional Rly. Manager (Mechanical) as it is important, in the event of an enquiry, to have the vehicle as near the scene of the accident and in the same condition, as far as possible.

*Note:-*The vehicle, before being moved with the permission of Divisional Rly. Manager (Mechanical), must be examined and certified by the Train Examiner as "**fit to run**".

S. R. 4.29/3 - When a vehicle has been detached from a train due to defect or damage, the nearest Train Examiner must be advised by telegram as also through control on controlled sections. This vehicle must be stabled and secured separately. Unnecessary shunting with or against this vehicle must be avoided. The vehicle must not be accepted again for traffic use or worked away from the station until certified fit for the purpose in writing by the Train Examiner.

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 any thing requiring their special attention on that section of the railway over which they have to work.

S. R. 4.30/1 - All restrictions of permanent nature are included in the Working Time Table. Temporary restrictions are notified through messages, Shed notices and also Special Gazette/Addendum to Working Time Table. Caution Orders are issued in connection with all temporary restrictions including those notified in the restriction message/ addendum to Working Time Table/special Gazette.

S. R. 4.30/2 - It is the duty of Loco Foreman when sending a Loco Pilot out on a section, over which he is not accustomed to work or has not worked for some time, to have all restrictions, permanent or temporary, re-explained to the Loco Pilot immediately before he goes out. The Loco Pilot's signature should be taken in token of this having been done.

4.31 - Examination of trains before starting:- When a train is examined by a Train Examiner 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.

S. R. 4.31/1 -(a) Protection of Train Examining staff while examining trains or coaches/Vehicles:- Whenever it is necessary for the Carriage & Wagon and Electrical staff to work underneath or between rolling stock or in any other dangerous position on a passenger or goods train or other Vehicles standing along or forming part of a rake on any road or siding other recognised repair lines under the control of Train Examiner/ Train Lighting Examiner, they shall take the following precautions:-

(i) During day light, a large red flag or a board about 0.38 x 0.30 metres painted red and inscribed with the word "STOP" in white erected about 1.21 metres above ground level shall be so placed that it is clearly visible on both sides and in both directions. At night the flags or STOP boards shall be replaced by red lamps.

(ii) After protecting the train/vehicle(s) as indicated above and before commencing the work, the Trains Examining staff must obtain the signature of the Station Master/Yard Master on the prescribed form. Similarly, when the work is completed and flag/boards/lamps are removed, the signature of the official concerned must again be obtained on the form.

The flags/boards/lamps should be removed either by the person who had placed them or under his personal direction and so long as these danger signals are not removed, the train/vehicle(s) must not be moved.

(iii) The Station Master on duty and the Guard, before authorising the Loco Pilot to start the train shall satisfy themselves that the flags/boards/lamps have been removed and that any vehicle(s) declared "Unfit to run" by the Train Examining staff has actually been detached.

(b) Vehicle pronounced unfit to run shall be labeled or stenciled "Not to run". Vehicles which are damaged, but fit to run either loaded or empty, will be labeled or stenciled accordingly.

(c) The train Examining staff shall be responsible that a damaged vehicle does not go out on a train until such time as the "Damage Memo" has been acknowledged by the Station Master or some other specially deputed official of Transportation Department.

S.R. 4.31/2 - At station where no Train Examiner is posted or at way side station while clearing the stabled loads, the Guard and Loco Pilot : -

(i) shall ensure vacuum or air pressure continuity and adequate brake power by counting operative, or non - operative pistons before starting;

(ii) shall ensure by visual examination that there are no loose fitting in the under gear including brake blocks, Safety brackets, track area pins, brake gear pins which may endanger the safe running of the train;

(iii) shall check up the validity of Brake Power certificate. In case of validity period is over, they shall work the train upto the next Examination point in the direction of movement. Control shall be informed through the Station Master by making endorsement on the joint memo which shall be prepared as specified in clause (iv) below -

(iv) Shall prepare the memo jointly on plain sheet in triplicate indicating the brake power and deficiency, if any , and shall append their signatures on the same. Both of them shall retain a copy of the same. The third copy thereof shall be handed over to the Station Master.

The Station Master shall not permit the Guard and Loco Pilot to start the train until he has received a joint memo from both of them to the effect that the train is fit to proceed.

4.32 - Examination of Train by Loco Pilot:-The Loco Pilot shall, before the commencement of the journey and after performing any shunting enroute, 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.

S. R. 4.32/1 - Unless otherwise directed, the Diesel Asssistant will couple and uncouple the engine for locomotive purposes. In all other cases, this shall be done by the Transportation staff. But before a train is finally started from a station, the Loco Pilot shall be personally responsible to see that his engine has been properly coupled with his train.

S. R. 4.32/2 - On D.H. Section, the train Jamadar shall check from time to time and satisfy himself that all couplings and vehicles brakes are in good working order, before starting or at a station where vehicles have been attached or detached.

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 coupling 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.

S. R. 4.34/1 - (a) Guards when taking over charge of trains carrying passengers shall satisfy themselves by personal inspection that safety catches, iron bars, etc, of doors and windows in ladies compartments are in thorough working order. If any defect is detected every effort must be made to have it rectified before the train leaves. In case, it cannot be done the Guard must bring the defect to the notice of the passengers in the compartment and warn them of it.

(b) In the course of the journey they must as far as possible keep a watch on the ladies compartments to see that all is well.

(c) The Guard shall also be responsible to see that the anti-telescopic marshalling orders are fully complied with and all vehicles are properly coupled.

In addition, he shall satisfy himself that he is in possession of his equipment and brake-van equipment. He shall also see that all other departmental works pertaining to his duties are completed; and any other instructions relating to this duties, as may be issued from time to time carried out.

At train originating points or at intermediate junction station where train Examiners are supposed to carry out cursory examination, the responsibility regarding the vehicles being properly coupled will lie with the Train Examiner.

S. R. 4.34/2 - When taking over charge of a fully vacuum-braked train, the Guard must satisfy himself that the prescribed vacuum is maintained and will test the working of the vacuum apparatus.

S. R. 4.34/3 - In case of goods train, the Guard shall be responsible for checking proper marshalling, coupling, reveting and sealing of the loaded wagons. He shall take special care of over dimentional consignment its loading and lashing etc. as required by G.R. 4.28 and S.Rs thereto. In addition, he shall see that the train loads are within the haulage capacity of the locomotive attached to his train.

4.35 - Starting of a 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 or roof of the vehicle not intended for the use of passengers. Guard, Loco Pilot or Assistant Loco Pilot shall take help, if necessary from Government Railway Police, Railway Protection Force and station staff to remove the unauthorized persons from the compartment or vehicle or roof of the vehicle.

(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.

S. R. 4.35/1 - Station Master's permission to start a train :-

(a) The Station Master shall ensure, before he gives his permission to the Guard to start a train from the Station, that -

(i) Line clear has been obtained for the train from the block station in advance:

(ii) all necessary work in connection with the train have been completed and it is the time for the train to start;

(iii) relevant Starter/Starters and the Advanced Starter signal, where provided, are correctly taken off for the train on the Double line and also on the Single line sections provided with block instrument of tokenless type or on the Automatic Block territories on single line;

(iv) on Single Line section other than in Token-less or Automatic Block territories as mentioned in clause (iii) above, a tangible '**authority to proceed**' as required by GR 14.08 has been sent to the Loco Pilot of the train in addition to taking off the Starter/Starters and/or Advanced Starter, where provided, and

(v) In case of Starter/Starters and/or Advanced Starter signal being defective, the provisions of GR 3.70 and SR 3.70/1 or SR 9.06/3, as the case may be, have been complied with.

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#- Amended vide A/S-25.2

(b) When a Passenger carrying train is due to leave and the conditions laid down in para(a) above, have been complied with, the Station Master will then give order to ring the departure bell according to the prescribed code for departure of the train.

At train originating stations, a warning bell will be rung five minutes before the departure bell is rung. At Junctions, engine/crew changing stations or at station where refreshment rooms have been provided and scheduled stoppage of the passenger carrying train is more than five minutes, a warning bell shall also be rung five minutes before the departure bell is rung.

(c) In case of Goods and other non-passenger carrying trains, the Station Master shall give the Guard verbal permission to start the train from the station where departure signals are not provided. At stations where Starter signals are provided, taking 'off' the relevant Starter signals will signify Station Master's permission to start the train.

S. R. 4.35/2 - Guards to give signal to start :-

(a) The Guard before giving the signal for starting the train must satisfy himself that -

(i) all necessary work in connection with his train have been completed and his train is ready to proceed:

(ii) when a train carrying passenger is due to leave, the Station Master has given the permission to start by ringing the departure bell;

(iii) for Goods and other non-passenger carrying trains, the Starter signal referring to his train has been taken off. At stations where Starter signals are provided, taking off the relevant Starter signal will signify Station Master/Yard Master's permission to start the train; and

(iv) at stations where Starter signals are not provided or at station at which Starter signal has to be passed at 'ON' position, Station Master/Yard Master has given the Guard a verbal permission to start the train.

(b) The signal for starting the train as mentioned in para(a) above, shall be given by the Guard in charge of the train by blowing his whistle exhibiting to the Loco Pilot a green hand signal flag by day and green hand signal lamp by night, waved from side to side over head.

In cases of trains worked by two Guards or by a Guard and the Assistant Guard, the second Guard or the Assistant Guard, as the case may be, shall as soon as his work is completed, show a green hand signal to the Guard in charge of the train. The Guard in-charge, shall thereafter give the starting signal to the Loco Pilot of the train in the manner prescribed above.

S. R. 4.35/3 - Starting of Goods train:- On D.H. Section, if there be no Guard, the Loco Pilot shall be personally responsible for obtaining the Station Master's permission and his signal to start.

S. R. 4.35/4 - If a train stops in a block section for any reason, the Loco Pilot shall not restart his train until he has received the usual starting signal from the Guard as prescribed in S.R. 4.35/2.

S. R. 4.35/5 - On D.H. Section, if there is no Guard, the Loco Pilot shall not start his train from a station until he has satisfied himself that the train is properly equipped and ready to proceed and has received permision of the Station Master and his signal to start.

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 purpose. 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.

S. R. 4.36/1 - Guards reporting sick on duty:- If a Guard in charge of a train falls sick at an intermediate station on his run and is unable to carry on his duties or is otherwise incapacitated, he must advise the Station Master. If another Guard, Second Guard, or any other staff passed in Guard's duties is not available, the Station Master must send the Assistant Station Master out in charge of the train as far as the first station at which another Guard can be obtained. The Station Master must telegraph to that station for a Guard to be ready. If a goods train is standing at the station at which a sick Guard in charge of a passenger train has to be relieved, the Guard of the Goods train will take on the passenger train.

S. R. 4.36/2 - On D.H. Section, if there be no Guard, the Loco Pilot who shall be assisted by a Jamadar Brakesman shall be incharge of the train throughout the journey. This applies only to trains not carrying passengers (vide S.R. 4.23/7).

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 - Firemen and Assistant Loco Pilots to obey Loco Pilots:- The fireman or Assistant Loco Pilots shall obey the lawful orders of their Loco Pilots in all particulars.

S. R. 4.38/1 - Diesel Assistants also 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.

S. R. 4.39/1 - From the time an engine leaves a Locomotive yard and until returns to the Yard or any other Loco yard, its movements are under the control of the transportation staff and Loco Pilots are not allowed to detach their engines from trains, except with the consent of an authorised transportation official and they must not enter into any disputes or in any way interfere with them in the discharge of their duties.

F. Duties of Staff Working Trains during Journey

4.40 - Loco Pilot and Fireman or 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 Fireman or Assistant Dirver shall also do so when he is not necessarily otherwise engaged.

S. R. 4.40/1 - The duties of the fireman or the Assistant Loco Pilot as specified in G.R. 4.40 shall also be applicable to the Diesel Assistant.

S. R. 4.40/2 - Whenever any obstruction or Danger is noticed on the track by Diesel Assistant or Fireman, he must immediately shout a code the work 'STOP/ROKO' loudly then the Loco Pilot indicating imminent DANGER ahead and necessitating immediate control of the Train to avert an accident. On hearing the word 'STOP'/ROKO', Loco Pilot of the train even shall do his best to stop the train even by applying the "EMERGENCY BRAKE" as the situation warrants.

4.41 - Loco Pilot or Fireman or Assistant Loco Pilot to look back:- The Loco Pilot and the Fireman or the Assistant Loco Pilot shall look back frequently during the journey to see whether the train is following in safe and proper manner.

S. R. 4.41/1 - The Loco Pilot should invariably look back on passing the points to see that all vehicles have passed safely.

S. R. 4.41/2 - The duties of the Fireman or the Assistant Loco Pilot as specified in G.R. 4.41 shall also be applicable to the Diesel Assistant.

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 which 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.

S. R. 4.42/1 - Signals between the Guard and Loco Pilot shall always be exchanged in the following cases:-

(i) When a train starts after stopping at station,

(ii) When a train starts after stopping outside station limits,

(iii) When a train runs through a station.

(iv) when a train has passed over a curve

The Loco Pilot shall also sound one long whistle clearly to indicate that the "all right" signal has been exchanged.

The Signals shall be exchanged in cases of (i) and (iii) as soon as the rear brake-van has cleared the station platform, and in case of (ii), as soon as the train has started, subject to Subsidiary Rule 4.42/3 below.

When in case of (i) a train starts from a siding, some distance away from the platform, in a large yard, the signal shall be exchanged as soon as the train has started subject to Subsidiary Rule 4.42/3 below.

S. R. 4.42/2 - Signals may be exchanged by day by waving green flag horizontally and by night by waving a Green light horizontally. On a straight road the signals shall be given from the left hand side of the engine and brake vans and on a curve from the side from which they can best be seen.

S. R. 4.42/3 - When there are two or more Guards or Assistant Guards with a train, the under-Guards or Assistaant Guard will exchange signals in the same way with the Head Guard as soon as the train starts to show him that they are in their places, and until the Head Guard receives their signals he shall not exchange signals with the Loco Pilot.

S. R. 4.42/4 - Procedure for exchange of signals between Loco Pilot, Guard and Station Staff in case of run-through trains:- (a)(i) In case of a train running through a station, the Station Master shall exhibit all-right signal to the train, if all is right for the train to continue the journey; otherwise, he shall show Stop hand signal and take all other possible steps to stop the train. Similarly the Cabin Assistant Station Master/Cabinman/ Leverman shall exhibit "All right" signal from the Cabin except as provided for in sub-clause (a) (iii) below. While running through a station the Loco Pilot/Diesel Assistant and the Guard shall be on the lookout for such signals which shall be duly acknowledged by them. In case the Loco Pilot and the Guard do not receive such a signal, they shall exercise extra caution to ensure that all is right for the train to proceed on. Failure on the part of the station staff to display the signal shall be reported in the Guard's Journal.

Trains while passing through a station should also be watched from both sides, i.e., by the Station Master from platform side and the competent railway staff from the other side of the train. A train passing through a station without exchange of 'All right' signals should be treated as a run-away train not only if the Loco Pilot fails to exchange 'All right Signals with the Station Staff but also if the Guard, fails to do so. The Station Master ahead should be immediately contacted after giving the prescribed code of bell signals i.e., 'Six pause one' beats on the Block Instrument to stop and examine train.

(ii) On the Double line section or on the Dual Guage section, when two trains are running through the station at the same time, the Station Master on duty shall exhibit "All Right" signal to the Guard and Loco Pilot of one train and competent railway servant in proper uniform shall be deputed for exhibiting the "All Right" signal to the Guard and the Loco Pilot of the other train.

Note: The Station Working Rules shall contain detailed instructions regarding the place from where the Station Master and the competent Railway servant in proper uniform shall exhibit the 'All Right" signal to the Guard and Loco Pilot of run-through train(s).

(iii) Cabin Assistant Station Masters/Cabinmen at stations, where shunting is performed by shunting engines, must not exhibit any signal to run-through trains where nothing irregular is noticed. But should they notice anything wrong with the train, they must immediately display the "Stop" hand signal to the run-through train and inform the Station Master immediately. While running through a station, the Guard must appear at the door or on the varanda of the brake van and watch for such signals.

(iv) When a train, either stopping or non-stopping has passed a station inclusive of a train halt, the Guard shall look back and satisfy himself that no danger 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 complete. Thereafter, he shall exchange "All right" signal with the Loco Pilot as per G.R. 4.42.

(b) If the Station Master observes anything unusual with the train during its passage such as, goods falling off, a vehicle on fire, hot axle box or other mishap likely to-foul or obstruct the railway line and has not been able to stop it by showing the Stop hand signal as prescribed in rule(a)(i) above, he shall at once advise the station in advance to stop such train and examine it. Till such time the affected train arrives complete at the station in advance, the Station Master on either end of the Block section shall not allow any train or trains running on adjacent lines to enter the section. Thereafter the trains may be permitted to enter the section after advising the Loco Pilots of the circumstances and warning them through a Caution Order to keep a sharp lookout. Issuing of Caution Order shall be discontinued only when it has been ascertained that the Block section is free from obstruction.

(c) On the C.T.C. Section, Double Line Secton, and on Single Line Section where Tokenless Block Working has been introduced, the Station Master should notice where the Loco Pilot of a train, while running through the station is alert and exchanges signals with the Guard. If the Loco Pilot does not exchange signal with the Guard, the Station Master should at once report the matter to the C.T.C. Operator and to the Station Master of the station in advance so that after the train is stopped at the next station ahead out of course, by keeping all signals at 'ON' and by placing detonators, a written warning is handed over to the Loco Pilot by the Station Master of the station ahead. The C.T.C. Operator must report such occurence to the Divisional Rly. Manager (Mech.) and Divisional Rly. Manager (Operating & Safety) concerned.

(d) In cases where a Station Master observes goods or some parts of the vehicle falling off and has reasons to believe that they might have fallen off before the train had arrived within his station limits, he shall advise the station in rear also. When such action has been taken, similar precautions will be taken for running of trains between his station and the station in rear. However, relaying of such information to the station in rear shall be restricted between the station which apprehends such danger and the adjacent block section in rear.

S. R. 4.42/5 - On D.H. Section-(a) Signals between Guard and Loco Pilot shall in addition to the above, be exchanged as soon as a train passes the points at an intermediate siding.

(b) Where there is no Guard, the Jamadar Brakesman shall give the signals prescribed above for the Guard.

S.R. 4.42/6 (a) Guards of the running train shall be responsible to watch any train passing on the adjacent line on a dual gauge section or double line section 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 the trains in the opposite direction the Guard of the two trains shall examine each others train but when trains run in the same direction, the Guards of one train shall observe/watch the other train which overtakes his train. The Guards of two trains shall exchange green hand signal between themselves when the brake vans are opposite to each other. Similarly the Guard of the train which overtakes another train shall observe/watch the train so overtaken and exchange green hand signals 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 Pilots 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 that 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. After the train has been brought to a stop, the Guard and the Loco Pilot thereof shall examine the train.

S.R. 4.42/7-(a) when passing a manned level crossing the Guard shall look back to see if any signal is given by the Gateman to indicate that anything is wrong with the train.

4.43 - Guard to keep a good lookout -

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 the brake-van lamps, where required, are burning brightly, that the train is complete in every respect and is proceeding in a safe and proper manner.

***Note* - The term "brake-van lamp " includes "tail lamp".**

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 brakesman shall proceed to the cabin or station to warn the Station Master. If there is no Brakesman, the Loco Pilot shall depute Fireman or Assistant Loco Pilot to proceed to the cabin or station to warn the Station Master. The Brakesman 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 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.

S.R. 4.44/1 - The duties of an Assistant Loco Pilot as specified in G.R. 4.44 shall be applicable to Diesel Assistant also.

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 endeavors 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 wherever 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 signal shall be shown.

(4) If the train is fitted with continuous brake, the Guard may, in case of emergency, apply such brake gradually to stop the train.

S.R. 4.45/1 - (a) If the Guard of a fully vaccum-braked train desires to attract the Loco Pilot's attention, he should move the handle of the valve up and down four times and then hold it down. Care should be taken to see that more than 15 to 20 centimeters of vacuum is destroyed at the first application.

(b) Guard of Air-braked train should destroy air pressure to not more than 0.5 Kg/Cm 2 so as to activate air pressure gauge (fit-pipe device) in Locomotive which will attract the attention of Loco Pilot without stopping the train. However this effort should be aided by the use of walkie-talkie sets provided to them.

(c) Should a Guard reverse one of the side lamps of his brakevan, it will take signal for the Loco Pilot to stop immediately.

Note- On D. H. Section, the portions of sub-rule (2) and (4) of G. R. 4.45 are not applicable.

4.46 - Assistance from Guard's hand brake -

When the Loco Pilot requires the assistance of the 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.

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's 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 .

S.R. 4.47/1 -Precaution when a train stops on the gradient-

(a) When, for any reason, a train is brought to a stand for a period longer than 15(fiteen) minutes, the hand brake 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 section 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 precautions laid down below shall be taken by Guard against run away.

(i) On trains carrying passengers, the Guard shall apply hand brakes in the brake-van and sprags or wedges to the wheels of two vehicles nearer to the descending steep incline.

(ii) In the case of Goods train, the hand brakes of at least one third of the wagon on the train or 10 (ten) wagons behind the engine and 5(five) wagons inside the brakevan whichever is more, shall be pinned down. This precaution shall be in addition to the application of Guard's hand brake in the brakevan. The Loco Pilot himself or under his direction, the Diesel Assistant Loco Pilot, shall be responsible for application and release of the hand brakes of the wagon behind the engine. The Guard shall be responsible for similar action in regard to the wagon inside the brakevan.

(b) When the train is expected to start again, the Loco Pilot shall re-create proper vacuum or recharge air pressure, as the case may be, and apply vacuum brake/air brake before the hand brakes are released sprags/ wedges removed. Thereafter the vacuum brake/air brake may be released to start the train.

(c) Considering the condition of the brake power on his train, the Loco Pilot may take the additional precaution as indicated above when the train stops on a section flatter than 1 in 150 or 1 in 100 to avoid run away.

S.R. 4.47/2 : -The brakes are not applied so hard as to cause the wheels to skid.

S.R. 4.47/2 - On D. H. section:-

(a) When the Loco Pilot sounds three short whistles, the Brakesman shall immediately apply his hand brakes.

(b) When a train is travelling down a steep incline, the brakesman shall, if necessary to steady the train, assist the Loco Pilot with his hand brakes.

(c) Before any train starts downhill, the Loco Pilot will see that the Jamadar Brakesman releases the levers of all brakes, and, if necessary, pin them down so as to put on the pressure required to hold the vehicles forming the train to the prescribed speed.

4.48 - Permission of the 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 brakes-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.

S.R. 4.48/1 - The brake-van hand brake must must remain screwed down until the whole of the work of the train has been completed.

S.R. 4.48/2 - On D. H. Section, wherever a train has been brought to a stand and it is necessary for the engine to be detached from the train for the purpose of attaching or detaching vehicles, the Loco Pilot shall, before the engine is uncoupled satisfy himself that the brakes of all vehicles to be uncoupled from his engine are secured, and that the wooden wedges are placed under the wheels of heavy vehicles. The Jamadar Brakesman shall be left in charge of such vehicles until they are again coupled on to the engine

4.49 - Starting and stopping of train -

The Loco Pilot shall start and stop his train carefully without a jerk.

4.50 - Sounding of engine whistle -

(I) Except under special instruction, the Loco Pilot shall always sound the whistle of the engine according to the prescribed code of whistle.

(a) Before putting the engine in motion;

(b) When entering a 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.

S.R. 4.50/1 - Engine whistles-

The following are engine code whistles giving indications as noted against each:-

S. No.	Code of Engine whistles	Indications
1.		**(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 year.

		(b) On run
		(i) Assistance of other engine not required.
1	o	(ii) Acknowledgement by the Loco Pilot of assisting/banking engine that assistance stopped.
2	oo	(a) Call for Guard's signal (b) Signals not exchanged by Guards. (c) Signals not exchanged by Station staff.
3	------o	(a) Guard to release brakes. (b) Before starting engine or a train from station/Mid-section. (c) Main line clear after banking into siding.
4	ooo	(a) Guard to apply brakes. (b) Train is out of control, Guard to assist.
5	oooo	(a) Train cannot proceed on account of accident, failure, obstruction or other exceptional cause. (b) Protect train in rear.
6#	_____ _____ OO	**Call for Guard to come to engine.**
7.	O ---------- O	(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 recreated on ghat section, remove sprags/ wedges. (b) Passing on automatic Stop Signal in Automatic Block Signalling Territory on double and single line at "ON" (c) Passing an Intermediate Block Stop Signal at "ON" when the telephone provided on the signal post is out of order and the Loco Pilot is thus unable to contact the station in rear. (d) On run-acknowledgement of Guard's Signal.
9# (i)	_ _ _ _ _ _ _	Approaching level crossing
(ii)	_____	(a) Approaching tunnel, or area of restricted visibility or curves or cutting or site of accident or when in consequence of fog, storm or any other reason the view of signals is obstructed. (b) Recall Railway servant protecting train in the rear. (c) Material train ready to leave. (d) Running through a station. (e) Approaching a Stop Signal at "ON" (f) Detained at Stop signal.
10.	------o------o	(a) Train parting. (b) Train arriving incomplete.
11.#	O O -------	(a) Alarm chain pulled. (b) Insufficient vacuum engine.

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#- Amended vide A/S-3.10 and 13.1

		(c) Guard applies vacuum brakes. (d) Intercommunication apparatus used.
12.#	_____ _____	Raise Pantograph. To be acknowledged by other engine.
13.	_____ O _____	Lower Pantograph. To be acknowledged by other engine.
14.#	_____ O O	(a) Signal arm lowered but light extinguished. (b) Signal arm improperly/insufficiently taken "OFF" (c) defective Signal.
15.	_____ _____ _____	Fouling mark not cleared.
16.	OOOOOOOOOOOO	(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 of a double line or against the signalled direction in the Automatic Block Signalling Territory on double line of against the established direction in the Automatic Block Signalling Territory on single line.

Note- The signals above are illustrated by 'o' for short whistle and '----------' for long whistle.

S. R. 4.50/2 - (a) On D. H. Section the Loco Pilot shall sound his engine Whistle also in the following cases.

(i) When approaching Bazars;

(ii) When approaching stations where shunting is likely to be performed;

(iii) When passing whistle boards;

(iv) For brakes to be put on;

(v) When approaching another train standing in a siding or another line partially obscured by steam, smoke or fog and

(vi) At such other times as may be prescribed.

(b) The engine whistle shall not be sounded when the vicinity of animals proceeding on adjoining throughfare, unless it is apparent that animals are likely to foul the line, it is essential to sound the whistle for any other reason.

S. R. 4.50/3 - Sounding of engine whistle at level crossings

The Loco Pilot of the trains, on noticing the Whistle Board, provided at the approaches of all unmanned level crossings and at manned level crossings outside station limits, shall go on whistling intermittently# upto such level crossing so that it may attract the attention of Road Users and act as a warning.

S. R. 4.50/4 - Whistle indicators of the design given above at Note, where the Loco Pilots are to sound engine whistles.

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.

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#- Amended vide A/S –13.2.

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 on a bridge.

S. R. 4.52/1 - Loco Pilots and Fireman shall be careful to avoid opening cylinder waste water cocks or a blow back through the injector overflow pipe when passing Railway servants working in the proximity of the engine.

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 fastening, properly secured.

4.54 - Passengers -

Every Guard shall give his best assistance to passengers entraining or detraining.

G. Duties of staff on arrival

4.55 - Shutting off power -

In a stopping 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 the train is stopped clear of fouling mark - 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.

S. R. 4.56/1 - If the train has not cleared the fouling marks the Guard shall show a Stop hand signal in both directions and is personally responsible to immediately inform the Station Master or the Cabin Assistant Station Master where provided of this fact so that necessary steps may be taken.

S. R. 4.56/2 - (a) For run through trains the duty of asserting that the train has arrived complete will devolve on the Station Master.

(b) (i) At the stations where two or more cabins are provided whenever stopping trains come to a stand the duty will devolve on the Cabinman of the cabin nearest to which the last vehicle comes to rest. In such a case, as soon as a stopping train arrives the Cabinman will satisfy himself that it has arrived complete by seeing the tail board/lamp or its authorised substitute and until he has so satisfied himself he must put the Home signal to 'ON'. After the train has arrived complete, he will put the home signal to 'ON' position and report the complete arrival by the telephone to the Station Master exchanging Private Number. Until the Private Number is exchanged the Station Master must not send the "Train Out of Block Section Signal."

(ii) If a train arrives incomplete in respect of the tail board/lamp or its authorised substitute, the Cabinman will inform the Station Master by telephone and the Station master will acknowledge with a Private Number. After he receives the Private Number, the Cabinman may put the Home signal to 'ON'. The Station Master will then require the Guard to certify as per procedure laid down in SR4.56/2 (c)(i) below.

(iii) *DELETED VIDE A/S-3.5*

(c) At station other than those with two or more cabins or where certification of the complete arrival is to be done as per SR 4.56/2 (b)(ii), the following procedure shall be followed.

(i) A certificate of complete arrival (Train intact arrival register T/1410) shall be signed by the Guard of a stopping train in a register in the following proforma.

Train Intact Arrival Register - Form No. T/1410.

Sl. No.	Date	Train No.	Time of Arrival		Last Vehi-clce no,	Guard's signature as assurance of Complete arrival
			Hrs.	Mins.		
1						

The Station Master shall send the Register to the Guard through one of his station staff after entering the date and train number. The staff should reach the spot where the Guard's brakevan is expected to come to a stop, in advance of the arrival of the train. The Guard shall, after satisfying himself that his train has arrived complete and that the last vehicle of the train is clear of all the fouling marks, record the arrival time and the last vehicle number and give his full signature in the appropriate column. The register should immediately be brought to the Station Master who must make it a point to see it immediately.

(ii) Having satisfied himself of the complete arrival of his train and its having cleared the fouling marks of all points and crossings and after having signed the certificate detailed in sub-para (c) above, The Guard will exchange signals with the Station Master by waving his arm vertically by day and a white light horizontally by night.

(iii) Only after having received the Guard's signal referred in to the sub-para (c) (iii) above, the Station Master can give 'Train Out of Block Section' signal and can grant or ask for line clear from the block station from which the train has just arrived.

(v) At certain stations (to be determined by the Divisional Operations Manager/Sr. Divisionalm Operations Manager/Area Manager/Divisional Safety Officer where the Station Master cannot exchange signals direct with the Guard the 'IN REPORT' i.e., 'Train Out of Block Section' signal must not be given till the certificate of complete arrival is in the possession of the Station Master.

(vi) If the train has not arrived complete, the Guard shall wave a danger signal in both directions and shall be personally responsible to bring the fact immediately to the notice of Station Master or Cabin ASM without delay.

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 that 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.

S. R. 4.57/1 - The brake-van hand brake must remain screwed down until the whole of the work of the train has been completed and the engine has been re-attached.

Note:- See G.R. 6.05 and S.R. 4.48/2.

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.

S. R. 4.58/1 - At every non-interlocked station, the Divisional Engineer, in consultation with the Sr.DOM and Sr.DSTE, should fix an "Engine Stop Board" for every reception line at both the Down and Up ends. This "Engine Stop Board" should be fixed at such distance from the

Starter, Fouling Marks, Trap Points or Lock-bars etc., as would be necessary to ensure that the last vehicle of the longest goods train comes to a stand without fouling the points and crossings and adjacent lines at the rear end of the train.

S. R. 4.58/2 - The Loco Pilot of every goods train see that the train engine is borught to a stand at the "Engine Stop Board" where provided or upto the Starter to ensure that the rearmost vehicle of the train is clear of the fouling mark.

S. R. 4.58/3 - If, on coming to a stand, as may happen in the case of exceptionally long double headed trains, the Loco Pilot finds that his engine is not clear of the fouling marks of all points and crossings, he shall immediately give three long whistles and continue to give such whistles until the Station Master's attention is drawn to the fact. At the same time, the Loco Pilot shall send one of his engine crews to the station to advise the Station Master of what has occured in such cases, the Loco Pilot shall not back his train without written orders from the Station Masters and Signals from the Guard except to avert an imminent 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.

4.60 - Guard not to leave train till handed over -

No Gurad shall leave his train until it has been properly handed over in accordance with special instructions.

S. R. 4.60/1 - A Guard on completion of his journey shall report himself to the Station Master, and shall not leave the station until he has made over his reports, and correctly made over all packages, way bills, etc., to a station clerk or to a relieving Guard and has received the Station Master's permission to leave the station.

4.61 - Loco Pilot not to leave engine when on duty -

No Loco Pilot shall leave his working lomotive 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 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 and down locked the hand brake.

S. R. 4.61/1 - Engine when in steam shall never be left on the main line or in a siding without being in charge of a person capable of taking care of them. Engines, either in steam or dead, shall in all cases, have their regulators properly closed, cylinder cocks open, reversing lever in neutral position and brakes screwed on.

S. R. 4.61/2 - Loco Pilots are not permitted to get off their engines while shunting is being done, or to give up the charge of their engines to their firemen or others, except on proper authority.

H. Working of Material Trains

4.62- Working of 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.

S.R. 4.62/1 - In all cases, the Engineering Department shall issue a programme of working definitely lying down skeleton timing well in advance for information of the Operating Department concerned. The duration of Block required for the Engineering Works may or may not be fully accepted by the Operating Department. It may be altered or reduced depending upon the volume of traffic to be handed on that particular day/period.

S. R. 4.62/2 - Before the material train is allowed to occupy a block section the Guard of the train must have within a 'fit to run' certificate granted by the competent train examining staff. Whenever the train again arrives at a train examining station, it again must be examined and declared fit by the competent TXR.

S. R. 4.62/3 - The Station Master must ensure either by consultation with the Controller in controlled section and/ or by consulting the Working Time Table as well as with the Station Master on either end in non-controlled section that the movement of material train does not interfere with the normal train working. The controller in controlled section and the Station Master on either side of the block section in non-controlled area, shall be responsible to grant such permission, which will not result in any delay to the scheduled trains.

Working of material trains between stations under Block Protection giving "Train Out Of Block Section" report, issue of Caution Order etc., shall be in accordance with the instructions laid down in the Block Working Manual of this Railway.

S. R. 4.62/4 - Protection of Working material train:- When a material train is authorised on an authority to proceed to work between stations, it will not be necessary for the Guard to protect his train, except when the engine has for any cause to be detached from such train and run to the next station (see G.R. 6.09).

In such cases the Guard is responsible for the protection of his train in the direction the engine will return, as also in rear of the train. Before detaching his engine from the train, the Loco Pilot shall give the Guard a written memo of his intention to do so.

S. R. 4.62/5 - Dividing of Working material train:- Material train should only be divided between stations when absolutely necessary to facilitate work and never on a grade steeper than 1 in 400.

S. R. 4.62/6 -Securing Vehicles of divided material train:- The Guard of a material train is responsible for securing the vehicles of his train if the engine is detached for any reason or if the train is divided. Vehicles disconnected from the engine shall first be secured, brakes being screwed on or pinned down. At least half the number of each group of vehicles on a divided train shall have their brakes pinned down, and one wheel of each group spragged/wedged.

S. R. 4.62/7-Material trains being pushed: conditions and speed:-(a) An engine working a material train between stations on the single line may push back the train into the station from

which it started, provided the distance does not exceed six kilometres, and provided the distance to the station in advance is greater than the distance to the station from which it started. Should the distance from the station in rear exceed 6 Kilometres or the distance to the station in advance be less than the distance from station in rear, the train shall proceed on to the station in advance, in order to allow the engine to run round the train and return to the starting station pulling the train; or the engine may similarly push the train out from a station, provided the distance does not exceed 6 kilometres but in this case, a written order shall be given to Loco Pilot by the Inspector in charge of the material train or by the Guard in absence of an Inspector.

(b)(i) A material train working on the Double line shall proceed on to the next station in advance, and must not push back on the wrong line to the station from which it started except in unexpected circumstances, i.e., after meeting with an obstruction, etc., in which case, provisions of S. R. 4.12/2(a) & (b) must be complied with.

(ii) When a material train is being pushed by an engine the speed shall not exceed 15 Kmph if the leading vehicle is brakevan; and 8 Kmph if the leading Vehicle is not a brakevan.

(c) On single line, whenever a material train is given permission to push back to the station from which it started, shall be treated as an approaching train; and unless otherwise mentioned in the Station Working Rules, obstruction of the line outside the station section shall not be made.

Such train after having stopped first outside the first Stop signal, may be received into the station by taking off the reception signals. But trains when pushing back under unexpected circumtances shall be dealt with as per the provision of S.R..4.12/2(d), (e) & (f).

S. R. 4.62/8 -Loading and unloading:- Guards are responsible for keeping ballast and material clear of the line for running trains, when they have been working with trains loading or unloading ballast or other material.

S. R. 4.62/9 - No loading or unloading should be done from the material trains in the section while in motion except in case of hopper trucks.

S. R. 4.62/10 -Loose shunting:- Loose shunting of vehicles occupied by workers is strictly prohibited (see G.R. 5.21)

S. R. 4.62/11-Carriage of other than Workers prohibited:- Guards of material trains shall not allow any one but engineering departmental workers and staff, who are working with their trains, to travel by such trains, unless proper passes are held.

S. R. 4.62/12 (a) **-** When runing through between block posts and when running with the engine leading, the speed of material train must not exceed that prescribed for goods trains of similar weight.

(b) When the engine pushing the train or is placed in an emergency or in exceptional circumstances somewhere in the middle of the train, and the brakevan is leading-

(i) the speed must not exceed 15 kilometres per hour on the straight line, or 8 kilometres per hour over turn -out;

(ii) the Guard must travel in the leading brakevan and must exhibit hand signals to the Loco Pilot;

(iii) the train crew must 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; and

(iv) when approaching turn outs, the Guard must stop the train and satisfy himself that the points are correctly set and that all non-interlocked points are locked and manned.

(c) When the engine is pushing the train or is somewhere in the middle of the train, and the brakevan is not leading-

(i) the speed must not exceed 8 kilometres per hour;

(ii) the Guard must travel in the leading vehicle and exhibit hand signals to the Loco Pilot; and

(iii) sub-clause (b) (iii) and (iv) must be strictly complied with.

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, and warn them to sit down.

S. R. -4.63/1 - It is the duty of the Guard in charge of the materials train when on the line or in station yards to see that no workers take shelter under the wagon, and when leaving the train at night to see that no workers are allowed to remain under the wagons.

S. R. -4.63/2 - Whenever a material train is worked it shall be accompanied by Guard. As the Guard is not quilified to carry out such duties as working of hopper, distribution of ballast/materials, supervising loading and unloading, maintaining muster rolls and daily reports of labour and preparation of daily reports on material train working a material train to the programme specified by Assistant Engineer.

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 is 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.

S. R. 4.64/1 -Securing of Vehicles on Sidings out side the Station limit (a):- When material wagons are left on a siding outside station limits, the Guard or other person in charge of the train shall secure the wheels of the wagon nearest to the points of the siding and shall see that the

wagons are otherwise properly secured, and that scotch blocks, where provided are fastened. The wheels of the vehicles nearest the points shall be chained and locked and the brakes of all other vehicles pinned or screwed down.

(b) On completion of securing vehicles, the Guard shall give a certificate to the Station Master concerned stating that these have been done and the main line is clear and free from all obstructions. Unless this certificate is received from the Guard, the Station Master shall not give "Train Out of Block Section" report nor shall he allow any other movement in that block section.

S. R. 4.64/2 - (a) When a material train is left on a siding in station limits, the guard shall securely put down all brakes and fasten to the rail the wheels of the vehicles nearest to the points of the siding with the prescribed safety chain and padlock it.

(b) If a material train is required to be stabled at a station on a running line,this can only be done with the permission of the Station Master, who before giving such premission, must consult with the Controller on controlled section and see that normal train working does not suffer.

The stabling of material trains must not normally be done on a run-through line.

S. R. -4.64/3 - At the conclusion of the day's work, the Guard of a material train must personally see that his train does not foul the points at either end of the yard, his brakes are hard on, and that an adequate number of the truck brakes have been pinned down.

4.65 - Working of track maintenance machines -Track laying or on track tamping or maintenance machine shall be worked only with the permission of the Station Master and in accordance with special instructions.

RULES FOR MOVEMENT AND WORKING OF TRACK MACHINES :

S.R. 4.65/1 - General : -

(i) Track Machines are self propelled machines, hereinafter referred to as machines. These machines shall be worked as a train except when attached in the rear of a train, they will be treated as part of that train. However when self propelled, there is no need for a guard or a brake-van. Hauling of another machine/ coach/ wagon which may be un-bracked shall also be permitted. The machine operator should take adequate care to ensure safe running, especially in steep gradient sections.

(ii) When more than one machines are required to work within the same block section, these machines may be allowed to move into the block section in a convoy under one authority as detailed in this chapter. In such situation, all the track machines are must leave and enter the section simultaneously one after another keeping adequate distance among them and with proper authority as detailed further in the following paras.

(iii) In case of run through movement from one station to another station, up to three machines may be allowed under one authority to enter in a section with ruling gradient not steeper than 1 in 100. For gradients steeper than 1 in 100, only one machine shall be allowed at a time the block section in case of run through movement.

(iv) Whenever the track machines are working in an integrated traffic block where other railway agencies are also working, the relevant instructions for integrated block working should be followed.

S. R. 4.65/2 - In-charge of Machine :

(i) Each machine shall be under the direct charge of Section Engineer/ Junior Engineer (T/M) herein-after called the " Operator". Number or railway staff on driving cab of each machine shall not exceed five. The operator shall have valid competency certificate as defined in S.R. 4.65/3.

(ii) The track machine shall work under the direct supervision of an Engineering official, not below the rank of Section Engineer/Junior Engineer(P-Way), who will be responsible for taking the traffic block and for protection of the line while the work is in progress and also timely clearance of block after the completion of work ensuring safety of the track.

S. R. 4.65/3 - Competency of Operators

(i) The Operator shall be fit in A-3 medical category. If wearing spectacles, he shall carry an extra pair while on duty.

(ii) The operator shall undergo training in train working rules at the Zonal Training Center/IRTMTC/ Allahabad on successful completation of training, he shall be examined and if found competent, shall be issued a competency certificate by Dy. Chief Engineer in charge of the machines which shall be valid for 3 (three) years and shall be kept in his personal custody of the operator the certificate shall be produced promptly when required.

(iii) The Operator shall apply to the Dy. Chief Engineer in charge of the machines well in advance of the date of expiry for renewal of the competency certificate. The officer shall renew the certificate for further period of 3 (three) years at a time after holding a test. the operator shall, however, be required to go for a Refresher Course in Zonal Training Center/ IRTMTC, Allahabad, within a period of 6 years.

S. R. 4.65/4 - Safety Equipments :-

(a) The Operator of the Machine will be responsible to ensure that the following equipments complete in all respects an in working condition, are available on each Track Maintenance Machine before the machine is put on a running line:-

(i) - Two red and one green H/S flag.
(ii) - Two Tri-colour lamps.
(iii) - Two chains with pad locks
(iv) - Two clamps with padlocks.
(v) - Ten fog signals.
(vi) - One watch.
(vii) - A copy of the Working Time-Table of the section where the machine is working.
(viii) - G. & S.R. book with upto date amendment slips.
(ix) - One 4 cell flasher light
(j) - One patromax-lamp
(x) - One portable field telephone
(xi) - Two banner flags
(xii) - One first-aid box

(xiii) - Skids - two Nos.
(xiv) - one Petromax/ LPG lamp
(xv) - Safety helmets for all machine staff.
(xvi) - Track Machine Manual.

(b) **Head and Tail Lights :** Each track machine must be equipped with prescribed head and tail lights, marker lights and flasher lights as per GR. 4.14, 4.15 & 4.16 and SRs thereof. Each machine shall display L.V. board / tail lamp if moving alone. While moving in convoy, the L.V. board/ tail lamp shall be fixed on the last machine in the direction of movement.

(c) The following equipments should be available on the machines during block working to meet exigencies :

(i)	Fire extinguisher	one	(ii)	Hotter (Manual)	two
(iii)	Jack 50 ton	two	(iv)	Wooden blocks	four
(v)	Crow bars	four	(vi)	Trifor (3 ton)	four
(vii)	Hydraulic hand pump	one	(viii)	Emergency pneumatic hydraulic hose of sizes suiting to different machines (complete with end fittings)	one
(ix)	Wire rope with close loops at both ends 2 metres & 9 metres for BCM.	one each			

S. R. 4.65/4.1 - Each Track Maintenence Machine should be equipped with prescribed head and tail-light, marker lights and Sters Lights as per GR. 4.14 to 4.16 and the SR's thereto.

While moving in convey the L.V. Board/Tail-lamp, should be fixed only on the last machine in the direction of movement.

S. R. 4.65/5 - (a) Rules for Operation : -

(i) When the track machine(s) is/are stabled at a station, necessary precautions against rolling down such as pinning down hand brakes, chaining and provision of skids, shall be taken.

(ii) No track machine shall be moved between a running line and the siding / stabling line without the written permission of Station Master on duty in the form of shunting order(T/806)

(iii) When the Track Maintenance Machine is required to move from one block station to another block station, the operator(s) shall run the machine only with the proper authority to proceed.

The Track Machine(s) shall work under line block only. The Junior Engineer/ Section Engineer (P.Way) shall give the requisition for block in duplicate to Station Master on duty, indicating therein the number of track machine(s) that will work, the duration of block required and whether the machine(s) will proceed to the next station or return to the starting station after the work. After the block is granted and the Station Master returns the copy of the requisition endorsing the duration and othet special instructions like work and proceed, work and return via right or wrong direction, the Junior/ Section Engineer (P.Way) shall accompany the machine(s) to the work site.

Station Master will issue a Special Caution Order indicating number of machines and other railway agencies permitted and their works to be done in the block period. Special Caution Order will be got signed by the junior/ Section Engineer (P.Way) from the Operators of track machines.

(b) Single Line Section: Work and proceed -

Station Master will obtain line clear, take off despatch signals and issue Special Caution Order indicating the number of machines permitted and the work in block section. junior/ section Engineer (P. Way) shall move thereafter with token if any, shunting key, OPT form etc. ensuring piloting if due. He shall travel in the last machine, in case proceeding ahead.

On completion of the work, the machine(s) will be received by lowering reception signals, display of signal at the foot of first stop signal by station staff till the last machine enters the station.

At the station in advance, the token and the key etc., if any, shall be handed over after the last machine has cleared the block section. The Junior/ Section Engineer (P. Way) shall certify the fitness of track, then only the Station Master will clear the line for normal train operation subject to the observations of speed restrictions.

(c) Single line section: Work and Return:-

(i) *With Token/Tablet instruments* - Station Master will obtain line clear from station in advance, lower last stop signal, issue special caution order indicating the number of track machine(s) permitted to work within the block section, the station where they will return etc. The special caution order will be handed over to the Junior /Section Engineer(P.Way) along with token/tablet. Junior/ Section Engineer (P. Way) shall travel on the last track machine.

On completion of the work, the machine(s) will be received by lowering reception signals. Station staff shall display green Flag/signals at the foot of first stop signal till the last machine enters the station.

On reaching the station in rear, Junior/ Section Engineer (P.Way) shall hand over the special caution order along with Token/Tablet to Station Master only when the last machine clears the block section. He will also certify that the track is fit for train movement. Then only, the Station Master will clear the block.

(ii) *With Tokenless Block Instrument* **:-** SM will block back the section in accordance with para 324 of Block working Manual, take out the shunting key, issue a special caution order indicating the number of track machine(s) permitted to work within the block section, the station where they will return etc. The special caution order will be handed over to the Junior /Section Engineer(P.Way) along with shunting key. In addition, T/369(3b) will also be issued for passing the last stop signal at danger. PWI in charge shall travel on the first Track Maintenance Machine.

On completion of the work, the machine(s) will be received by lowering reception signals. Station staff shall display green Flag/signals at the foot of first stop signal till the last machine enters the station.

On reaching the station in rear, Junior/ Section Engineer (P.Way) shall hand over the special caution order along with Shunting key to Station Master only when the last machine clears the block section. He will also certify that the track is fit for train movement. Then only, the Station Master will clear the block.

(e) DOUBLE LINE SECTION:- WORK AND PROCEED

(i) Via right direction

Station Master will take the line clear from station in advance on block instrument indicating the number of Track Machines which will work from that station upto next station, issue special caution order prepare clearly indicating the number of track machine to work the station to which the machines will go on completion of work, the line on which the machine will work. The special caution order should be signed by all the operators and then should be handed over to the PWI in-charge who shall travel on the last machine.

SM will take off the Last Stop Signal.

On completion of the work, the machine(s) will be received by lowering reception signals. Station staff shall display green Flag/signals at the foot of first stop signal till the last machine enters the station.

At the station in advance, the token and the key etc., if any, shall be handed over after the last machine has cleared the block section. The Junior/ Section Engineer (P. Way) shall certify the fitness of track, then only the Station Master will clear the line for normal train operation subject to the observations of speed restrictions.

(ii) Via Wrong direction

Station Master will take the line clear from station in rear on block telephone indicating the number of Track Machines which will work from that station upto next station, on paper line clear ticket, issue special caution order prepare clearly indicating the number of track machine to work the station to which the machines will go on completion of work, the line on which the machine will work. The paper line clear ticket and the special caution order should be signed by all the operators and then should be handed over to the PWI in-charge who shall travel on the last machine.

The machine(s) shall be piloted out 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 machines will pass.

On approaching the next station after completion of the work the operators shall bring, their machines to stop opposite in the first stop signal pertaining to the right line or at the last stop

signal pertaining to the wrong line (on which they are running) which over they come across first.

The SM at the other end of the block section shall depute a Rly. Staff in uniform at the foot of the signal (whichever the machines would encounter first) who shall stop the machines on danger hand signal and thereafter pilot them into the station on a written authority issued by the SM.

If the operator find that no Rly. servant in uniform has been deputed at the foot of the signal to pilot the train into the station (GR 4.44 shall be observed)

All the crossover points in the facing direction over which the machine shall proceed shall be clamped and padlocked.

On reaching the station at the other end of the block section PWI in-charge will hand over the Paper Line Clear Ticket, special caution order to SM on duty when the last machine clears the block section. He will also certify that the track is fit for train movement. Then only the SM will close the line and normal train running can be resumed.

S.R. 4.65/6 Double Line Section : Work and Return -

(i) ***Via the right direction*** **:** Station Master will block forward the section and arrange to put the needle of the block instrument directly to " Train On Line" take out the shunting key in case of " Daido" Double Line block instrument, issue special caution order indicating the number of track machines permitted to work within the block section, station where they will return etc. which will be signed by all the operators and will be handed over to the Junior /Section Engineer (P.way) along with the shunting key, if any. Junior / Section Engineer (P.way) shall travel on the first track machine. In addition, requisite written authority will be issued for passing the last stop signal at danger.

On completion of the work, the operator shall bring their machine to stop opposite to the first stop signal (whichever the machine encounters first) who shall stop the machine(s) on danger signal and thereafter pilot them into the station on a written authority issued by the Station Master.

On reaching the station in advance, Junior / Section Engineer (P.way) will hand over the special caution order to the Station Master only when the last machine clears the block section. Then only the Station Master will close the line and normal working can resume.

(ii) ***Via Wrong direction*** **:-**

Station Master will block back the section as per extant instruments, put the needle of the block instrument directly to " Train On Line" take out the shunting key in case of " Daido" double line block instrument, issue special caution order indicating the number of track machine(s) station where they will return etc., which will be signed by the operators and then will be handed over to the Junior / Section Engineer (P.Way) along with the shunting key, if any, Junior /Section Engineer will travel on the first track machine.

The machines shall be piloted out 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 machines will pass.

On completion of the work, the machine(s) will be received by lowering reception signals.

Station staff shall display green flag/ hand signals at the foot of the first stop signal till the last machine enters the station.

Junior/ Section Engineer (P. Way) shall hand over the shunting key, if any, as well as the special caution order to the Station Master on duty only when all the track machines have cleared the block section. He will also issue a certificate that the track is fit for train movement, then only the Station Master will remove the block back.

S.R. 4.65/7 : Precautions : -

(i) The Junior Engineer (P. Way) is responsible for protection of the work site and also for protection of adjoining track(s) in case of infringement, he shall be conversant with the infringing conditions of the various machines. He shall also be responsible for safe condition of track before clearing the block after machine working.

(ii) Some machines tend to foul the adjacent line, while working on double line section or in the yard like BRM, T - 28 etc. if any part of a machine is likely to foul the adjacent line(s) while working, the Junior/ Section Engineer (P.Way) shall request Station Master in writing to block line(s). Such work shall only be under taken if blocking of such adjoining lines have been protected.

(iii) While exchanging private numbers with the level crossing the Station Master on either side shall inform all the level crossings equipped with telephones falling in the block section.

(iv) While the track machines are moving in the block section in convoy, it will be the responsibility of the operations of these machines to maintain a minimum safe distance of 120 metres from each other. If any of the machine operator should ensure that red hand signal is displayed by waving vigorously. Where visibility is poor such as curves and cuttings, appropriate speeds and safe distances should be maintained by the machine operator. While approaching the level crossings, operators of all track machine passes the level crossing.

(v) When the machine is stabled, the operated, the operator shall ensure that it is clear of fouling marks and traps and not obstructing the adjacent line(s). He shall apply the hand brakes, skid etc. atc. to prevent movement of the machine.

(vi) The concerned point shall be set against the line on which the track machine is stabled and such points shall be secured with clamps or cotter bolts and pad locks. The keys of such pad locks shall be kept in the personal custody of Station Master until the machine is ready to leave from siding or running line. The operator shall not relinquish charge until he has satisfied himself that machine has been properly secured and protected as prescribed herein.

During shunting on a line occupied by the track machines, no machine shall be shunted without the presence or competent machine staff.

(vii) Temporary buffers or skids shall be provided to prevent rolling of stabled Machines.

S.R. 4.65/ 8 : Failure of Track Machines in Mid - section :-

(i) In the event of break down, the track machines shall be protected as per GR 6.03 and S.R. thereto by the machine staff as directed by machine in-charge.

(ii) Failures in block sections of the machines will be treated as accident under class 'J'.

Accidents involving track machines shall be treated as train accidents under the appropriate class and action shall be taken as per rules in force.

(iii) In case of failure of track machine in block section, the Junior/ Section Engineer (P. Way) may decide to push the disabled until to the nearest station provided the brake power is in good condition. Otherwise, intimation shall be sent to the nearest Station Master through a messenger and to the Control through portable telephone asking for a engine to the unit.

In case the machine in-charge feels that clearance of section is going to take long time, the assistance of Accident Relief Train shall be asked for immediately. Meanwhile the machine in-charge shall take necessary action to rectify the defect(s).

I - PRIVATE ENGINES AND VEHICLES.

4.66. Private engines 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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Note:- The missing parts of SR 4.65 which were not included in G&SR 2004 edition, are also included hereby vide Amendment slip no– 38 to G&SR rules book 1982 dated 11/06/98.

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 or temporarily, under his orders at the station or within the station limits and such staff shall be subjected 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.

S.R. 5.01/1 -(a) No person who is in any way connected with the train passing duties shall be permitted to work independently at a station until and unless he holds a certificate of competency as to his knowledge of the system of working in-force and he has thoroughly understood the working of station and declare in the Assurance Register, provided for the purpose, that he has understood his duties and the Station Working Rules and other instructions pertaining to his duties at the station and can work independently.

In the Assurance Register, the form of assurances obtained from the staff will be as under:-

(i) For Group 'C' staff :-

I (name).....(Designation).....have gone thorough the ..... Station Working Rules and layout of..... station along with appendices..... dated.....and Working Rules of Sidings...../Flag Station..... dated..... and hereby declare that I understand the same and that I can work in the capacity of a/an…… independently at.....station.

Counter signature by SS
Signature.....
Date.....

Station Master.....
Designation.....
Date.....

(ii) For Group'D' staff :-

I (name)..... (Designation)..... have explained the Working Rules of .....station along with ..... appendices.....dated..... and ..... Working of Sidings...../Flag station..... dated .....to Shri..... (Designation)..... and do here by declare after duly examining him that he has thoroughly understood these rules relating to his duties and ..... that he is in a position to work independently as a/an..... at .....station.

Signature of Station Master/
Staff, explaining the rules.

Date.....

The Station Master/Assistant Station Master has explained to me the Working Rules of ..... station along with appendices..... dated..... and Working Rules of Siding and Flag station..... dated.....and I do hereby declare that I have thoroughly understood these rules and layout and that I am in a position to work independently as a / an.....at.....station.

Signature or LT.I of employee concerned

Designation.....

Date.....

It shall be the duty of a Traffic Inspector of the section, Station Manager to see that this Register is maintained upto date and the staff who have signed in the Register are well conversant with the Working Rules.

(b) The assurance is required to be given by the staff whenever :-

(i) a new member of staff joins the station ;

(ii) There is any change in the Station Working Rules ;

(iii) a member of staff resumes duty at a station after absence of 15 consecutive days or more.

(c) Except in an emergency or at a wayside station where the duties are quite simple and similar to those he has performed at other stations, he shall witness the actual working of the person whose duties he has to perform during at least two shifts of duty, of which one should be a night shift. While he is thus undergoing learning duties, he shall not be permitted to undertake any responsibility of the post or take any active part in the working of trains.

S.R. 5.01/2 - (a) **Inspection Note Book -** An Inspection Note Book shall be kept at each station for the remarks and instructions of the Inspecting Officials. This book shall be kept in the personal custody of Station Master, and produced by him on each occasion when any member of the inspecting staff visits his station. Traffic Inspectors shall examine and initial these books each time they visit a station.

(b) Petty Repair Book shall be maintained at station in which necessary repairs to service buildings and quarters shall be entered by the Station Master and (where Subordinates of other departments are stationed) by the Subordinates of such departments. This will be inspected by the Engineering Officials and necessary repairs effected.

S. R. 5.01/3 - The condition of the hand lamps and flags in possession of the station staff shall receive careful attention of the Station Master who shall be responsible to see that the lamps are in order and are kept clean and well trimmed. All defective hand signal lamps and discoloured flags shall be forwarded without delay to the Divisional Officer for repairs or replacement.

S. R. 5.01/4 - The term 'Station Master', in rule 5.01(4) refers to the "Station Master on duty" for this purpose.

5.02 - Supply of copies of rules and distribution or exhibition of other documents.

The Station Master shall see-

(a) that every railway servant subordinates 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 table and fare lists are correctly exhibited at the station if it is open for the booking of traffic; and

(d) that copies of Act, and the Goods and Coaching Tariffs are available for inspection by the public.

S.R. -5.02/1 -The Station Master is also responsible for proper display of Payments of Wages Act and Hours of Employment Regulation.

SR. - 5.02/2 - The Station Master in charge of a station shall maintain a Register in which particulars of all documents supplied to the station viz. Rules Books, Manuals, important circulars, special instructions, Station Working Rules/diagram, etc.with the correction slips shall be entered with date. The register should be periodically checked with the documents and deficiency, if any, rectified.

This register should also be checked by the inspecting officials in course of their inspections.

5.03 - Obedience to orders and keeping books and returns -

The Station Master shall see that all orders and instruction are duly conveyed to the staff concerning and are properly carried out, and that all books and returns are regularly written and neatly kept.

S.R. -5.03/1 - The Station Master shall see that the circulars/instructions issued from time to time in connection with the station working are noted by all staff working under him.

5.04 - Signal Cabins -

(1) The Station Master shall make himself 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.

5.05 - Report to 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 thereof shall be kept at cabins and level crossings concerned.

S.R. -5.06/1 - Officers authorised to issue/ sign Station Working Rules - The Officers authorised to issue/ sign Station Working Rules is the Sr. Divisional Operations Manager of the division. The Sr. Divisional Signal and Tele Communication Engineer of the division is also authorised under this rule to issue necessary instructions in the Station Working Rules regarding working of points and signals at interlocked stations and on other technical matters connected therewith.

They shall be responsible to ensure that Station Working Rules are in accordance with the actual layout, signalling, interlocking, etc. and are complete in all respects for safe working of traffic. Station Working Rules shall be issued in conformity with the General and Subsidiary Rules and must not, in any way, supersede them.

For detailed instructions regarding preparation, revision, correction, etc., see chapter VI of the Operating Manual of this Railway.

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.

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 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 metre 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 obstructions.

S.R. 5.09/1 - The written authority, as referred to in G.R. 5.09 (2) (c) shall be in form T/509.

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.

S.R. 5.10/1 - The written authority as referred to in G.R. 5.10 (d) shall be in Form T/509 issued to the Loco Pilot authorising him to pass the signal/signals at 'ON'.

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 facing points locked.

S.R. -5.11/1 - The written permission as referred to in G.R. 5.11 shall be given in Fom T/511 where a tangible authority to proceed is not given to the Loco Pilot at the time of starting. The prescribed Form T/511 is shown at Appendix - VII of this Rules book.

5.12 - 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 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.

S.R. 5.12/1 - The written permission as referred into G.R. 5.12 (1) shall be in Form T/512 in addition to the common starter being 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.

S.R. 5.13/1 - Keeping slip coaches in the rear of a train carrying passengers, standing on a line being blocked , is prohibited.

S.R. 5.13/2 - (a) No engine should be allowed in 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 that particular train. the movement of such[#] an engine should be permitted only under the control of the person-in-charge of shunting.

(b) When shunting is to be done for attaching or detaching coaches of passenger carrying trains, the shunting engine must first come to a halt 20 metres away from the train and move thereafter. Similarly, the train engine should also come to a stop 20 meters from the train and then proceed very cautiously for being attached to the train.

S.R. 5.13/3 - Whenever shunting is to be performed with train/ coaches carrying passengers, coupling shall be tightened and vacuum air-brake connected for safe movement of shunting operations.

5.14 - Responsibility of 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.

S.R. 5.14/1 - While performing shunting, no couplings shall be allowed to hang down, and no shunting of vehicles which are coupled by side chains only is to be permitted.

S. R. 5.14/2 (a) (i) - At stations other than terminals where Assistant Yard Master or Shunting Jamadars are employed they must attend to all shunting operations but Guard shall be responsible or the correct vehicles being attached and detached. At all other stations shunting operation shall be supervised by the Guard of the train. Before giving signals the Guard shall satisfy himself that the points over which the train has to move are properly set and locked as required by rules for setting and locking of points.

Provided that in addition to the observance of the above instructions, all shunting operations involving full trains at all stations and all shunting movements involving shunting of Materials/Departmental trains shall be supervised by the Guard of the train personally.

S. R. 5.14/2(a) (ii) At terminal stations all shunting operation must be performed under the supervision of the Station Master on duty, except in the section where "One Train Only System" is in vouge in which case the terminal station is to be treated as a non-base station, where the responsibility of shunting will lie upon the Guard of the train as per S.R. 13.03/1(d).

(b) Shunting at Outlying Siding - At outlying siding situated within block sections all shunting must be supervised by the Guard himself. After a train has been shunted into a siding, the Loco Pilot shall not move his engine until after the Guard has personally told him to do so and he has been given proper signal by the Guard.

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#- Corrected (word 'such' included) vide Corrigendum no.– 5.1

(c) The Station Master on duty shall issue to the Guard of the train a written memo on ordinary telegraph form stating therein details of shunting to be performed at the station and obtain his (Guard's) signature on the office copy and it will be the responsibility of the Guard to see that shunting is done accordingly.

S. R. 5.14/3 -Whenever shunting is to be performed with coaches carrying passengers, full vacuum shall be created before the shunting is commenced to avoid any coach running away being disconnected and cause any accident whatsoever.

5.15 - Shunting at stations under Centralised Traffic Control -

(1) No shunting shall be performed at a station under Centralised Traffic Control without the 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 Centalised 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.

5.17 - Shunting near level crossing - The railway servant in charge 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 advance position : - (1) A train waiting for an authority to proceed shall not be allowed to draw out upto 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 advance 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 a 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.

S.R. 5.19/1 - Loose vehicles standing on running lines - The following instructions are to be followed -

(a) On no account shall a running line be used for stabling of vehicles for any length of time. When a vehicle/vehicles has/have to be placed on a running line, it shall be done only in emergencies and with the specific permission of the Station Master on duty. It will be the personal responsibility of the Station Master on duty to ensure that there is no undue delay in clearing the line of the obstruction.

If, for any reason, the running line is not cleared of the obstruction before the Station Master on duty is relieved, he shall not only make suitable entries in the Station Diary but also personally point out the running line that is obstructed to his reliever and obtain his reliever's signature in token of his acknowledgement of the fact that he has been made aware of the obstructed running line. This acknowledgement shall be made against the entry in made the Station Diary and shall be signed in full by the relieving Station Master.

(b) In unavoidable circumstances, when a running line is blocked by vehicle(s), the Station Master of the station shall at once take steps to ensure that the relevant points on either end are set and locked against the blocked line in accordance with the instructions incorporated in the Station Working Rules. These precautions are to be taken in addition to use of lever collars, Slot/Slide Collars and preservation of the relevant keys in his personal custody.

(c) At a station provided with one loop only having no dead-end or goods siding, no vehicle shall normally be detached except in case of emergency. When under such circumstances a vehicle(s) is/are kept detached on the loop, it shall be properly secured in terms of G. R. 5.23 and S. R.s thereunder.

(d) To prevent the possibility of loose vehicles escaping on to the running lines from sidings or traps/ scotch blocks on the sidings and cross-overs giving access to the running lines shall always be normally set and locked against the running lines.

(e) The main line at a station should not normally be allowed to be blocked. The SM/ASM and Controller should ensure that the Main Line is kept clear.

(f) In the event of running line being blocked and subsequently cleared, proper entry in regard to the exact time of (a) blocking the line and (b) its clearance should be made in the Train Signal register in block letters.

S. R. 5.19/2 - Should a train come to a stand for any reason after entering the block section in advance and it becomes necessary to back the train at the station, on a double line, it shall be

backed into the station on T/806 and, on single line, on proper signal if conditions for taking off signals are fulfilled. (See S.R. 4.12/2).

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 sidings points 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 falling side of the gradient

Note - For purposes 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.

S.R. 5.20/1 - In yards situated on gradients steeper than 1 in 400, no loose or hand shunting of any vehicle is permitted.

S. R. 5.20/2 (a) - In order to trap vehicles rolling away from the station, no vehicle shall be permitted to be stabled unattached to an engine unless they are placed within the protection of a derailing switch or a dead end siding or the station is provided with a slip siding.

(b) The Station Working Rules shall contain shunting restrictions taking into consideration the local conditions viz., speed, weight, gradient, isolation, brake-power, visibility of the approaching Stop signal, etc.

(c) Vehicles stabled within the protection of a dead-end siding or a slip siding or a derailing switch, etc. must be secured with safety chains as detailed in GRs 5.20 and 5.23 and Subsidiary Rules there under. In addition, sprags/wedges of approved design must be used to prevent rolling down on vehicle.

#*Note* - In terms of Chapter II of the Schedule of Dimensions (BG), Revised 2004 edition, a station yard will be taken to extend (i) on single line to a distance of 50 metres beyond the outer-most points at either end of the station; (ii) on double line where 2 aspect signalling is provided, from Home signal to a distance of 50 metres beyond the outermost point at the trailing end, or where there are no loops, to last stop signals of each line; (iii) on double line where multiple aspect signalling is provided to a distance of 50 metres beyond the outermost point at either end of the station or where there are no loops, from 'Block Section Limit Board' to last Stop Signal of each line.

S. R. 5.20/3 - On D. H. Section, when any hand shunting has to be done or any vehicle has to be detached at a station or intermediate siding, the scotch block on the main line at the lower end of the station or siding points shall first be locked across the rail. When the operations are completed, the scotch block shall be carefully blocked back to clear of the line. The responsibility for seeing that this sub-rule is carried out rests with :

(i) the Station Master at stations where the hand shunting or detaching of vehicles is not in connection with any train to which an engine is attached;

(ii) the Station Master and Loco Pilot jointly, when the hand shunting or detaching of vehicles is in connection with a train to which an engine is attached;

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#- Corrected vide corrigendum no.-5.2

(iii) the Loco Pilot, when the hand shunting or detaching of vehicles is carried out at an intermediate siding.

5.21 - Loose shunting :- Cranes, vehicles containing passenger, workers, explosives, dangerous goods or live-stock 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.

S.R. 5.21/1 - (a) In all cases of loose shunting, i.e., when vehicles after receiving an impetus from an engine are allowed to run forward unattached, the vehicle must by accompanied by a man to pin down their brakes. Vehicles not provided with efficient hand brakes must not be so shunted.

(b) Loose shunting is prohibited - (i) At night in yards not brightly lit, (ii) in all yards during stormy, thick, foggy or tempestuous weather impairing visibility or when strong wind is blowing, (iii) if it is not possible to fix the coupling hook in position for a loose shunting without some one holding it, (iv) into a dead end siding unless authorised by the Station Working Rules, (v) in a non-isolated yard where there is likelyhood of vehicles escaping and fouling the running lines after line clear has been given for a train.

Note - For restrictions of loose shunting at stations situated on gradients see G. R. 5.20 and SRs thereunder.

(c) The following vehicles/wagons shall neither be loose shunted nor shall other vehicles/ wagons be loose shunted against them,

(i) Coaching stock loaded or empty;

(ii) Wagons containing explosives, dangerous and inflammable goods in tins or otherwise;

(iii) Wagons containing poisonous (toxic) substances;

(iv) Power van loaded or empty;

(v) Gas Holder;

(vi) Tank wagons of all descriptions or empty

(vii) Travelling cranes;

(viii) Wagons with escorts, workers, labourers or livestock in them;

(ix) Motor vans, loaded or empty;

(x) Trucks loaded with heavy, bulky or dimensional consignment liable to shift viz, vehicles on wheels, road rollers, boilers, portable engine, rails, sleepers, timber logs, etc.;

(xi) Wagons, stenciled or labeled “Not to be loose shunted” such as those containing liquid containers or damageable goods;

(xii) Damage labeled vehicles/wagons;

(xiii) Truck loaded in pairs;

(xiv) Wagons loaded with fragile goods.

(d) Hump shunting means shunting over a hump, an artificial grade, over which wagons are pushed up by an engine on one side and are allowed to gravitate down the slope into the appropriate classification lines.

NOTE -The vehicles/wagons prohibited for loose shunting as mentioned vide para (c) above are also prohibited for hump shunting.

S. R. 5.21/2 - When vehicles are loose shunted in goods yards or from running lines to an untrapped lines in a goods yard which leads to a running line, the person performing the operation is responsible for seeing that it is performed in such a manner as to prevent the risk of the vehicle escaping from the goods yard and obstructing the running line.

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 thereof are properly secured.

S.R. 5.22/1 - Special instructions as referred in GR 5.22 have been laid down in Appendix- I to the G & S Rules book.

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.

S.R. 5.23/1 - Securing of vehicles - (i) The Station Master shall see that he has got adequate number of safety chains, padlocks, sprags/wedges, etc. available in his stock.

Whenever any vehicle or vehicles/ is /are detached at any of the sidings or on running lines, it should be properly secured by use of safety chain(s), sprags/wedges, scotch blocks, etc. Loose vehicles shall be properly coupled up and hand brake levers pinned down and secured in the bracket. Safety chain shall be used on the vehicles at either end and also after every 15 vehicles. Padlocks should be used in case of safety chains and scotch blocks.

(ii) The safety chains shall be passed twice round the wheels and rail. and then tied and locked, so that no train comes on the padlocked; when vehicles have full or disc, wheels, the safety chain shall be passed twice over the axle and under the rail and be pad locked.

(iii) No safety chain, unless in perfectly good order and of adequate length is to be used for securing vehicles;

(iv) Particular care shall be taken to remove chains and sprags/wedges before wagons are moved or coupled to train;

(v) When scotch blocks are provided, vehicles shall be placed within them and the scotch blocks locked across the rails.

Note - the adequate length of safety chain is 2 metres for securing other than BOX and other special type wagons and 4.572 metres for securing BOX and special type wagons

S.R. - 5.23/2 - Special precautions to be taken for wagon fitted with roller bearings viz., BOX, BOBS, BOI, BRH etc.

(a) At least two safety chains must be used duly padlocked.

(b) The hand brakes whether side operated or end operated must be fully tightened. If a rake of Box wagons is stabled, at least six wagons from each end must have their brakes put on tightly.

(c) The brakes should be operated under the personal supervision of Guard or S. M.

(d) Where shunting is necessitated, following further precautions will apply :-

(i) Maximum impact speed when shunting a single BOX wagon must not exceed 5 KMPM.

(ii) Maximum impact speed when shunting a group of five BOX wagons coupled together with transition couplers at either end should not exceed 8 KMPH.

S. R. 5.23/3- On D. H. Section, the responsibility for scotch blocks at intermediate sidings rests with the Loco Pilots in the case of Goods trains, Guards on Passenger trains, Pilot Guards when trains are crossed at intermediate sidings.

CHAPTER VI

ACCIDENTS AND UNUSUAL OCCURRENCES

6.01 - Accident or obstruction :

(1) When a report of any accident or obstruction is received by the Station Master, he shall see that all necessary precautions are taken by the most expeditious means possible, for the protection of traffic.

(2) If an accident happens to a train, the Station Master shall arrange for all necessary assistance to be sent to the train.

(3) The Station Master shall, as soon as practicable, report each accident in accordance with special instructions.

Note:- For detailed instructions with regard to the classification and reporting of accidents, see the Accident Manual.

S. R. 6.01/1. When the Station Master receives information regarding an accident or obstruction or any condition which is likely to endanger safe working of trains on a section, he must at once report the matter to the Controller on duty, if the section lies in controlled area, and to all concerned, by telephone or telegraph and take further action for prompt relief and assistance, if required, as per instructions contained in the Accident Manual. (See also Rule 6.02.)

The presence of an Officer or an Inspector at the station will relieve the Station Master of his responsibility for taking complete action as required by the rules incorporated in this Chapter.

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 emergency, trains shall be worked between stations in accordance with special instructions.

SR 6.02/1 - RULES AND REGULATIONS FOR SINGLE LINE WORKING ON 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 or 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 Inspector 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 the 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 a 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, whenever 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 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 Instruments or control telephone or VHF set.

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 line 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 lines is clear for 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 the 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 acknowledgment from the Station Master, confirmed by a private Number single line working may be introduced, 'Line Clear' will be obtained on telephone attached to Block Instruments or Control Telephone or VHF or any two way communication system set and trains run on paper line clear ticket 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 indicating :-

(i) the line on which the train or light engine is to run.

(ii) the kilometrages between which the obstruction exists.

(iii) any restriction of speed which may have been imposed by way and works staff,

(iv) an assurance to the effect that any trap points on the line in question have been spiked or clamped, and

(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 Gangmen 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 kilometers per hour. Subsequent trains may run at their booked speed, subject to observance of other speed restriction 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 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 case of 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 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 (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 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 as per 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 is in force, shall be clamped and padlock.

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 signals, 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 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 Gangmen 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 6.02/2 : 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 Regula tions for working of trains during total interruption of communication on single line, be observed by the staff.

1. Whenever an accident to a train or track or other obstruction, precludes the use of one line on double line section during total interruption of communications, single line working shall be introduced only after a responsible official of the Engineering Department, not less than an Inspector in rank, has certified that the other line on which 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 rules prescribed for opening of communications.

2. Loco Pilot 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) kilometer 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 station in rear of the effected section may be passed in the 'On' position on a written authority 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 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 are 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 of the station in advance shall depute a railway servant in uniform at the foot of the signal (which ever 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 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 to Proceed Without Line Clear' to inform all the Gatemen and Gangmen 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 continued to run under special rules until action is taken in accordance with the instruction 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 communication 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 communication.

SR 6.02/3 RULES AND REGULATIONS FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF COMMUNICATIONS ON DOUBLE LINE SECTION :

1. The order of preference of the means of communication for obtaining/granting Line Clear for train operation under Absolute Block System during Total Interruption of communications on Single line as well as on Double Line section: (Order of preference is amended vide A/S– 6.1)

a) Block Instruments, Track Circuiting or Axle Counters

b) Telephones attached to Block Instruments

c) Station to station fixed telephones wherever available

d) Fixed telephones such as Railway auto phone and BSNL phones and Mobile Train Radio Communication (MTRC) using FCT (Fixed Cellular Terminal). *(MTRC is added vide A/s-21)*

e) Control telephones, and

f) VHF sets under special instructions, but not as the sole means of communication on sections where passenger trains run.

Provided further that:-

(i) The order of preference, as mentioned above, should not be violated under any circumstances. Any violation should be treated with utmost severity for taking up with the defaulters.

(ii) In case of failure of all other means of communication, leaving VHF as the only alternative, it can be used for line clear only under special instructions specifying the circumstances, duration and manner in which VHF will be used till restoration of any one of the means of communication. The use of VHF sets for prolonged duration will be permitted only in presence of supervisory staff.

(iii) VHF sets can however, be used as the only means of communication under separate special instructions, for specific sidings/sections where only freight trains are running.

(iv) In all cases where line clear is obtained/granted by means of communication other than block Instrument/ Track circuit/ Axle counter or telephone attached to Block Instrument, the system of calling station name, followed by establishing identity of the Station Master on duty by either cross checking private numbers given for line clear to preceding three trains, or Identification Number Sheet should be strictly followed.

(v) Speed restriction of 30 Kmph be imposed additionally, if working trains on PLC exceeding duration of 24 hrs. of PLC working introduction. (Vide A/s no-8.4)

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 interruptions of communication on double line section 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 to 25 Kilometres per hour over the straight 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.

(c) An 'Authority to pass the last Stop signal' at '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 a clear interval of 30 minutes between the train about to leave and the train which has immediately preceded.

6. Fixed Signals with the exception of the 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 Pilot of all trains shall make over the 'Authority to Proceed Without Line Clear' 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 communication.

14. A record of all trains passed over the blocked section on 'Authority to Proceed Without Line Clear' during the course of total interruption of communications, shall be maintained in the train signal Registers at both the stations concerned.'

15. 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.

16. As soon as any one of the means of communications has been restored the Station Master must send a message to the Station Master at the other end of the section on the following From No. T/I 602 as shown in the Appendix VII of this book :-

From Station Master.....

To Station Master.....

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.

Private No. (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 the 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 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 arrived 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. Therefore an intimation about this shall be given to Section Controller also, on controlled sections, if communication with the Section Controller has also got restored and normal working resume. 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.

SR 6.02/4 RULES AND REGULATIONS FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF COMMUNICATIONS ON SINGLE LINE.

1. The order of preference of the means of communication for obtaining/granting Line Clear for train operation under Absolute Block System during Total Interruption of communications on Single line as well as on Double Line section: (Order of preference is amended vide A/S– 2.1 & 6.1)

a) Block Instruments, Track Circuiting or Axle Counters

b) Telephones attached to Block Instruments

c) Station to station fixed telephones wherever available

d) Fixed telephones such as Railway auto phone and BSNL phones and Mobile Train Radio Communication (MTRC) using FCT (Fixed Cellular Terminal). *(MTRC is added vide A/s-21)*

e) Control telephones, and

f) VHF sets under special instructions, but not as the sole means of communication on sections where passenger trains run.

Provided further that:-

(i) The order of preference, as mentioned above, should not be violated under any circumstances. Any violation should be treated with utmost severity for taking up with the defaulters.

(ii) In case of failure of all other means of communication, leaving VHF as the only alternative, it can be used for line clear only under special instructions specifying the circumstances, duration and manner in which VHF will be used till restoration of any one of the means of communication. The use of VHF sets for prolonged duration will be permitted only in presence of supervisory staff.

(iii) VHF sets can however, be used as the only means of communication under separate special instructions, for specific sidings/sections where only freight trains are running.

(iv) In all cases where line clear is obtained/granted by means of communication other than block Instrument/ Track circuit/ Axle counter or telephone attached to Block Instrument, the system of calling station name, followed by establishing identity of the Station Master on duty by either cross checking private numbers given for line clear to preceding three trains, or Identification Number Sheet should be strictly followed.

2. The Station Master who has a train to dispatch through the affected block section shall open communications 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, after it is detached from the train by the Loco Pilot on instructions from the Station Master on duty.

iii) Motor Trolly/ Tower wagon duly accompanied by a Guard or by a Station Master other than the Station Master on duty.

iv) Trolly/Cycle Trolly/Moped Trolly 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 passenger 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 into the affected block section to open communications, the Loco Pilot/ Motorman/Guard/Station Master being send to do so shall be advised by the Station Master on duty of the circumstances in which and the purpose for which he is being sent. The Station Master on duty shall also satisfy himself that the Loco Pilot/Motorman/Guard/Station Master being sent to open communications,

thoroughly understand the rules of working of trains during total failure of communications on the single line. If the Loco Pilot/Motorman/Guard/Station Master who is being sent to open communications, is not conversant with the Rules for working of trains during total failure of communications on single line, the Station Master on duty shall explain these rules to such staff. The Station Master on duty shall also obtain the signature of the Loco Pilot/ Motorman/ Guard/ Station Master on 'Authority for opening communication during total interruption of communications on single line section, in token of such staff having fully understood the circumstances in which and the purpose for which he is being sent and the Rules for Working of Trains during total failure of communications on single line.

4.1. Before despatching the Light Engine/Train Engine/Motor Trolly/Tower Wagon Trolly Cycle Trolly/Moped Trolly/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' to the Loco Pilot/Motorman/Guard/Station Master who is being sent to open communications, 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 waiting to be dispatched 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 dispatched 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 Trolly/Cycle Trolly/Moped Trolly either running by itself or loaded in a train waiting to be dispatched 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 or the engine or self propelled vehicle or other vehicle referred to in para 2, as the case may be, shall be written out, on telegraph forms for being sent through the Loco Pilot/Motorman/Guard/Station Master going to open communications and these message shall also be entered in the Line Clear Books.

i) The Line Clear Enquiry Message shall be worded as follows :-

Message No..... on return of.....* will line be clear and kept clear for Train No..... waiting to proceed.

* The particulars of the engine either returning in light or attached to a train or attached to another Engine/ Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolly or Trolly or Cycle Trolly or moped Trolly running by itself or loaded in a train, as may be applicable, shall be correctly filled in while preparing the message.

ii) The conditional Line Clear Message for return journey of the engine or self propelled vehicle or other vehicles referred to in para 2, the case may be worded as follows :-

Message No.....

On arrival of.....*at yours, line will be clear and kept clear for.....Engine to return with/ without attached to a train or another engine or self propelled vehicle/trolly etc.

(complete particulars).....Private Number (in words).....(in figures).....

** The particulars of Engine/Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolly or Trolly or Cycle Trolly or Moped Trolly, as may be applicable, shall be correctly filled in,*

The particulars of the engine either running light or attached to a train or attached to another Engine/Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolly or Trolly or Cycle Trolly or Moped Trolly ruining by itself or loaded in a train, as may be applicable, shall be correctly filled in while preparing the message.

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' and sign on its original and carbon copy in token of his having understood its contents.

4.4 In case a light engine or an engine and brake van is to be dispatched to proceed to the next block station and then continue its journey onward after arrival at the next station and is not meant for opening communications, the Loco Pilot of engine or the engine and brake van, shall be given with the 'Authority for opening communication during total interruption of communication' and the items 'Line Clear Enquiry Message and Conditional Line Clear Message' shall be strike out in form. Such engines or engine and brake van shall be issued only the 'Authority to Proceed Without Line Clear' the Caution Order and the Authority to Pass the Last Stop Signal in the 'On" position, referred to in para 4. (i), (ii) and (iii) where necessary. Should it be necessary to dispatch 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 dispatched.

……..

#- Amended vide A/S-7.1

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.

5. After an engine or self propelled vehicle or other vehicle is despatched to the next station to open communications 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 vehicles, no other train or engine or self propelled vehicle or vehicles shall be allowed to leave the station and proceed in the same direction untill the engine or self propelled vehicle or other vehicle sent to open communications 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 trolleys 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' 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 the 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 'Authority to proceed Without Line Clear' 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 Group 'D' staff and the other from the crew of the engine or the person whose Motor Trolly/Trolly/Cycle Trolly/Moped Trolly is being used in case of signal 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 the 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 light, 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, meeting in the mid section, an engine / self propelled vehicle/other vehicle sent from the other end, the Loco Pilot/Motorman/Guard/ Station Master, as the case may be shall taking into consideration the importance of the track for which they are proceeding to get Line Clear, the distance from the nearest station, gradients to be encountered, the presence of catch siding etc. decide to which of the two stations, the engines self propelled vehicle/vehicles should proceed. Before proceeding the engine or self propelled vehicles shall, if possible, be coupled up. If the engine self propelled vehicles cannot be coupled up they should run at a safe speed and adequate distance apart. In the case of Motor Trolly/Push Trolly/Cycle Trolly/Moped Trolly, meeting an engine and brake van/Diesel Car/Rail Motor Car/EMU Rake, the Motor Trolly/Push Trolly/Cycle Trolly/Moped Trolly shall, if possible, be loaded with the Brake Van/Diesel Car/Rail Motor Car/EMU Rake.

8. On sighting the station to which the engine/self propelled vehicle/other running by itself or with another similar unit coupled together or separately, to which it is/they are proceeding, the leading engine/self propelled vehicle/other vehicle shall stop outside (i.e. in rear of) the first Stop signal of the station. The engine/ self propelled vehicle/other vehicle, following the leading engine/self propelled vehicle/other vehicle, shall stop at a safe distance behind the leading engine/self propelled vehicle/other vehicle. The Station Master shall be advised of the stoppage outside the 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' with the line Clear Enquiry Message and the Conditional Line Clear Message giving the Line Clear for the return journey shall be delivered to the Station Master on duty who shall keep this document in his safe custody and also post the Line Clear Enquiry Message and Conditional Line Clear Message in his Line Clear Books. On the 'Authority of the Conditional Line Clear Message for the return journey the Station Master on duty shall make out a conditional Line Clear Ticket and hand over it to the Loco Pilot/Motorman/ Guard/Station Master or to return to the Block Station from where he came with his engine (either light or attached to a train or another engine or a self propelled vehicle if one is waiting to proceed in that direction) self propelled vehicle/ other vehicles.

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 the single line section

shall be taken back by the Station Master on duty of the station from which this was issued and 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' for the 'Line Clear Enquiry Message, giving Line Clear for the train waiting at the other station, thereby authorizing the Station Master at that station to start the train waiting there on complete arrival of the engine, either light or attached to a train/ self propelled vehicle/ other vehicle at his end.

12. The Conditional Line Clear Reply Message shall be worded as follow :-

Message No.....

Your Message No..... on arrival of * Engine with/without train/self propelled vehicle / other vehicle No.....at yours line will be clear and kept clear for following trains:-

i) Train No..... Private No. (in words).....(in figures).....

ii) Train No..... Private No. (in words).....(in figures).....

iii) Train No..... Private No. (in words).....(in figures).....

iv) Train No..... Private No. (in words).....(in figures).....

* *Strike out which ever is not applicable.*

* *The particulars of the engine either returning light or attached to a train or attached to another Engine/ Tower Wagon/Diesel Car/ Rail Motor Car/EMU rake/Motor Trolly or Trolly/ Cycle Trolly or Moped Trolly running by itself or loaded in a train as may be applicable shall be correctly filled in while preparing the message.*

13. On the return journey, engine either light or attached to a Train/Diesel Car/Rail Motor Car/ EMU Rake /Train loaded with Motor Trolly/ Push Trolly/Cycle Trolly/Moped Trolly may run at booked speed observing speed limits in the Working Time Table and other relevant rules. The Motor Trolly/ Push Trolly/ Cycle Trolly/ Moped Trolly returning by itself may run at their normal speed observing the rules governing their running on Line Clear.

14. On reaching the station, the engine either light or attached to a train/self propelled vehicle/other vehicle shall again stop outside (i.e in rear of) the 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' shall be handed over to the Station Master who shall record in the Line Clear Message Book and on its authority issue a Conditional Line Clear Ticket for the waiting train.

16. If there be an even flow of trains in both directions, Enquiry and Conditional `Line Clear Messages for each succeeding trains may be sent through the Guard of the 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 Line Clear Enquiry and Reply Books, and also in the counter foil of the 'Authority to Proceed Without Line Clear' 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, Station Master shall despatch the first train on the authority of the Line Clear for the trains and shall also endorse on that Line Clear 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 Pilot of the second and subsequent following trains shall be given a Caution Orders restricting the speed to 25 Kilometers per hour over the straight when the view ahead is clear and to 10 Kilometers 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 particular of the last proceeding train along with its time of departure will be endorsed on the Line Clear 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 proceeding 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 stopping train 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 circumstance 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 any one 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 restores, the Station Master must send a message to the Station Master at the other end of the section on the form T/I 602 as shown in the Appendix VII in this book :-

From Station Master.....To Station Master.....
Time.....hours.....minutes..... Message No.....Train (Number and description)..... arrived complete at.....hours.....Minute Last train..... (Number and description) despatched to your station..... at.....hours.....Minutes.
Cancel the Conditional Line Clear working of the trains.
Line Clear must be obtained by means of.....acknowledge.
Private No. (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 the 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.
Conditional Line Clear working of trains is being/will be cancelled immediately after complete arrival of train No..... Line Clear for the next train will be obtained by means of.....
.....
Private No. (in words).....(in figures).....

23. Line Clear shall not be obtained or given by means of communication restored until both the Station Master are satisfied that all trains and engines etc. despatched from their stations have arrived complete at the other stations. Even if the communication is restore

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 Master are satisfied under exchange of Private Numbers that no light engine/self propelled vehicle any other vehicles is on the section. Thereafter an intimation about this shall be given to Section Controller also, on controlled sections, if communication with the Section Controller has also got restored and normal working resume. 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.

S. R. 6.02/5 :- Total failure of Communication on D. H. Section :- (i) In the event of total interruption of communication on any section, all material trains, light engines, and trains which are not shown in the Working Time Table or in any Time Table specially issued, and also goods trains which are shown in the Working Time Table, but have not been included in the Train list, Telegram, issued by the Divisional Operations Manager for the day in question, must be detained until communication is restored.

(ii) Under no circumstances must a train leave any station, if a train running in the opposite direction is to arrive at that station before the departure of such train, unless intimation has been received in the manner detailed below, that the train running in the opposite direction will be detained and that the line is clear.

(iii) The rule (ii) must be rigidly adhered to even though it may have been known before hand that the train running in the opposite direction was running late. For example, suppose there are three stations A, B and C, the line being "UP" from A to C. Suppose number 20 Down goods is booked to cross 3D Up mixed at A. As however, 20 Down is running late, B gives line clear, for 3D Up. On arrival of 3 D Up at B and before Line Clear has been obtained for it to proceed to C, it is found that communication between B & C is totally interrupted. Train No. 3D Up must be detained at B until 20 Down arrives from C.

(iv) Subject to the above provisions, trains will be started on "Authority to Proceed without Line Clear'' Form . This form is to be used at all B Class stations when from any cause the usual Line Clear Message cannot be obtained. The forms to be bound in books of 100 pages each with printed book and progressive number of each page.

(v) A goods train must not be started before the booked time with the object of opening up communication, unless the Station Master is certain that there is no train running in the opposite direction, either waiting at the station in advance, or likely to arrive there within 15 minutes of the time of arrival at the station of the goods train he intends starting before time for the purpose of opening up communication.

(vi) The first train to run over the section on which a total interruption occurs will open up communication. Before starting this train the Station Master will carefully study the Time Table, etc. to see that train are running and will send a memorandum by the Guard of the train (or by the Loco Pilot if there is no Guard) showing clearly the order in which trains are to run until communication is restored.

(vii) Small trollies should, in all cases be used, when available in order to open up communication.

Note : (1) For engine code whistle of a disabled train see SR.4.50/1.

(2) On D.H. section, the protection of trains is not generally done by using detonators. This will be done by display of hand danger signal by Guard / Jamadar Brakesman in the rear and by the Loco Pilot/ Fireman in front from such a point that the signal shown can from a distance of 60 metres by an approaching train.

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 immediately to warn incoming train. Thereafter, the Guard shall immediately exhibit a hand danger signal towards the rear and check up that the tail board or tail light is correctly exhibited and switch 'ON' flasher light, if provided, in the rear of his brakevan. The Guard and 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 detonator shall be placed at 600 metres from his train on way out and three detonators, at 1200 metres about 10 metres apart from the place where the train has stopped.

Provided that on the metre gauge the first detonator shall be placed at 400 metres and the three detonators about 10 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 danger 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 continues 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 inter-mediate detonators.

(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 here under :-

(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 line 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/ Fireman 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 way from the disabled train, as possible and shall continue to show a hand danger signal to stop any approaching train. If the person has already placed one detonator at 600 or 400 metres in BG or MG respectively and he is not in a position to reach at a distance of 1200 metres or 800 metres in BG or MG respectively, he shall again place one detonator as far away from the train as possible which has met with the accident;

(i) 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 light on all or any such occurrences as stipulated here under :-

(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, 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 to protect the adjacent line in front in the manner prescribed in clause (i) above by going himself or by sending 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 avialable 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 communication for protection of train of the adjacent line as mentioned above and proceed towards the locomotive watching the train carefully. If the Guard finds that the adjacent line as obstructed, he shall proceed ahead 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 uni-directional 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 here under :-

(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, 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 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 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 which trains run in the opposite 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 line in front on which trains normally run in the opposite direction".

SR. 6.03/1 Procedure for protection of disabled train between stations :- When a train comes to a stand between stations and the Loco Pilot finds he cannot proceed, he shall give four short distinct whistle (oooo) and show red hand signal to the Guard. On hearing the whistle and observing the Loco Pilot's signal the Guard will alight, and show that he understands the signal. If at night, he shall give an answering signal to his Loco Pilot by moving his hand signal lamp up and down vertically showing a red light, which shall be understood to mean "I am aware that you have failed, and I am now going back to protect my train."

The Guard shall continue to wave his hand signal lamp until the Loco Pilot sounds his Whistle again, which is to denote that he has seen and understands the Guard's signal. The Guard shall also reverse one of his brake-van side lamps as an additional sign to the Loco Pilot that he understands the situation. If the incident happens during the day, the Guard shall wave a red

flag Up and Down vertically to the Loco Pilot, and on the signal being acknowledged shall be secured the red hand signal flag in a lamp bracket. After reversing the side lamp or giving the red hand signal flag, as the case may be, the Guard shall with all his speed, proceed back to protect his train, in accordance with the procedure laid down in G. R. 6.03 and S. Rs thereto.

The Loco Pilot shall also protect the line or lines in front immediately either by going himself or by sending Fireman/ Diesel Assistant or some other competent railway servant for this purpose, who shall take action in accordance with the procedure laid down in G. R. 6.03 and S.Rs thereto.

S. R. 6.03/2- If the Loco Pilot of the train after he has come to a stand, finds that he is in a position to proceed, he shall give continuous whistle to recall the Guard, who shall at once return leaving down the three detonators and picking up the intermediate detonator. On arrival at the brake van, the Guard shall remove the red hand signal flag or put back the side lamp in its normal position as the case may be, and give the usual starting signal to the Loco Pilot. The Loco Pilot shall not start the train until he has received such signal from the Guard, and after starting he must exchange signals with the Guard in a manner as laid down in Subsidiary Rule 4.42/1.

S. R. 6.03/3- Whenever a Loco Pilot is compelled to bring his train to a stand on a steep gradient, for any reason, and is not in a position to haul his train from that stop up the steep grade he must invariably back to the bottom of the grade, come to a dead stop and then attempt to re-start. He must not pick up steam, release brakes and try to restart his train while the train is still moving backward, as this would result in the breakage of couplings. Before restarting, he must get the signal for starting from the Guard. The Guard must not give the signal for starting to the Loco Pilot, until the train has come to a dead stop after backing.

S. R. 6.03/4- Protection of trains stopped between stations on the D.H. Section:-

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 prescribed Code of whistle i.e. four short sharp whistles or by deputing his Fireman and exchange hand danger signal with the Guard.

On the D.H. Section the use of detonators for protection of train is not in use. Protection is done by the display of hand danger signal in accordance with the procedure prescribed below:-

(a) The Guard shall immediately either himself go back or send a competent railway staff back to protect the train. The person going back to protect the train shall continuously show his hand danger signal to stop any approaching train. He shall go to such a point that the hand danger signal show can be seen from a distance of 60 metres by an approaching train and continue to shown such signal to stop any approaching train until he is recalled. When there

is no Guard, the duties laid upon the Guard by this rule shall be carried out by the Jamadar-Brakesman under the order of the Loco Pilot.

(b) The Loco Pilot shall show a hand danger signal to the front and proceed in protect the train in front in the manner prescribed in para (a) above either by going himself or by sending his Fireman / Assistance Loco Pilot or some other competent railway staff.

(c) When there is an obstruction between stations and more than one train is approaching such obstruction, each train on coming to a stand must be protected in accordance with the rules laid down above until the train behind it has come to a stand and has been protected in turn.

(d) When the line is blocked by a slip or any other cause and it is necessary for a train to return to the station in rear, the Loco Pilot shall in the first place, send a compent Rly. person to the nearest station to find out whether his train is being followed or not and in the mean time, his train must be protected in accordance with the Rules prescribed above. If these are any following trains the Loco Pilot of the leading train must satisfy himself that all such trains have started to return before he moves his own train. Each train returning under such conditions must proceed very cautiously with restricted speed and must be protected by a brakesman on foot preceding the train by at least 90 metres and showing hand danger signal in front and a proceed hand signal towards the train.

In the case of following trains returning to a station, the interval of time as required under the " Following Train System" must be observed.

(e) This rule does not apply to trains stopped within station limits or to stoppages made under instructions from the Station Master of the preceding station or for movements made under the written orders of a Station Master for transshipment or other purposes.

S. R. 6.03/5. When a light engine fails in a Block Section, the Loco Pilot should ask for assistance by sending a written application to the nearest stations through the Fireman/Diesel Assistant. The Loco Pilot will wait for assistance till the Fireman/Diesel Assistant returns with instruction from the Station Master.

S. R. 6.03/6. In addition to protecting the engine both in front and rear, in accordance with Rules 6.03, the Loco Pilot of the light engine must take action in terms of Rule 6.02 and 6.05, the duties of the Guard also devolving on the Loco Pilot.

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 stations 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 whereabouts and the condition of the delayed train.

(2) The action mentioned above shall be taken earlier, should the circumstances so require.

S. R. 6.04/1. Preliminary warning by Section Controller to keep Medical van in readiness when a Passenger/ Goods train does not arrive within 10/20 minutes :-

(a) If a train carrying passengers does not arrive at a station within 10 minutes or a Goods train within 20 minutes of the time it is due to arrive after allowing for the normal running time and other speed restrictions, the Station Master on duty at either end of the block section shall immediately :-

(i) Inform the Controller on Controlled section ;

(ii) Arrange to send a staff into the block section to obtain information regarding the train and the nature of assistance if required ;

(iii) On double or parallel line, stopped 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 as required under GR. 6.04.

(b) The Controller, on receipt of such advice, shall immediately issue a preliminary warning to the Station Master, Loco Foreman, CTXR/HTXR etc. and the Medical Officer in-charge of the nearest station, where a Medical Auxiliary van and ARME-Scale II is located, so as to keep their staff and equipment in readiness for movement to the site of accident. The Controller shall constantly keep in touch with the situation thereafter. He shall also advise the Divisional Operations Manager, Divisional Safety Officer and the Divisional Medical Officer immediately so as to ensure that there is no delay in the despatch of medical relief train to the site of accident as soon as advice is received that Medical Relief is required.

(c) These instructions do not preclude initiative being taken earlier than the interval of 10/20 minutes as prescribed above, should the circumstances is of the case so warrants.

(d) The Loco Foreman/Station Master will also arrange for an engine to be made readily available for sending the medical van or for working as an assisting engine, if necessary. The assisting engine shall not, however, be sent until a written advice for such assistance is received from the Guard in-charge of the affected train in terms of G. R. 6.05 and Subsidiary Rules thereunder.

(e) This does not absolve the Guard and the Loco Pilot of the delayed train of their responsibility of sending advice in accordance with the provision of S. Rs 6.05/1 & 6.03/5.

(f) The designation of the persons to be advised to accompany the ARME-I or Medical van/Auxiliary van under such circumstances as referred to in para (b) above are indicated below :-

Malda Town (BG)-ADMO/In-charge, Loco Foreman and CTXR/HTXR Malda Town.

New Jalpaiguri (BG)-Medical Supdt., Loco Foreman and CFO/New Jalpaiguri.

New Bongaigaon (BG) -Medical Supdt., Loco Foreman, WFO/New Bongaigoan.

Katihar (MG)-Medical Supdt., Loco Foreman, WFO/Kathiar.

Siliguri Jn. (BG) ADMO/in-charge, Loco Foreman, CTXR/HTXR SGUJ.

Alipurduar Jn. (BG) Medical Supdt., Loco Foreman, CTXR/HTXR Alipurduar Jn.

Rangapara North (MG) ADMO, Loco Foreman, CTXR/HTXR Rangapara North.

New Guwahati (BG) Sr. DMO/in-charge, Loco Foreman, WFO/New Guwahati and Medical Director, Sr. DMO and Casualty of Central Hospital/Maligaon.

Lumding (BG & MG) Medical Supdt., Loco Foreman, WFO/Lumding.

Mariani (BG) Medical Supdt., Loco Foreman, CTXR/Mariani.

New Tinsukia (BG) Sr. DMO/in-charge, Loco Foreman, CTXR/New Tinsukia.

Badarpur (MG) DMO, Loco Foreman, CTXR/HTXR Badarpur.

ARME :- Scale-II (First Aid Chest) are provided at the following stations. The designation of the In-charge of ARME Scale II is the Assistant Divisional Medical Officer of the station itself :-

Barsoi Jn., Bongaigaon, Chapurmukh, Dimapur, Fakiragram Jn., Furkating Jn., Guwahati, Katihar (B), Kishanganj Jn., Kurseong, Lower Haflong, New Cooch Behar, New Mal Jn., North Lakhimpur, Purnia Jn., Rangiya Jn. and Simaluguri Junction.

N. B. :- In all cases of serious accident CMD,PA to CMD/Maligaon must be informed. On non-control block sections, the Station Master on either side of the section where train is held up, in addition to taking action in accordance with the provision of Clause(a) (ii) above, shall issue AXXR message to the Chief Controller through nearest controlled section.

The Chief Controller/Deputy Chief Controller in-Charge, on receipt of advice, shall observe clause (b) above and constantly keep in touch with the situation thereafter.

6.05. Sending advice of accident or break 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 expedition 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 at least 400 metres in advance of the train, the other end of the train being protected in a similar manner.

S. R. 6.05/1. Procedure regarding sending advice of failure and call for assistance :-

(a) Whenever a train is stopped between the stations on account of any of the circumstances mentioned in G. R. 6.03 and S. Rs thereto, the Guard in-charge of the train must , after protection of the train in accordance with the provisions of G. R 6.03 and S. Rs thereto, immediately contact the Controller on duty through the portable field telephone (if provided) and take orders from him. In the event of control failure of the section being non-controlled or non-provision of a portable field telephone in working order to the Guard, the Guard must promptly send a report of the accident with quickest possible means to the nearest block station.

(b) The report must be in writing and must state :

(i) The Site (Kilometrage) :

(ii) Time and date :

(iii) Whether the adjacent lines are obstructed :

(v) The nature of casualties, if any, and

(vi) Kind of relief, assistance if any, required.

(c) The memorandum shall be written by the Guard and signed by both Loco Pilot and the Guard . In the case of an illiterate Loco Pilot, the memorandum shall be explained to the Loco Pilot by the Guard and later should certify on the memorandum that this has been done. In such cases, the Loco Pilot will hand over the token or the paper line clear ticket pertaining to the Guard in charge of the train, who shall give a written receipt. Before starting the train the token or the paper line clear ticket will be handed back to the Loco Pilot and the receipt taken back from him by the Guard.

(d) The report must be sent by the Guard through a special messenger, such as, Gangman, Assistant Guard (if any), or any other traffic staff available, Fireman/ Diesel Assistant or second Fireman.

The name and designation of the messenger and the time of despatch of the report shall be recorded on the paper itself. The person carrying the report should proceed with all speed to give information at the nearest station. If an official of the Engineering Department happens to be near about, he shall render whatever assistance he can in getting the message to the nearest station. The Guard in charge of the train shall always remain with his train and protect in accordance with the instructions as laid down in G. R. 6.03 and S. Rs thereto.

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 expedious 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.

S. R. 6.06/1. Train entering Block Section with improper authority to proceed or without authority to proceed :-

(a) Should a Loco Pilot enter a Block section with improper authority to proceed or without authority to proceed, he shall immediately bring his train to a stop and attract Guard's attention by sounding prescribed code whistle (one short one long and one short to (o.....o). He shall then advise the Guard of the train of the circumstances and both the Loco Pilot and the Guard shall then take immediate steps to protect the train in accordance with the provision of G. R. 6.03 and S. Rs thereto.

(b) The Brakesman or the Fireman/Diesel Assistant if there is no Brakesman, shall be deputed to inform the nearest Station Master with a written report, written and signed by the Guard and counter signed by the Loco Pilot of the train about the circumstances. Improper authority, if any , on which the train has wrongly entered the section, shall also be sent along with the written report clearly mentioning in submission. If the Loco Pilot is illiterate, Loco Pilot's left thumb impression shall be obtained on the written report. In the absence of the Guard, the duty of the Guard shall devolve upon the Loco Pilot, if there is no second Guard.

(c) The Guard of the train, if supplied with a set of portable field telephone, shall also inform the Controller on controlled section and wait for further instructions. The Controller on duty must see that no further movement of train is allowed in the obstructed Block section by the Station Master on either side until the Block Section is clear.

S. R. 6.06/2. (a) In the event of a train entering Block section without authority to proceed or with improper authority to proceed the Station Master of the station shall inform the Controller on duty on controlled section about the circumstances and also the Station Master at the other end of the obstructed Block section. If line clear has been asked or given for a train standing at his station intended to be moved towards the obstructed section, the train must be controlled at the station by all possible means and thereafter line clear shall be cancelled for the train.

(b) If the written report as mentioned in para (b) of the S. R. 6.06/1 is sent to the station in rear, the Station Master at the station shall intimate the fact to the Station Master of the station in advance. When both the Station Masters have been satisfied that the section is

otherwise clear and that no other train has left for the section, from either station, the Station Master concerned shall obtain line Clear for the train and hand over the authority to proceed to the Loco Pilot through Brakesman/Fireman/Diesel Assistant. On Double line or in Token less Block working territories on single line section, such authority to proceed shall be a 'Paper Line Clear Ticket' which will be given after the line clear is obtained from the advance Block station as per existing procedure.

(c) If the written report is sent to the Station Master of the Block station in advance, the Station Master of that station shall inform the Controller on controlled section as well as Station Master of the station in rear about the train. He shall thereafter issue an " Authority to proceed without line clear" inform T/A 602, after ensuring that it is safe to allow that movement.

For train starting from the Block section either on "Authority to proceed" as mentioned in para (b) of this rule or on "Authority to proceed without line clear" as mentioned above, the reception signals may be taken off when condition for taking off such signals are fulfilled in all respects. Station Master shall preserve written report and all other relevant records in this connection.

(d) When the proper Authority to proceed is brought by the Brakesman /Fireman/Diesel Assistant to the Loco Pilot he shall restart and proceed to the station in advance. Before starting forward, with the correct Authority, however the Guard and Loco Pilot shall remove the detonator from the line.

(e) The sectional Traffic Inspector must submit a detailed report of the occurrence after inspection of the records within seven days from the date of occurrence, to the Divisional Operations Manager.

S. R. 6.06/3. In the event of token being lost on the run the Loco Pilot shall proceed to the Block station in advance and shall give the Station Master in writing about such loss. The Station Master shall, thereafter take necessary action in accordance with the instructions laid down in the Block Working Manual.

6.07 - Report of conditions likely to affect running of trains to Controller or Centralised Traffic Control Operator :-

(i) 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.

(ii) 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 servants concerned.

SR 6.07/1[#] In the event of the Loco Pilot and/or Guard experiencing any abnormal condition in the track over which his train has passed and he considers that the portion the track over which his train passed and he considers that the portion the track over which his train 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 communication 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 Master on receipt of such a 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 affected 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. Advise the condition of the track and any restriction of speed to imposed to the Station Master or through written memo which may be sent through the Loco Pilot;

(e) In the absence of the engineering officials, send the train with a caution order instructing the Loco Pilot to stop dead before the affected kilometres 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(1)(a). In the event of Guard unable to contact the Loco Pilot, he should take action to stop the train and inform the Loco Pilot.

SR 6.07/2 As soon as information of sabotage or likely sabotage, bomb blast explosion etc. to the track, bridge 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(1)(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 6.07/3 In the event of the Loco Pilot and/or Guard experiencing any obstruction or any other unsafe condition, on or near 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 section 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 6.07/1(c) to (f).

……..

#- SR-6.07 is modified and added vide A/S– 8.5

6.08 - Train Parting :-

(1) If any portion of a train should, while in motion, become detached :-

(a) The Loco Pilot shall use his judgment 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 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 vehicle in stationary position by pining 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 portion 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 signal 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.

S. R. 6.08/1. (a) When the Guard shall indicate to the Loco Pilot about the parting of the train by waving signals in accordance with the G. R. 6.08 (3) the Loco Pilot shall understand that the train has parted. He then at once sound one long one short whistle twice (_____o_____o) to inform the Guard that his signal has been seen. The Loco Pilot shall not stop the front portion of the train until he has himself ascertained that the rear portion has been brought to a stand first whereafter he shall come back continuously with his engine.

(b) Immediately after the rear portion has been brought to a stand, the Guard shall pin down adequate number of brakes and take the precautions prescribed by rule 6.03, the front portion of the train being first protected.

(c) Should the Loco Pilot first discover the parting he shall sound one long one short whistle twice (_____o_____o) to warn the Guard and exhibit toward the rear the same hand signal by day and night as prescribed for the Guard.

In the absence of flag, the Loco Pilot shall, by day, move his arm up and down vertically as high and as low as possible.

(d) The Guard on receiving such signal shall at once respond by applying his brake and by exhibiting the signals prescribed in G.R. 6.08 (3) protecting the rear portion as prescribed in Clause (b) as soon as it has been brought to a stand.

S. R. 6.08/2. In the event of parting of a train worked by two engines one in front and another in the rear, the Loco Pilot of the leading engine will blow the usual code whistle, vide S. R. 4.50/1, which will be acknowledged by the Loco Pilot of the banking engine by repeating the same code. This will be in addition to the Guard's signal required to be shown to the train engine Loco Pilot as per Rules.

The Loco Pilot of the banking engine, will keep a sharp look out and apply his brake to bring the parted portion of the train to a dead stop, both the Loco Pilot will then protect their respective portion as per G. R. 6.03 and 6.08.

S. R. 6.08/3. Whenever a parting occurs in mid-block section and the Loco Pilot takes the parted front portion of the train to the Block section ahead, without for some reason, delivering the tangible authority to proceed to the Guard, as required by S. R. 6.09/1, he must not give up the authority to proceed as usual on arrival at the Block section. In such a case, the Loco Pilot shall instantly warn the Station Master about the parting as also the Railway servant in charge of a Cabin, if passed on the way, and he must keep the authority to proceed in his personal custody till the Block section has been cleared of all vehicles of his train.

S. R. 6.08/4. The Station Master must issue the "Authority to proceed without Line Clear" to the same engine or any other relief engine or train which is to be sent to the obstructed section.

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 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 in charge of the cabin shall also be informed of the fact.

(8) When, under written 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 instruction from the Station Master having diversion facilities and also inform the Controller of the circumstances.

(10) On double or multiple line section , 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.

S. R. 6.09/1. After protecting the rear portion of the train in accordance with rule 6.03, the Guard and the Loco Pilot shall decide whether the engine is capable of proceeding either with or without vehicle and shall before uncoupling put down the brakes and secure the rear portion of the train to be left behind, to ensure its remaining stationary. The Guard shall recover the Token or Line Clear Tickets from the Loco Pilot and sign for it in the Loco Pilot's Rough Journal book and shall then hand over the original of the written permission T/609 referred to in Rule 6.09 (3), to the Loco Pilot obtaining his signature on the duplicate. The Guard must also send a written report to the Station Master of the next block station, through the Loco Pilot, giving details of the occurrence mentioning that last vehicle number of the portion being taken and assistances required. As soon as the Loco Pilot has left the site the Guard shall protect the front of the rear portion as well in accordance with Rule 6.03.

S. R. 6.09/2. (i) The Loco Pilot thus proceeding on the Guard's written permission must bring his engine to a stand short of the outermost facing points of the station even though the reception signals have been taken 'OFF' and indicate that his train is incomplete by giving one long one short (_____o_____ o) engine code whistle twice, till the Station Master acknowledges this whistle by waving a red flag by day and a red light by night over heard from side to side indicating that the Station Master understand that the train is incomplete and 'Train Out of Block Section' signal must not be signalled. On receipt of this signal from the Station Master the Loco Pilot shall enter into the station with his train.

(ii) Immediately on arrival at the station, the Loco Pilot shall inform the Station Master about the obstruction in the block section and deliver the Guard's report. The Station Master on being satisfied that the front portion is complete according to Guard's report shall arrange to send the same engine or any other relief engine into the obstructed section on "Authority To Proceed without Line Clear" (T/A 602) together with a Caution Order indicating the kilometre and the speed limit to be observed by the Loco Pilot. The speed of the engine sent out to assist the disabled train must not exceed 15 kilometres per hour on the straight and 10 kilometre an hours where a clear view can not be obtained, the whistle being frequently sounded.

After attaching the engine with rear portion and all is right for the train to start the Guard shall return the Token or Line Clear Ticket to the Loco Pilot obtaining receipt in his Rough Journal Book. On arrival at station the Guard must certify that the block section is clear of all vehicles.

S. R. 6.09/3. On D. H. Section, the duties of the Guard as mentioned in this rule, when there is no Guard, shall devolve on the Loco Pilot who shall be responsible for arranging protection of the train left behind with the assistance of the Jamadar Brakesman.

6.10 - Fire : -

(1) A railway servant noticing a fire, likely to result in loss of life or cause damage to property, shall take all possible steps to save life and property, to prevent it from spreading and to extinguish it.

(2) In case the fire is on or adjacent to any electrical equipment, the railway servant shall, if he is competent in handling electrical equipment and specially trained for the purpose, have the affected part immediately isolated from its source of supply of electrical energy.

(3) The occurrence of a fire shall, in every case, be reported to the nearest Station Master by the most expeditious means and the Station Master shall take such action as may be prescribed by special instructions.

S. R. 6.10/1. Fire in trains :- (i) In case of a fire occurring in a passenger train the safety of the passengers shall first be attended to, should a postal van be discovered to be on fire, every effort shall be made to save the Government Mails.

(ii) Should a fire be discovered in a running train, the Loco Pilot shall at once bring the train to stand, and the vehicles behind the one on fire detached; the front portion of the train shall then be moved forward, so as to prevent the possibility of other vehicle in rear igniting. As soon as the front portion of the train has moved a sufficient distance forward to achieve the object aimed at, the burning vehicle shall be detached and those in front of it shall also be moved onward to a safe distance. Every effort shall then be made to extinguish the fire and to save the contents of the vehicle; but if such efforts are unavailing, the fire shall be allowed to burn itself out. In such event the front portion of the train may be taken to the next station and information given to the Station Master and the Control of the occurrence for making necessary arrangement for removal of the burnt out vehicle as well as the rear portion of the train from the Block Section.

(iii) After isolating the vehicle detailed in Para (ii) of this rule if the engine can be brought near enough, steam and water from the injector must be turned on to the flames, and water from the tender must be freely used to extinguish fire. Should it be known that water is procurable within a short distance from the place where the fire is discovered and it is considered safe to run the vehicle up to that spot, it may be so run. The Guard and the Loco Pilot of the train must exercise their discretion and judgment in such cases.

S. R. 6.10/2. In case of fire on electric equipment in carriage on a train at or outside a station the Guard in-charge of the train shall put off the main switch on carriage, electrically isolate the carriage from rest of the train by disconnecting 'slip' coupler at the ends and shall then remove the battery fuses and dynamo fuses and take all possible steps to extinguish fire and prevent it from spreading and report the occurrence to the nearest Station Master, nearest electrical staff and also to the controller on duty on Controlled section. If not protected by fixed signals the train should be protected in accordance with G. R. 6.03 and S. Rs. thereto.

In case of a generating vehicle, the carriage shall be detached from the train if possible. In case it is not possible for any reason to detach the carriage the belting should be taken off by removing the belt fastener. The dynamo belt and fuses as well as the battery fuses remove must not be provided on the dynamo and battery again until such time the carriage can be detached and examined by electrical staff. The belting removed should be handed over to the electrical staff who examines the carriage.

If there is any electric fitter or carriage attendant running in the train he should help the Guard in-charge of the train in performing the above duties.

S. R. 6.10/3. In case of a fire on electric equipment in a carriage not on a scheduled train but lying in a station yard the Station Master on receipt of information of fire shall put off the main switch (if any) on the carriage, electrically isolate the carriage from any others and take all possible steps to extinguish the fire and prevent it from spreading and report the matter to the nearest electrician. The carriage shall not be allowed to run until it is certified fit to run by an electrician.

S. R. 6.10/4. In case of fire on electric installation (220Volts) at a station the Station Master shall immediately send information to the electric representative in-charge of the installation.

S.R. 6.10/5. **Sleeper on fire -** Guards and Loco Pilots on noticing a sleeper or any part of the wood work of the line on fire shall stop at once and extinguish the fire, taking care that it is done effectually, and that noth ing 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. In cases of emergency the train staff may ask assistance from any passenger by or from an adjacent village to obtain water and generally assist in the extinction of fire and may pay or promise to pay fair remuneration for such services.

6.11– Vehicle escaping from station:- If any vehicle escapes from a station, the Station Master shall take immediate steps to warn the other stations or persons concerned, as far as practicable to prevent and accident.

S.R. 6.11/1. Vehicle escaping :-

(a) In the event of a vehicle escaping from a station, the Station Master must :-

(i) Immediately advise the station in the direction in which the vehicle has escaped by sending the prescribed signals on the Block Instruments, where provided and also advise him on the telephone, or send and immediate message on the telegraph instrument. If the escaping vehicle contains passengers, this information must be sent forthwith. On controlled section, the controller must also be advised immediately.

(ii) Put back all signals to 'ON' to stop any train proceeding in the direction until it has been ascertained that the track is clear.

(iii) On a double line section, if the vehicle has escaped on the wrong road, stop trains proceeding on that direction on the right road, until it has been ascertained that the escaped vehicle is not fouling the adjacent track.

(b) The Station Master who has received the signal must act promptly as follows :-

(i) He must immediately place all signals at 'ON' to stop any train proceeding in the direction from which the vehicle ha escaped, until it has been ascertained that the track is clear.

(ii) if there is an approaching train in the section in front of the run away vehicle, he should take steps to admit the train in front immediately, and then take step to stop or divert the run away vehicle.

(iii) On a double line section, if the escaped vehicle is approaching on the wrong track he must detain trains proceeding in that direction until it has been ascertained that the runaway vehicle is not fouling the adjacent track.

(iv) He must also take such measure as may be most expedient under the circumstances for stopping the escaping vehicle by covering the rails heavily with earth or small stones for as great a distance as possible or turning the runaway vehicle into a clear loop or siding or derailing it by placing a sleeper in its path.

(v) As far as possible the vehicle containing passenger should not be detailed or turned into a derailing siding. If the Block section ahead is clear and the line is not falling gradient, the vehicle may be allowed to run through the station and the 'Vehicle running away' signal must be given to the station ahead.

(vi) If the Station Master is unable to stop the runaway vehicle, he must repeat the 'Vehicle Running away' signal to the next station in the direction in which the vehicle is escaping.

(vii) If the portion of the train or a brake van has run away, the Station Master must place three detonators on the track to attract the attention of the Guard.

(c) The Station Master at both ends of the section will depute competent railway servant to make a search for the vehicle and after it is ascertained that the vehicle has come to a stand and has been secured send assistance into the section to bring back the vehicle in consultation with each other.

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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.

S. R. 7.01/1. The Absolute Block System of working trains is the only system of trains working in force on the Northeast Frontier Railway with the following exceptions :-

(i) The One Train Only system is used on this Railway on certain short branches which are duly notified from time to time in the Working Time Table.

(ii) A combination of the Following Trains and Pilot Guard systems known as the "Main Line" system is used between Sukna and Darjeeling over Darjeeling-Himalyan Section of this Railway. For working trains under this system, refer to **Appendix-V**

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.

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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 line 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 signals 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.

S. R. 8.02/1. When it is not possible for the Station Masters, owing to thick, foggy or tempestuous weather, dust storms or other reasons impairing visibility, to see the position of one or more of the signals concerned, line clear must not be given until the following conditions have been complied with :-

(a) The Station Master at the station at which signals are obscured , must advise the Station Master of the Station in rear, by telegraph or telephone of the conditions prevailing and instruct him to issue caution order to Loco Pilot of all trains.

(b) Such caution order shall instruct the Loco Pilot to approach the first Stop signal at a speed not exceeding 15 kilometres per hour and to proceed with caution if permitted by the Signal indication.

(c) The Station Master of the station in rear has acknowledged the receipt of such advice and in asking line clear has stated “Caution order in terms of your message No..... has been made out for issue to the Loco Pilot”.

(d) If thick, fog etc. impairing visibility continues for a considerable period, the '**Notice Station**' shall be advised of the conditions and caution orders in such a case shall be issued in accordance with the instructions obtained in **Appendix-VI.**

When the view of the signal is again clear, the Station Master at which the signal was obscured, shall cancel the original message supported by a private number where after the issue of caution order shall be discontinued.

S. R. 8.01/2. The distance referred to in Sub-rule (1) (c) of G. R. 8.01 above shall not be less than 90 metres on the D. H. Section.

B. Conditions for granting Line Clear

8.02 Conditions for granting Line Clear at a class 'A' station -

At a 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 a class 'B' station-

(1) ***At a 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 Block Section Limit Board, if any.

(b) all necessary signals have been put back to 'On' behind the said train;

(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 outer most facing points or the Block Section Limit Board (if any),

(2) ***At a 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 - up to the Shunting Limit Board , or Advanced Starter (if any) at that end of the station nearest to the expected train, or

Up to 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

up to the outer most 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 Outer signal and outermost facing points in two-aspect signalling, and between the Home signal and outermost facing points in the multiple-aspect signalling or modified lower quadrant signalling is not less than the sum-total of the adequate distances prescribed in G.R. 8.01 in regards to conditions for granting Line Clear and Rule 3.40 in regards to conditions for taking 'off' Home signal for the admission of a train even where Shunting Limit Board or Advanced Starters have not been provided as prescribed in sub-rule (1) of General Rule 3.32.

(please See illustrative diagrams at pages 223-237)

S. R. 8.03/1. As in S. R. 8.02/1.

S. R. 8.03/2. On D. H. section line shall not be considered clear and line clear shall not be given unless the line is clear upto the outermost facing points.

8.04 - Conditions for granting Line Clear at a class 'C' station-

***At a class 'C' station on single line or double, line in two-aspect, or multiple - aspect 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.

S. R. 8.04/1. As in S. R. 8.02/1.

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.

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 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.

S. R. 8.06/1. Obstructing the line outside the last Stop Signal behind the train travelling away from the Block station is not permitted on the N. F. Railway except where special instructions in this respect permitting such shunting are included in the Station Working Rules.

The special instructions while allowing such shunting shall take into consideration the speed, weight and brake power of the trains and the gradient of the section. But as soon as the "Train Out Of Block Section" report has been received from the Block station in advance, the line shall be blocked forward if it is still obstructed.

S. R. 8.06/2. As in S. R. 8.14/1 also.

D. Obstruction-Single Line

D.1 Class 'A' Stations

8.07 - Obstruction on single line at a class 'A' station when a train is approaching— When Line Clear has been given, no obstruction shall be permitted outside the Home signal, or the line on which it is intended to admit the train, upto the Starter which control the train.

8.08 - Obstructing the block section at a 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 asking into consideration on 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.

S. R. 8.08/1. As in S. R. 8.06/1.

D 2 Class 'B' Stations

8.09 - Obstruction in the face of an approaching train at a 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.

S. R. 8.09/1. Obstructing the line outside the Home signal in two aspect signalling territory or the outermost facing points in multiple aspect signalling territory in the direction of a train for which line clear has been given is not permitted on the N. F. Railway except where special instruction in this respect are included in the Station Working Rules.

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 a line which is not isolated, no shunting movement shall be carried on towards the points over which the incoming train will pass.

S. R. 8.10/1. On D. H. Section, if the necessary Stop hand signals are shown outside the outmost facing points, shunting may be carried on between the outermost facing points.

8.11 - Obstructing outside station section at a 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.

S. R. 8.11/1. Shunting under conditions (b) of G. R. 8.11 shall not be permitted unless authorised by the Station Working Rules of the station concerned.

8.12 - Obstructon outside station section at a 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 be half by the Station Master is 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 - Obstructing outside the first Stop signal at a class 'B' station on single line:-The line outside the first Stop signal shall not be obstructed unless the line has been blocked back.

S. R. 8.13/1. On D. H. Section , the line outside the Station Limit Board shall not be obstructed unless the line has been blocked back. The procedure of blocking back in D. H. Section is placed in Block Working Manual.

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.

S. R. 8.14/1. For procedure of Blocking Back and Blocking Forward, refer to Block Working Manual of this Railway.

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 and under the last Stop signal, or

(b) a token of prescribed design, or

(c) a written permission to shunt.

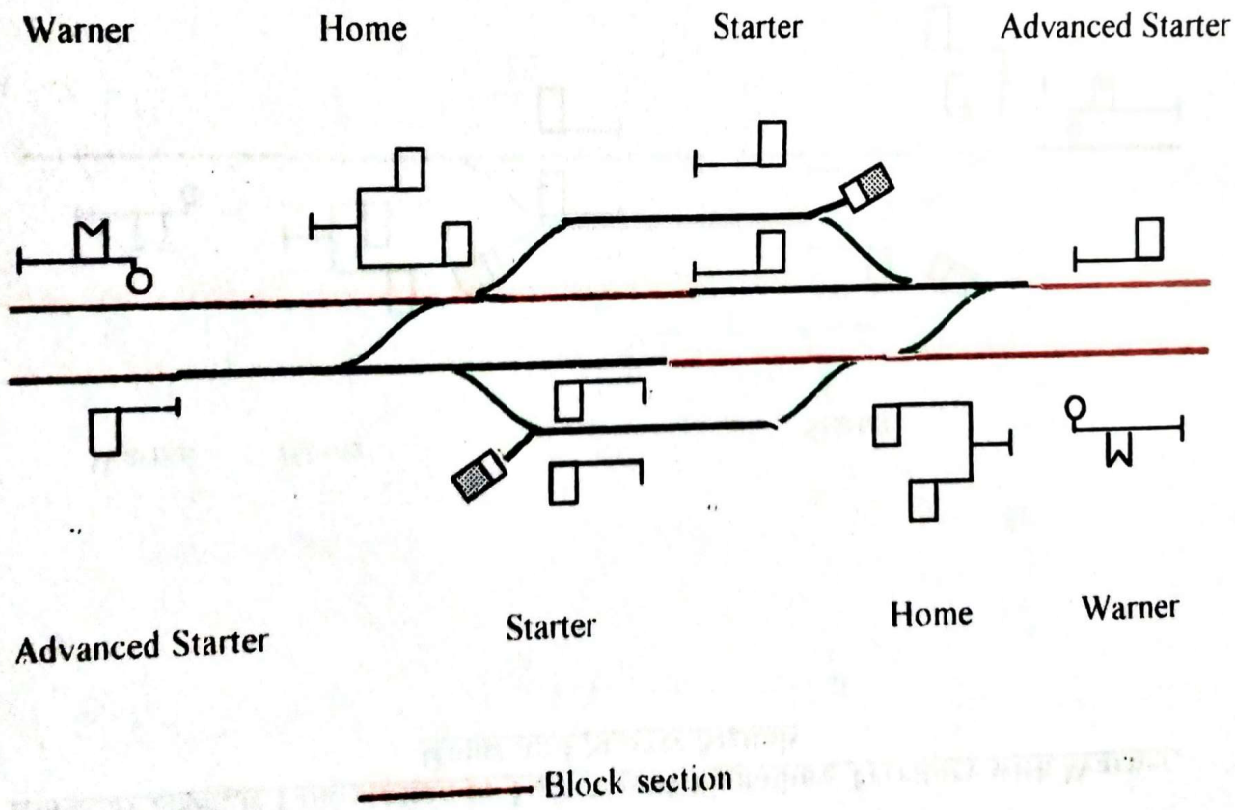
S. R. 8.15/1. When permitting shunting in the Block Section, the Loco Pilot shall be given an authority which shall be :- (a) On both double and single line:- (i) By taking off the Shunting Signal if provided as per the Clause (a) of the G. R. above, when the Loco Pilot is required to pass the last Stop Signal, or (ii) a written Shunting order in Form T/806 at stations having no shunt signal as mentioned in clause (i) above when the Loco Pilot is required to pass the last Stop signal, or (iii) by taking off the Starter signal for shunting upto the Advanced Starter at those station where Advanced Starters are provided and the interlocking does not interfere, or (iv) in addition to hand signal as mentioned in G. R. 3.46/2 a written Shunting Authority in Form T/806 for shunting upto the Advanced Starter at stations where Advanced Starters are provided and interlocking does not permit the Starter to be taken off , or

(b) A written authority in Form T/806 on the double line when permitting shunting in the rear Block Section and on Single line when shunting in Block Section on either side in all cases other than those mentioned in para (a) above.

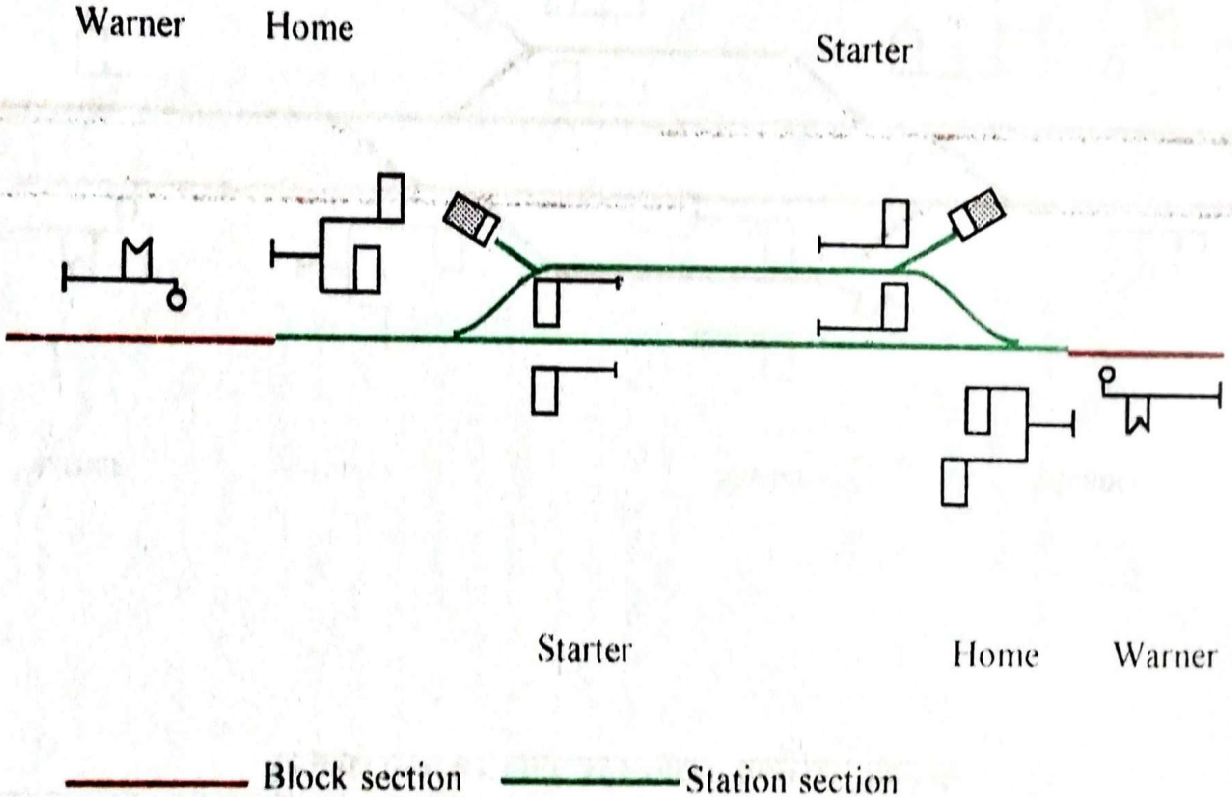
(c) A 'Shunting Token' in Automatic Block system on single line (Centralised Traffic Control territory) when permitting the Loco Pilot for shunting outside the Last Stop signal.

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 : -

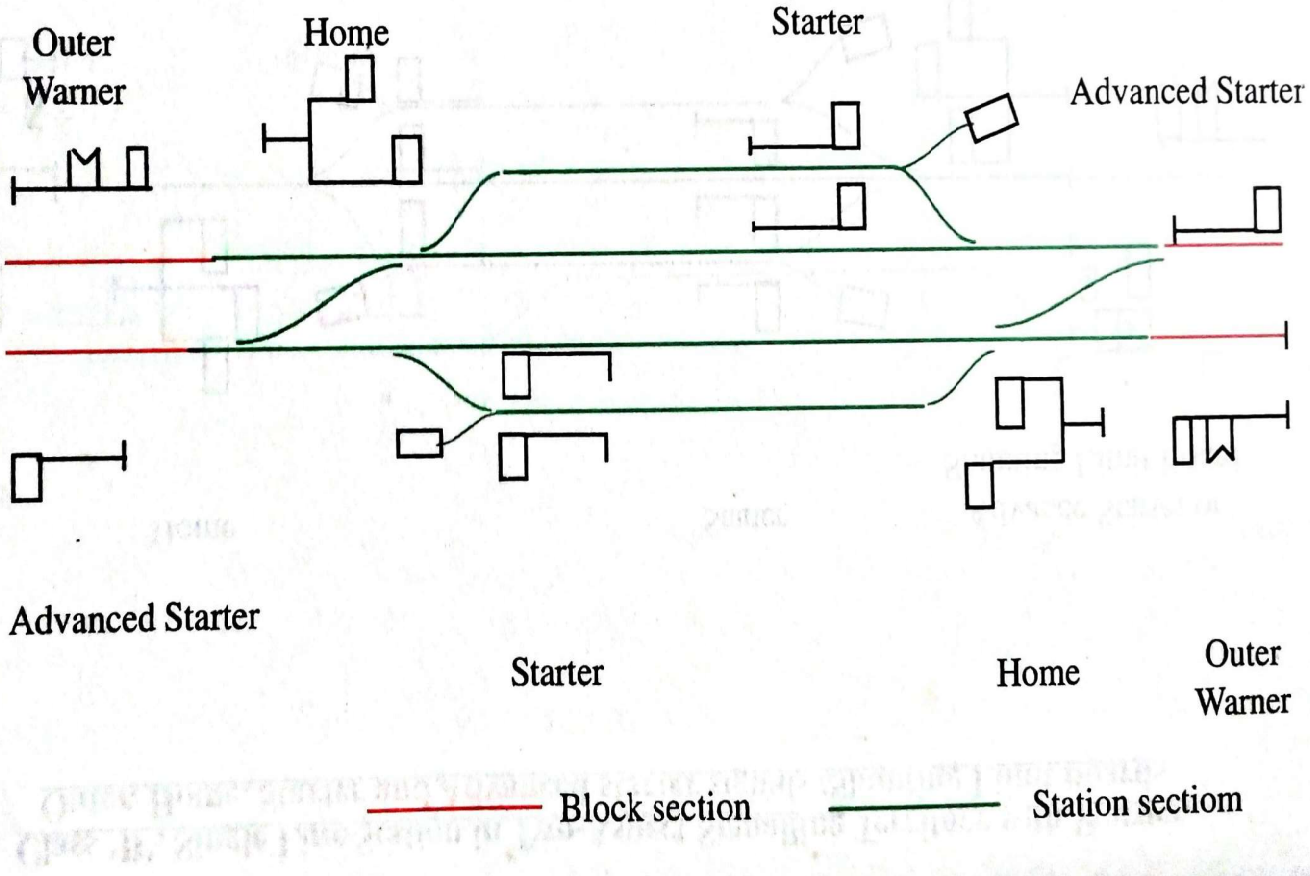
Class 'A', Double Line Station in Two-Aspect Signalling Territory with Warner, Home, Starter and Advanced Starter Signals



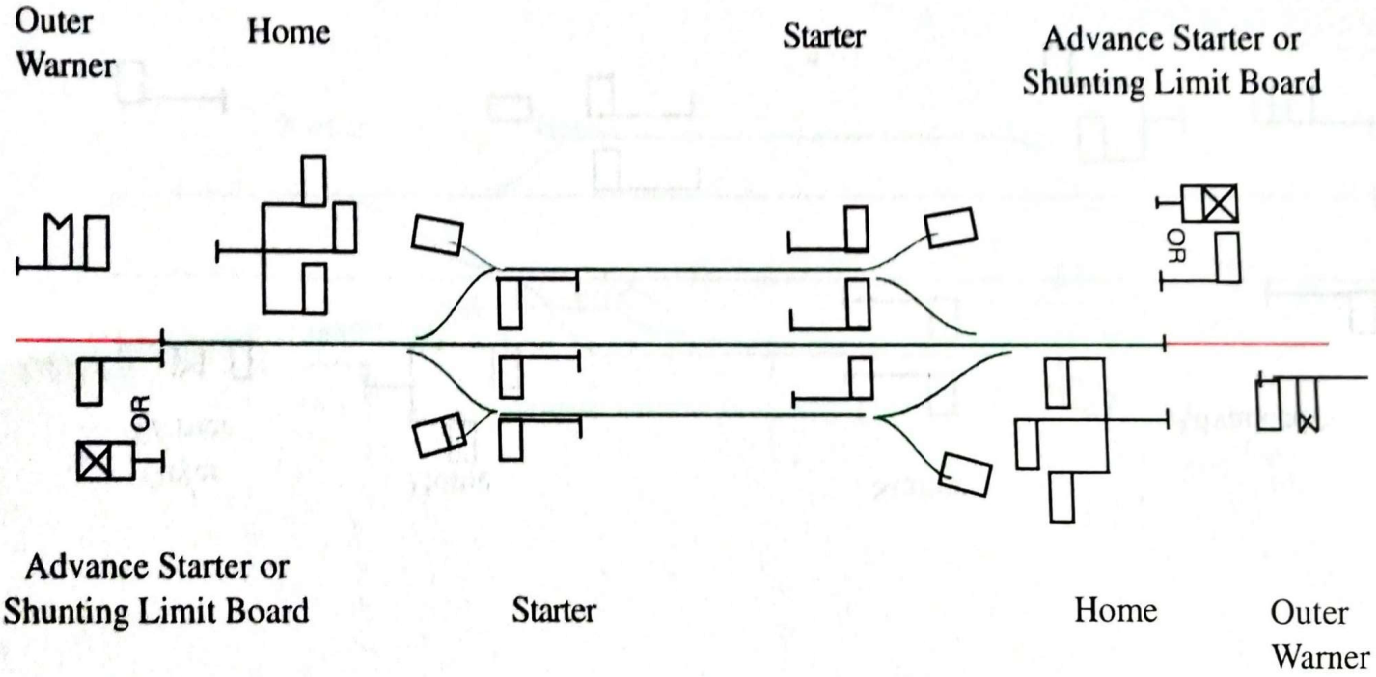
Class 'B', Single Line station in Two-Aspect Signalling Territory with Warner, Home and Starter Signals



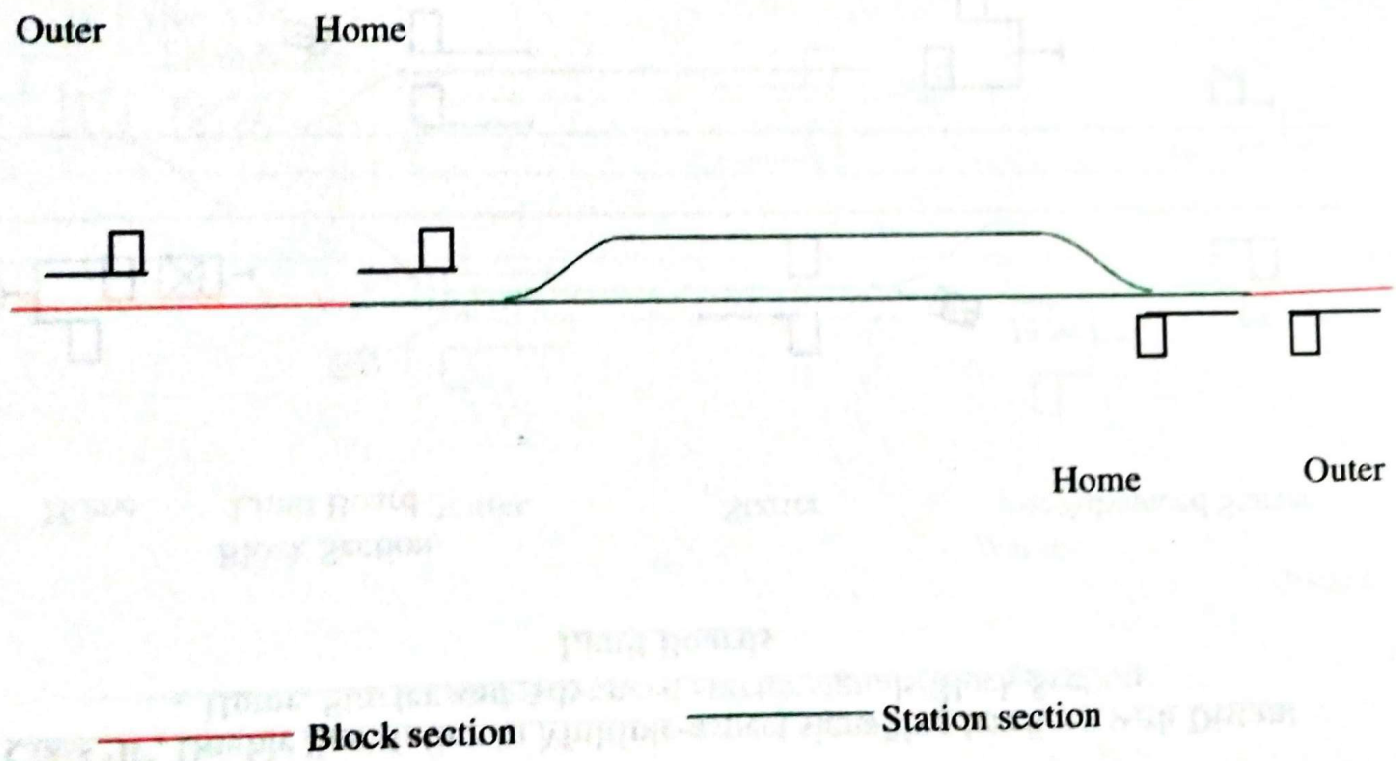
Class 'B', Double Line Station in Two-Aspect Signalling Territory with Warner, Outer Home, Starter and Advanced Signals



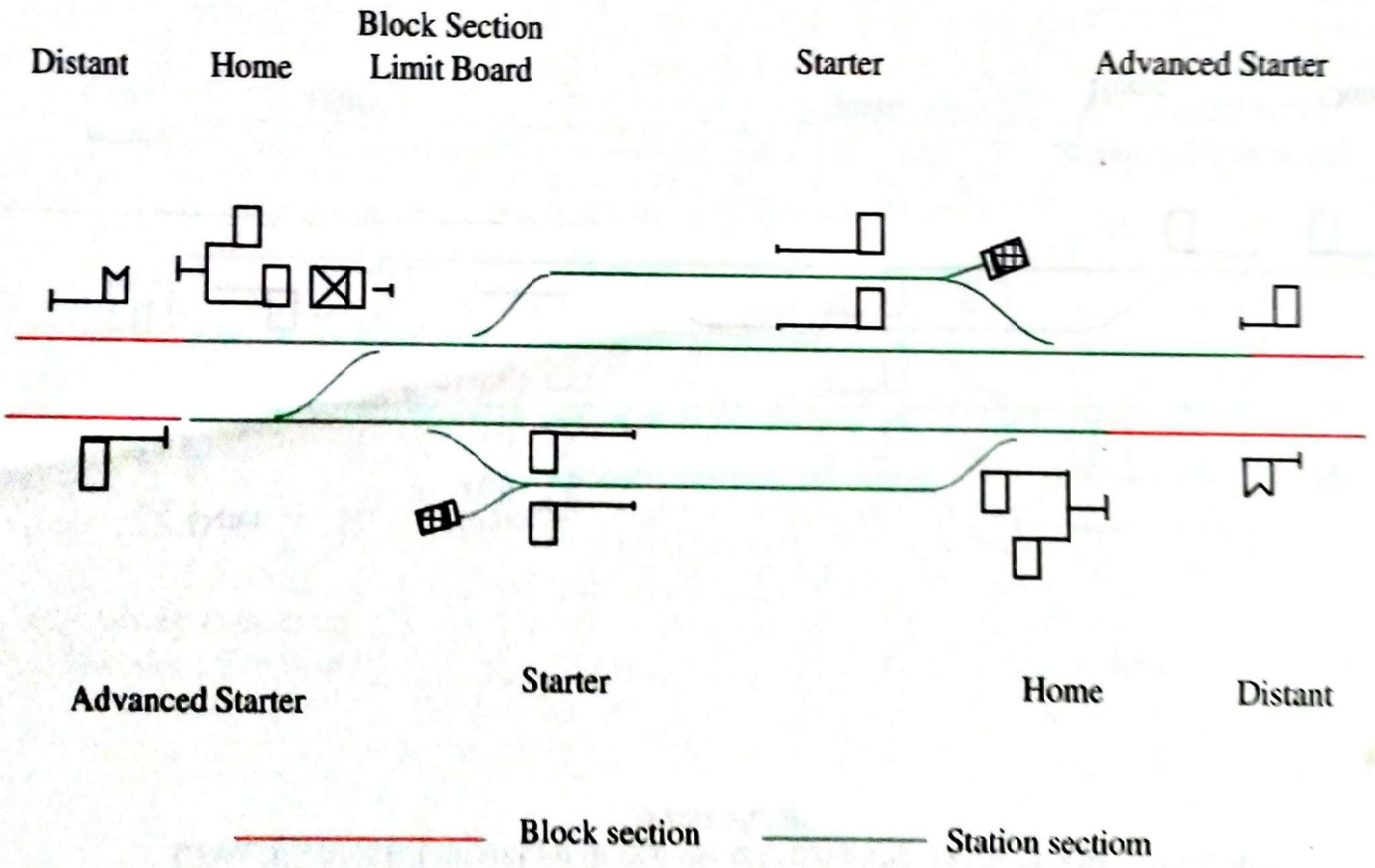
Class 'B', Single Line Station in Two-Aspect Signalling Territory with Warner, Outer, Home, Starter and Advanced starter signals /Shunting Limit Boards



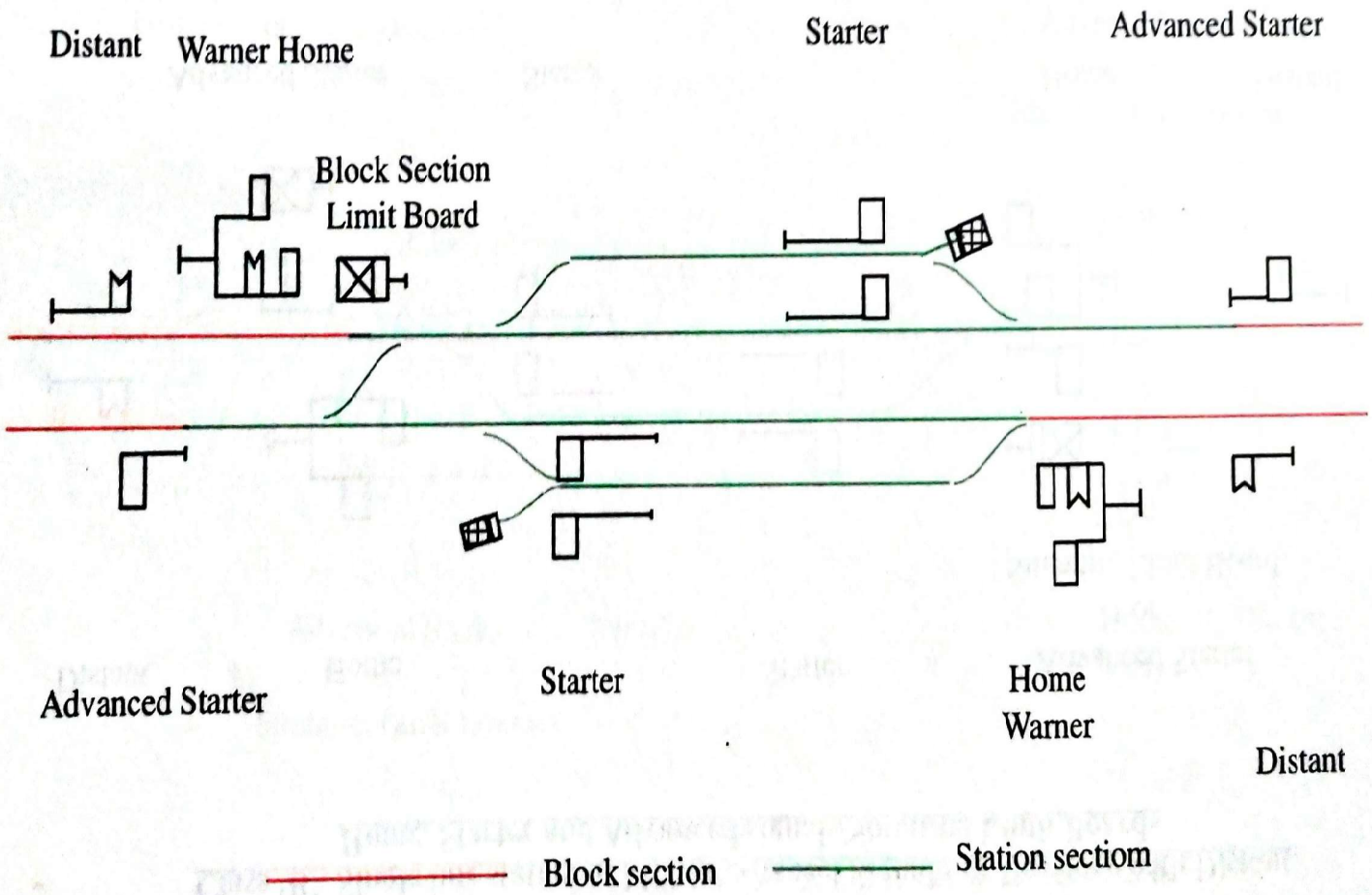
Class 'B', Single line station in two-aspect signalling territory with Outer, and Home signals



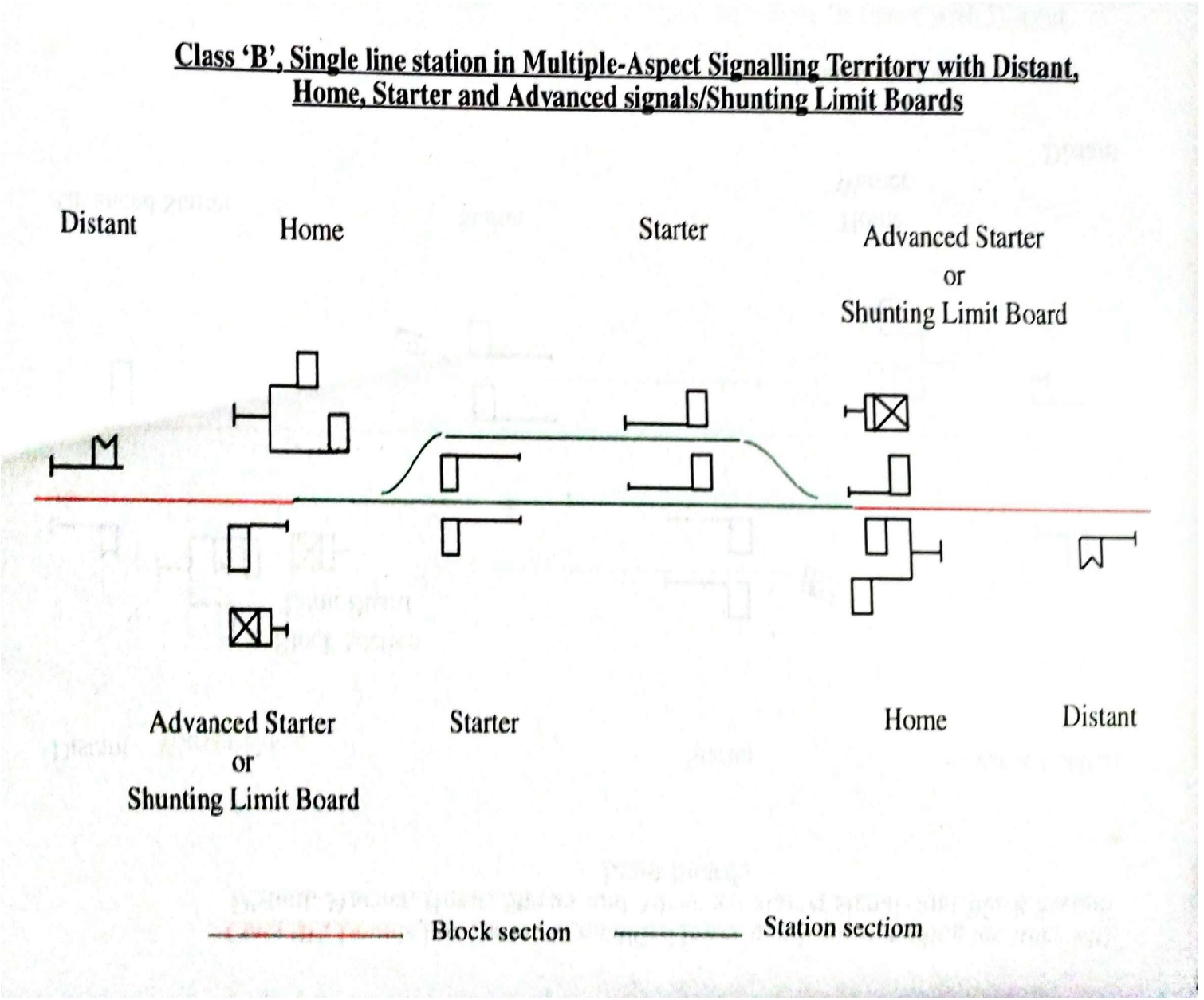
Class 'B', Double line station in Multiple-aspect signalling territory with Distant , Home, Starter and Advanced starter signals/Block Section Limit Boards



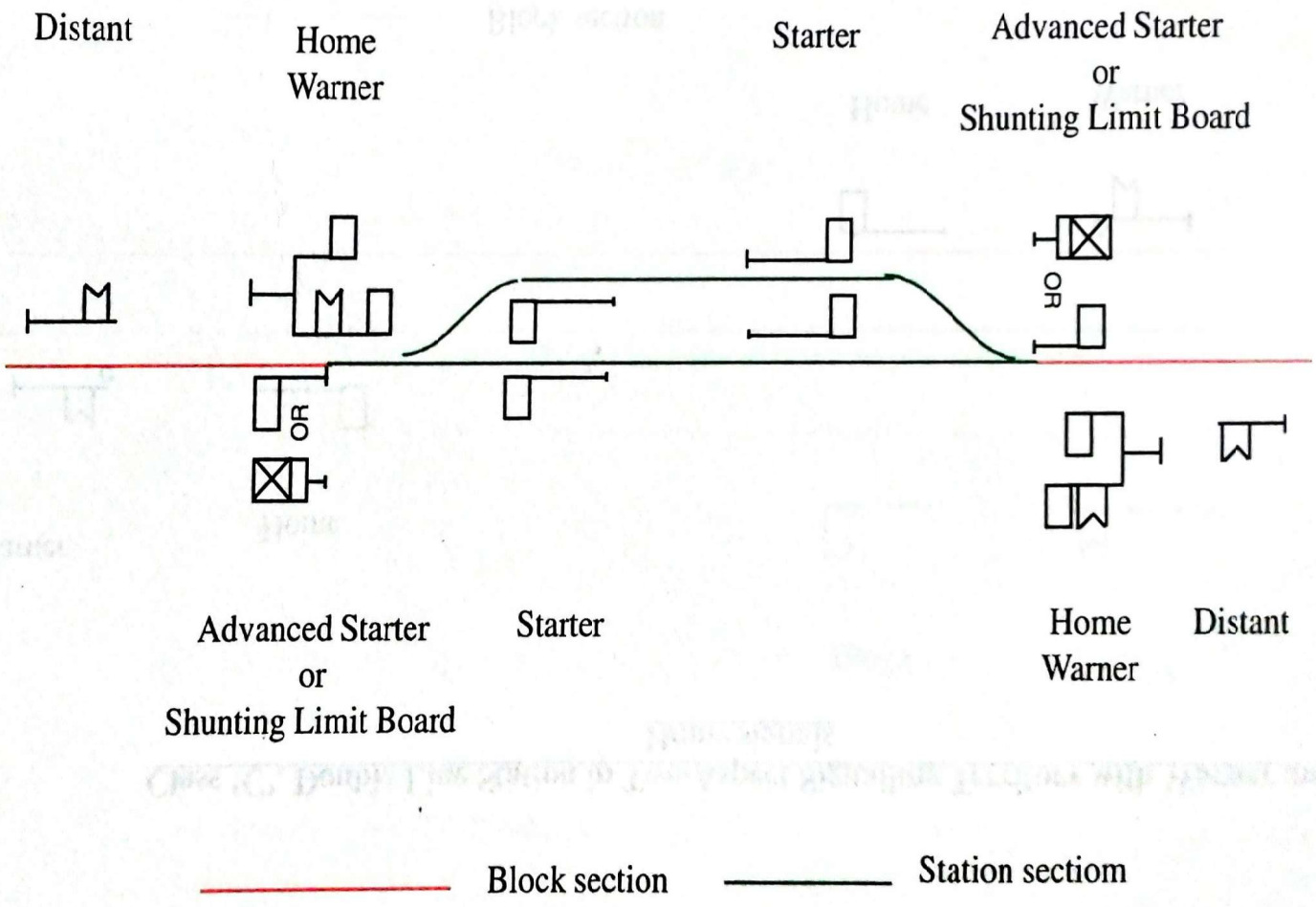
Class 'B', Double line station in modified lower quadrant signalling territory with Distant, Warner, Home, Starter and Advanced Starter signals and Block Section Limit Boards



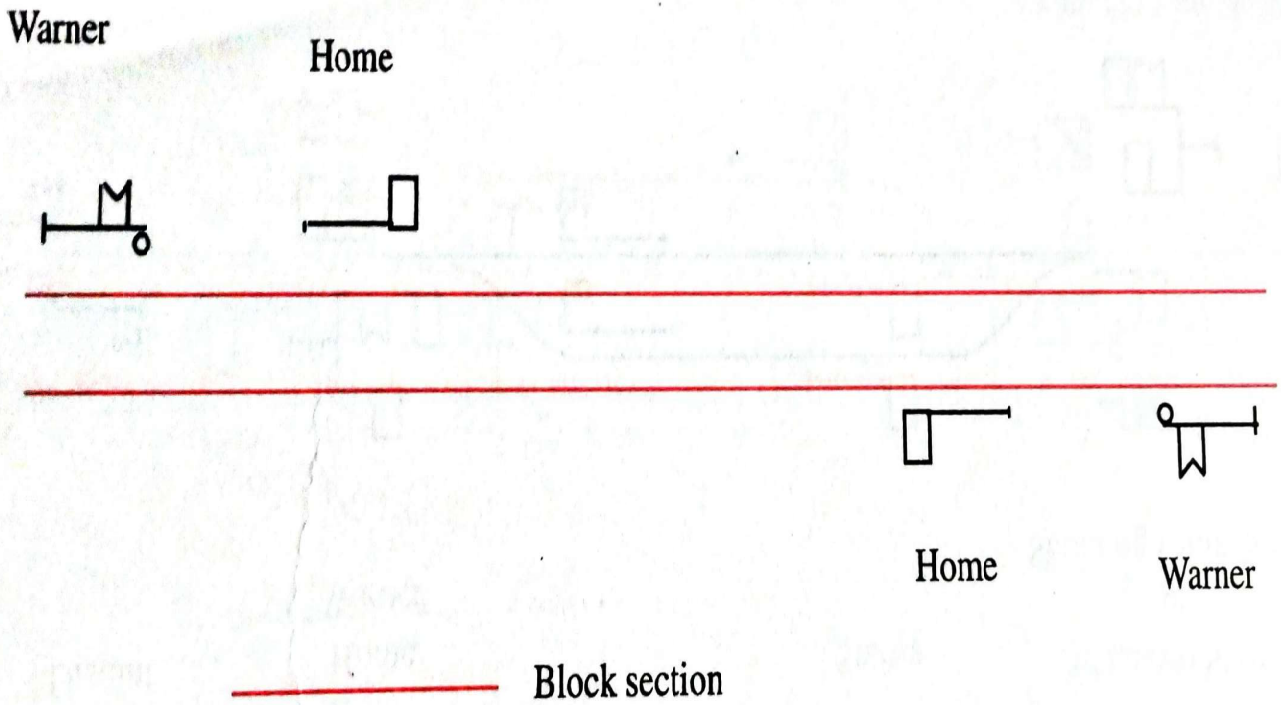
Class 'B', Single line station in Multiple-Aspect Signalling Territory with Distant, Home, Starter and Advanced signals/Shunting Limit Boards



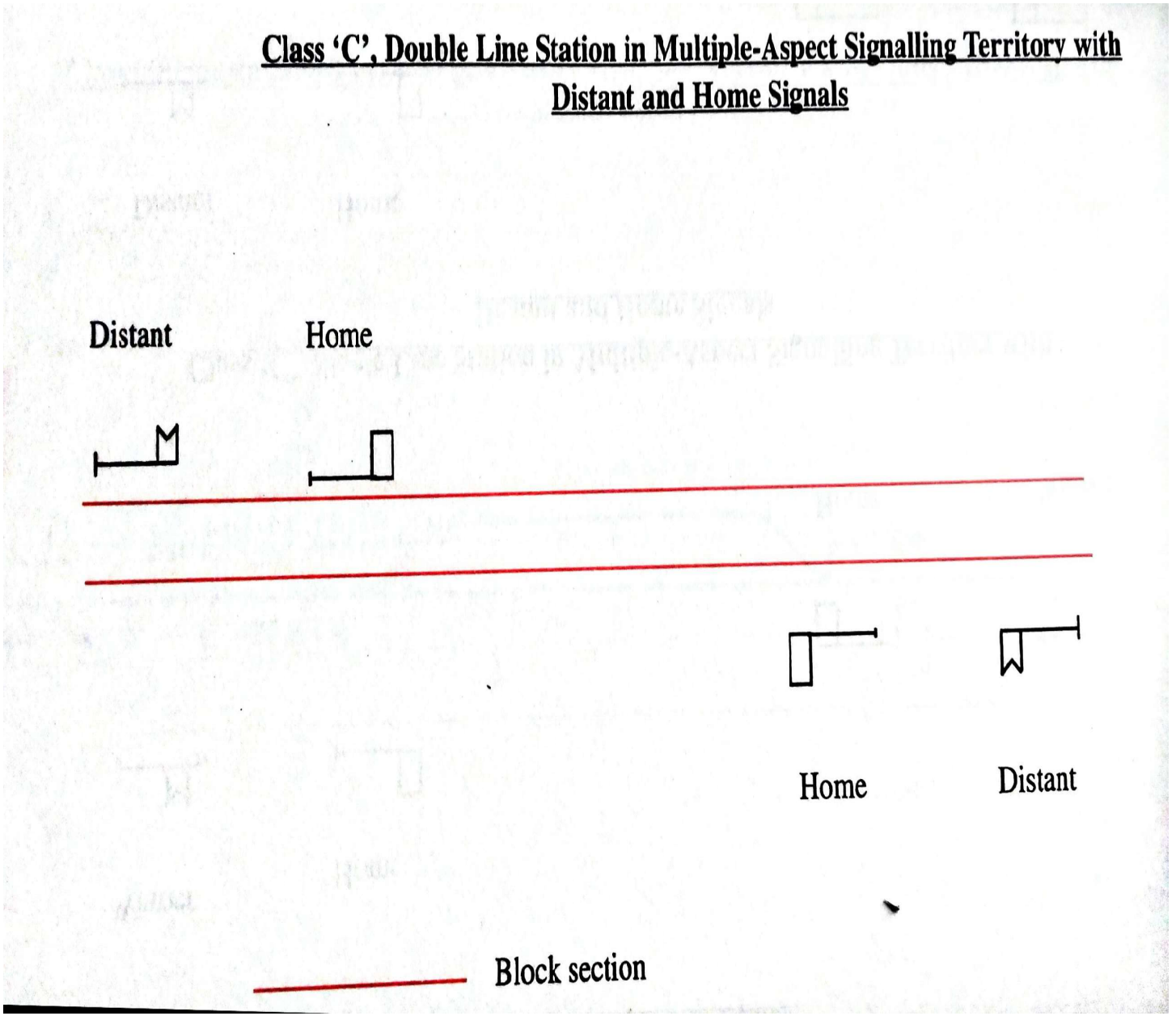
Class 'B', Single line station in Modified Lower Quadrant Signalling Territory with Distant, Home, Warner Starter and Advanced starter signals/Shunting Limit Boards



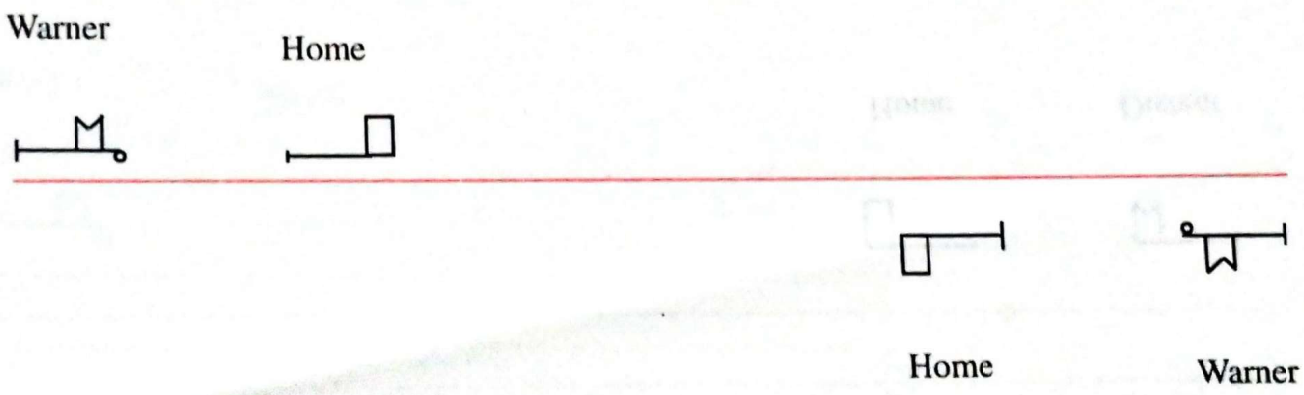
Class 'C', Double Line Station in Two-Aspect Signalling Territory with Warner and Home signals



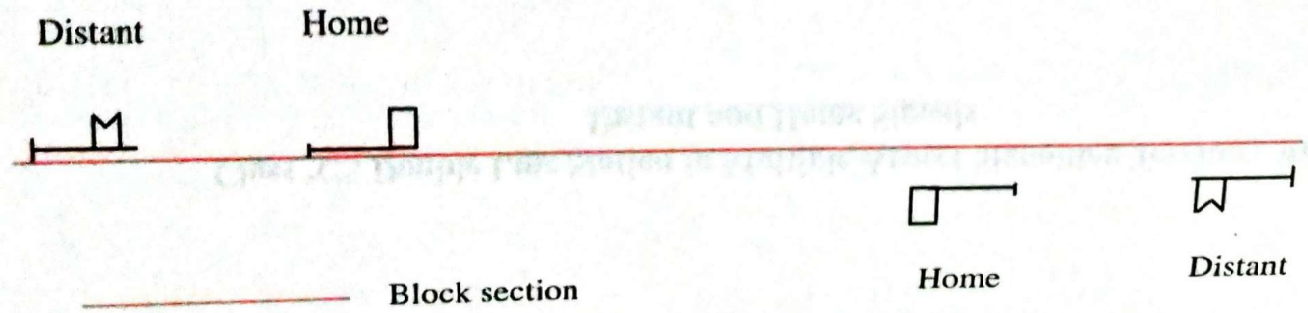
Class 'C', Double Line Station in Multiple-Aspect Signalling Territory with Distant and Home Signals



Class 'C', Single Line Station in Two-Aspect Signalling Territory with Warner and Home Signals

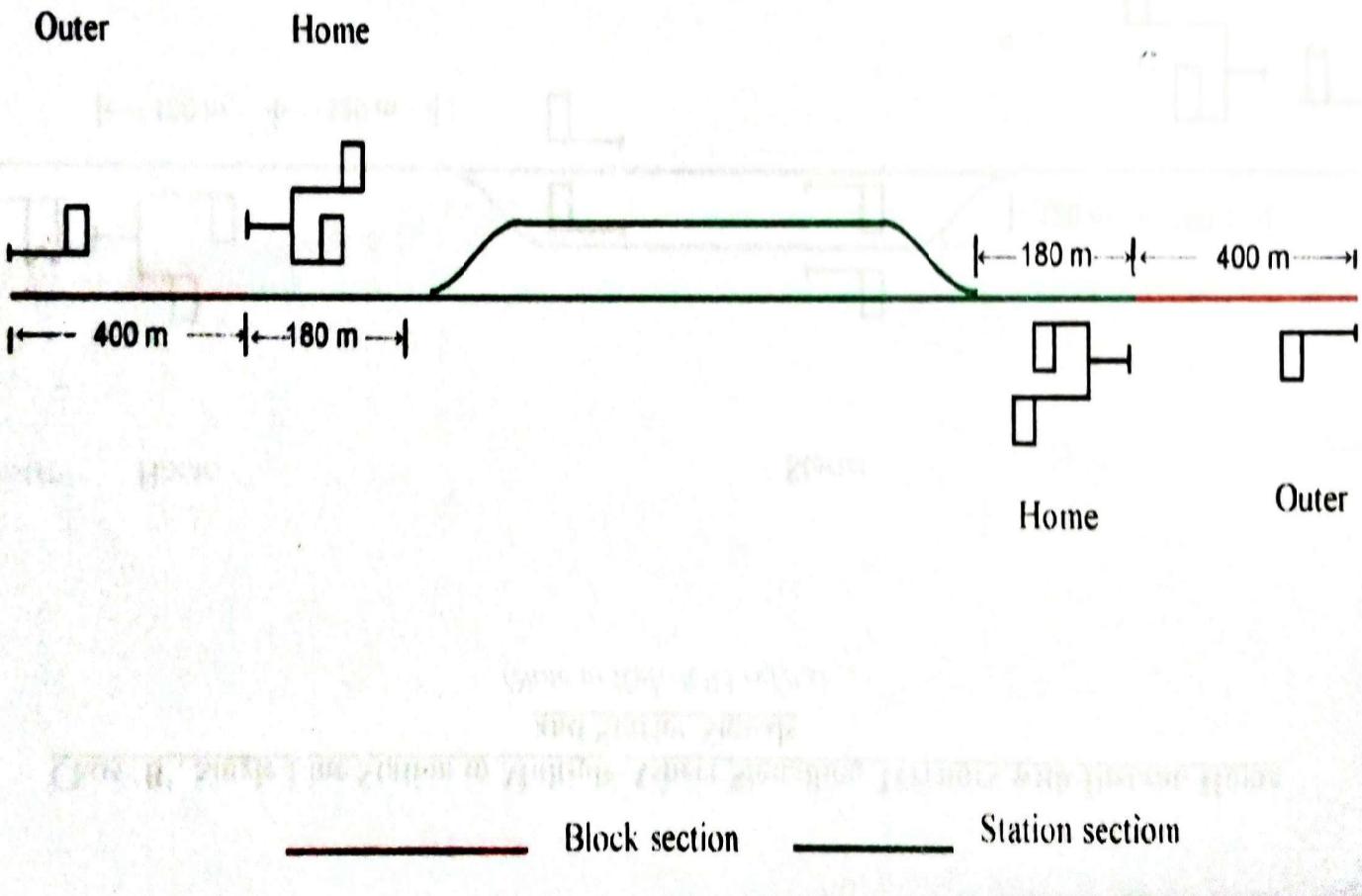


Class 'C', Single Line Station in Multiple-Aspect Signalling Territory with Distant and Home Signals



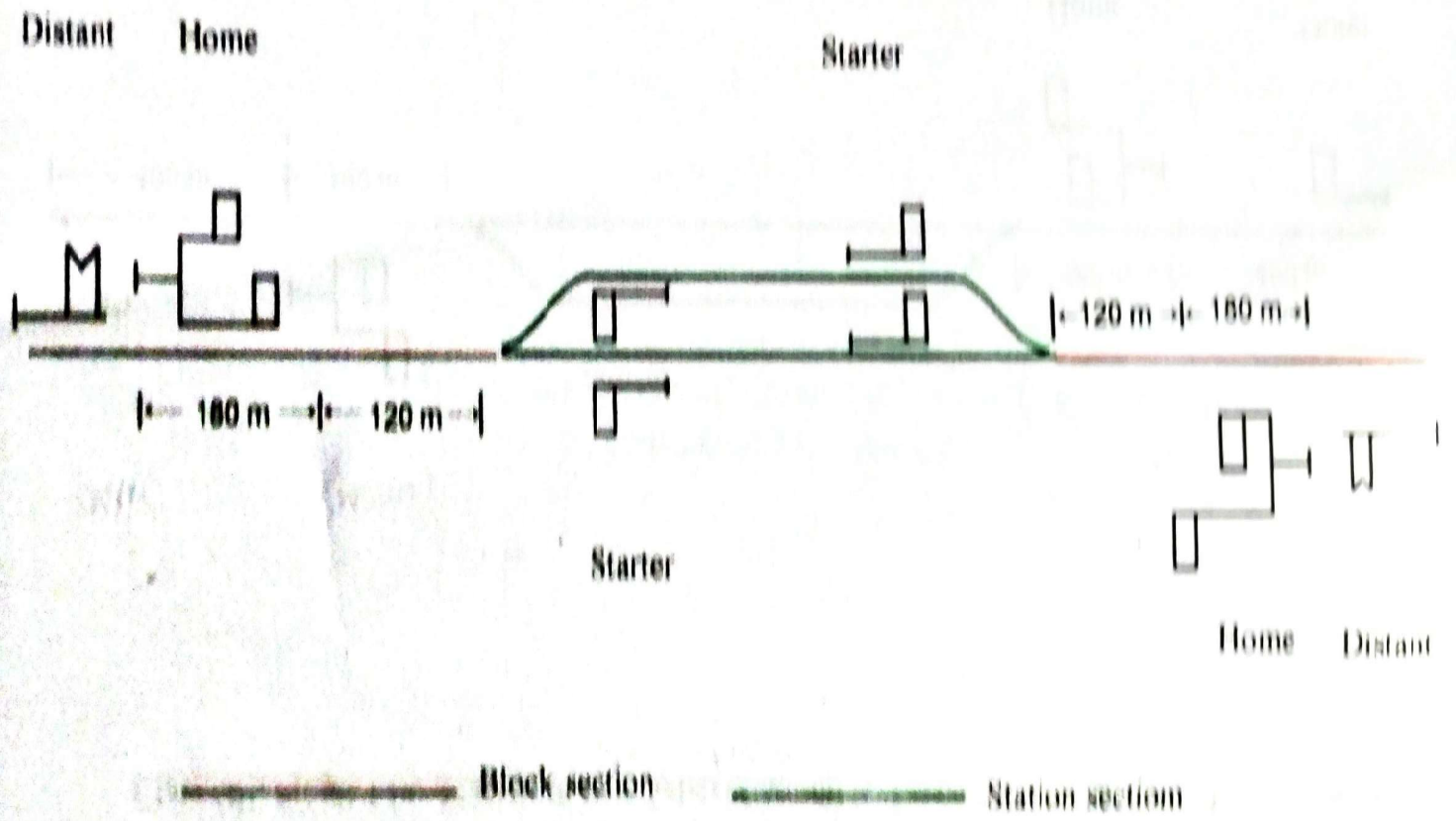
Class 'B', Single Line Station in two-Aspect Signalling Territory with Outer, Home, signals

(Note to Rule 8.03 refers)



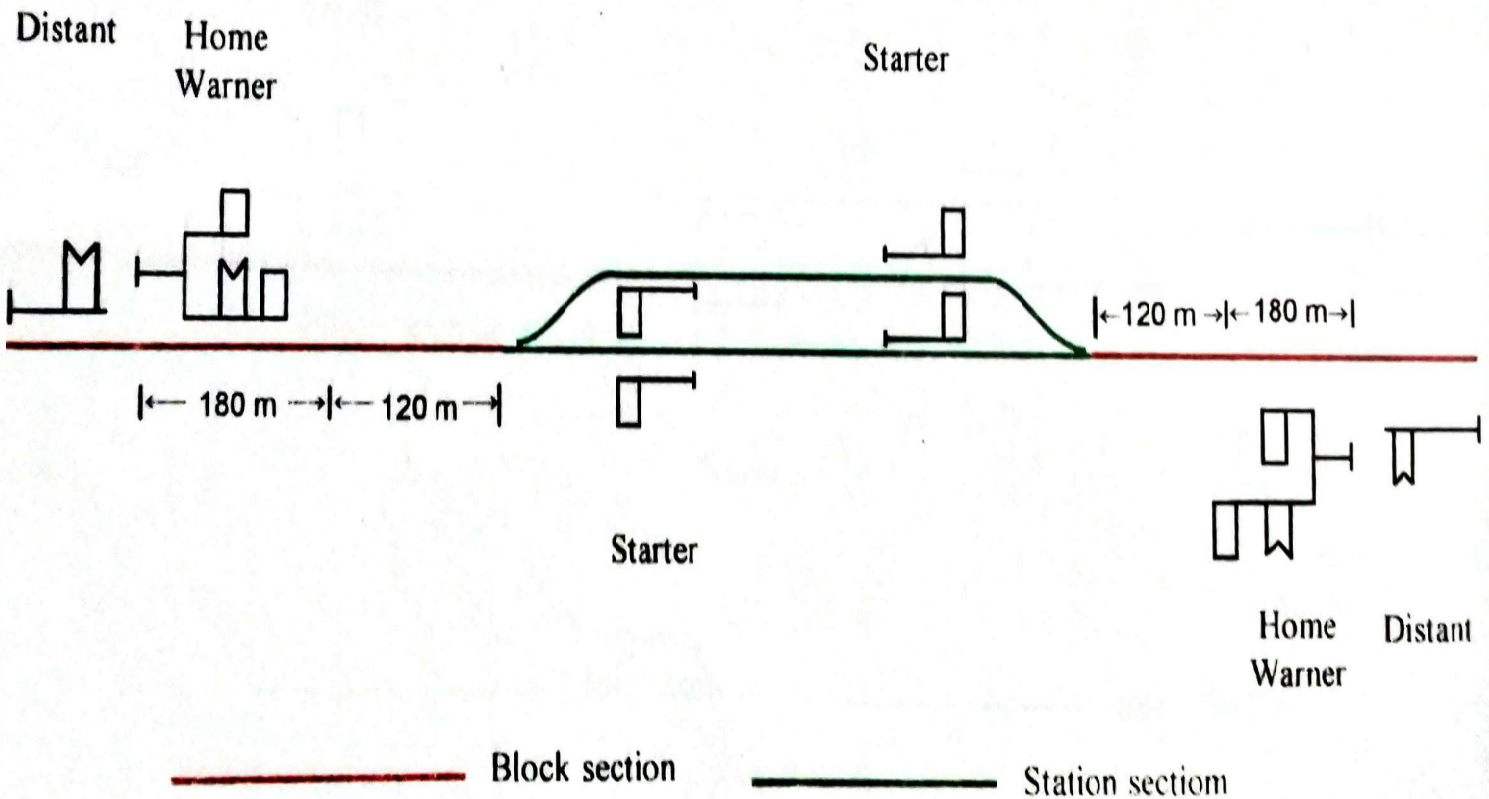
Class 'B', Single Line Station in Multiple Aspect Signalling Territory with Distant, Home and Starter Signals

(Note to Rule 8.03 refers)



Class 'B', Single Line Station in Modified Lower Quadrant Signalling Territory with Distance, 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 otherwise 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.**

(3) #(a) under special instruction, one of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as modified semi-automatic stop signal.

(b) the mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled be the station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both end;

(c) Advanced Starter signal of the Station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced Starter shall assume 'Off' aspect or be taken 'Off' only when the line is clear upto an adequate distance beyond the mid– section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume 'Off' aspect automatically or be taken 'Off' only when the line is clear upto an adequate distance beyond the Home signal of the Station ahead;

(d) **During abnormal conditions like for, bad weather impairing visibility, the mid section modified semi-automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure**

……..

 # Hereafter added vide A/S no– 17.3

that the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;

(e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);

(f) during normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

(4) (a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;

(b) the Station Master of the station ahead may authorize the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'ON' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

(c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'ON' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour upto the next signal and act as per aspect of this signal; and

(d) the Loco Pilot shall report the failure of mid-section modified semi-automatic stop signal to the station Master of the station ahead.

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 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 kilometers 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.

S. R. 9.02/1. For the purpose of Sub-Rule (3) of G. R. 9.02 for the Loco Pilot to take assistance, include Diesel Assistant also along with Fireman or Assistant Loco Pilot.

S. R. 9.02/2. Distance between two trains in Automatic Block signalling territories on Double line after passing Automatic Stop signal at "ON". After passing an Automatic Stop signal at 'ON', the Loco Pilot of the following train hauled by any locomotive 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 the line. However, the above distance may be reduced to 75 metres or one clear OHE span in the case of an EMU train following. In special circumstances like floods, etc. the following train may be pulled clear to the preceding train or the obstruction."

S. R. 9.02/3. Duties of Guard when an Automatic Stop signal has to be passed at 'ON' position.

(a) The Guard of a train shall watch that the Loco Pilot does not exceed the speed prescribed.

(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 G. R. 4.45 and S. R. thereto.

(c) In case of other trains also if the Loco Pilot exceeds the speed prescribed the Guard shall take action as per GR. 4.45 and SR thereto.

……..

#Amended vide A/S no.-15.2

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.

(3) #(a) under special instruction, one of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as modified semi-automatic stop signal.

(b) the mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled be the station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both end;

(c) Advanced Starter signal of the Station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced Starter shall assume 'Off' aspect or be taken 'Off' only when the line is clear upto an adequate distance beyond the mid– section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume 'Off' aspect automatically or be taken 'Off' only when the line is clear upto an adequate distance beyond the Home signal of the Station ahead;

.....

#- Added vide A/S-17.3

(d) **During abnormal conditions like for, bad weather impairing visibility, the mid section modified semi-automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure**

that the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;

(e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);

(f) during normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

(4) (a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;

(b) the Station Master of the station ahead may authorize the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'ON' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

(c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'ON' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour upto the next signal and act as per aspect of this signal; and

(d) the Loco Pilot shall report the failure of mid-section modified semi-automatic stop signal to the station Master of the station ahead.

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.

S. R. 9.04/1. Description of fixed signals provided in Automatic Block territory on single line

(a) Manual Stop signals - (i) Home signals - The Home signal is a three aspect colour light Stop signal provided with Junction Indicator.

A Junction Indicator shall have a row of five lights for each diverging line for three aspect colour light Home signals. Lights burning will indicate the direction of the diverging line for which the route is set . No light will burn for the straight route.

(ii) Starter signal : The Starter signal is a three-aspect colour light Stop signal, when assumes 'Off' aspect establishes the direction of traffic and constitutes 'Authority to Proceed' for the Loco Pilot.

(b) Automatic Stop signal : An Automatic Stop signal in rear of the Home signal of the station is either a three aspect or a four aspect colour light signal provided with the marker consisting of white disc with a letter "A" in black. Such signal operate automatically in the direction of traffic established.

(c) Automatic Stop signal immediately in rear of Home signal shall have four aspects and is called Approach signal.

9.05 - Additional fixed signals 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).

S. R. 9.06/1. The assumption of the 'Off' aspect by the Starter signal ensures that all conditions necessary for granting line clear by the station in advance have been fulfilled.

S. R. 9.06/2. Procedure when Home signal is 'On' :-

(a) If a Loco Pilot finds a Home signal at 'On' he shall bring his train to a stop short of the signal and if there are no visible reasons for the signal being 'ON', such as, shunting or reception of a train from the opposite direction, he shall contact the Centralised Traffic Control Operator on the telephone provided on or near the signal post and ask for instructions.

(b) If the Loco Pilot is not able to contact the Centralised Traffic Control Operator, he shall depute a Diesel Assistant to proceed to the station to inform the Station Master of the signal being 'ON'. If in the meantime the signal is taken 'Off', the Loco Pilot shall give a long whistle, exchange signals with the Guard and proceed slowly picking up the Fireman/ Diesel Assistant on the way.

(c) The Station Master, on getting information about the Home signal being at 'On' from the Diesel Assistant, shall inform the Centralised Taffice Control Operator about the signal being at 'On', and ask for instructions. If he fails to contact the Centralised Traffic Control Operator, he shall take over emergency control of the Station panel.

(d) The Centralised Traffic Control Operator, on being informed about the Home signal being at 'On' by the Loco Pilot, or the Station Master, shall ascertain the cause and if the signal has not been taken 'Off' by him, he shall advise the Loco Pilot to wait for the signal to assume 'Off'. If the Centralised Traffic Control Operator finds that the signal has failed to come 'Off', he should authorise the Station Master concerned to take over the emergency control of the Station Panel and arrange for the reception of the train by taking 'Off' the Home signal.

(e) After taking over emergency control, the Station Master shall try to take 'Off' the Home signal after setting and locking the points to the required line. If the signal comes 'Off', the Loco Pilot shall proceed in the normal manner. If, however, the signal does not come 'Off' and the points are correctly indicated as set and locked on the Station Panel, he shall issue a written authority to the Loco Pilot to pass the signals at 'ON' on the authority of Form T/369(3b).

(f) If the points cannot be set and locked through the station panel and proper indication as to its correct setting and locking is not available, the Station Master on duty shall personally operate the points by the crank handle provided for this purpose. After the points have been correctly set, clamped and padlocked, signal(s) shall be taken 'Off' for the reception of the train. If the signal does not come 'Off', the train shall be received on T/369(3b)

(g) (i) Whenever the crank handle is taken out of the glass box, for the purpose of setting the points to receive or despatch a train, it shall be the personal responsibility of the Station Master on duty to ensure that the Crank handle is restored back in the glass box and kept under lock and key before he clears the relevant reception or despatch signal as the case may be.

(ii) Before the crank handle is made over to any of the official of the maintenance department, the Station Master shall take the emergency control of the station from the C. T. C. Operator and it is only after this is done that the crank handle will be made over to the maintenance staff.

(iii) On taking over the emergency control of the station from the Centralised Traffic Control Operator, the Station Master shall, before handing over the crank handle to the maintenance staff, insert the lever stop plugs in the relevant lever stop bushing which will prevent the signal levers from being pulled on either side even in the case of inadvertence. As long as the crank handle remains in the custody of maintenance staff, the station shall be worked on the emergency control and the Station Master shall not clear any reception or despatch signal of his station for the purpose of receiving or starting a train at or from his station.

(iv) During the period the crank handle remains in the custody of the maintenance staff, the station shall be treated as non-interlocked for the purpose of reception and/or despatch of trains. Trains may be received at or despatched from the station after having set all the relevant facing and trailing points and locking all the relevant facing points. In this circumstances, trains may be received at the station on the form T/369(3b) and despatched from the station after handing over an authority to proceed to the Loco Pilot on the prescribed line clear ticket along with an authority on the prescribed form T/369(3b) for the Loco Pilot to pass the relevant Starter signal at danger.

(v) When the crank handle is made over to/taken back from any official of the maintenance department, the details of the transactions of making over and taking over shall be entered in a special register maintained for the purpose at each station in the following proforma

FORM FOR HANDING OVER TRANSACTION.

SL NO.	Date	Time	Made over to (name and designation of the official taking the crank handle	Initial of the official taking the crank handle	Initial of the Station Master	Remarks

FORM FOR TAKING OVER TRANSACTION.

SL NO.	Date	Time	Made over to (name and designation of the official making over the crank handle	Initial of the Station Master	Initial of the official making the crank handle	Remarks

S. R. 9.06/3.Procedure when Starter signal is 'ON' :-

(a) If a Loco Pilot finds a Starter signal at 'ON' he shall bring his train to a stop short of the signal and if there are no visible reasons for the signal at 'ON', he shall contact the Certralised Traffic Control Operator on the telephone fixed on or near the main Starter signal post and in case he is not able to contact the Centralised Traffic Control Operator, he shall depute a Fireman/ Diesel Assistant to inform the Station Master.

(b) The Station Master, on getting information about the Starter signal being at 'ON' from the Fireman/ Diesel Assistant, shall inform the Centralised Traffic Control Operator, about the same and ask for instruction. If he fails to contact the Centralised Traffic Control Operator, he shall take over Emergency Control of the Station panel.

(c) The Centralised Traffic Control Operator, on being informed about the Starter signal being at 'ON' by the Loco Pilot, or the Station Master, shall ascertain the cause. If the signal has not been taken 'OFF' by him, he shall advise the Loco Pilot to wait for signal to assume 'OFF'.

(d) If the Centralised Traffic Control operator is unable to take 'OFF' the Starter signal, he shall advise the Station Master to take over Emergency Control and take 'OFF' the relevant Starter signal. The Station Master shall then take 'OFF' the Starter signal to allow the train to proceed as per S.R.9.06/1. In cases where the Station Master is unable to contact the Centralised Traffic Control Operator and takes over the Emergency Control on his own accord, he shall, prior to starting a train on the authority of the Starter, consult the Station Master of the station in advance. Station Master of the station in advance, in such cases, should contact Centralised Traffic Control Operator, if available on telephone, regarding train regulation.

Note:- The consultation with the Station Master of the station in advance as referred to in this para will be only for the purpose of regulating trains and not an enquiry as to grant of 'Line Clear'.

(e) If after having taken over the Emergency Control, the Station Master is unable to take off the Starter signal, he shall ensure that the relevant points are set and locked by seeing the indication on the Station Panel. If there is no indication, he shall arrange for operating the points by the crank handle provided for the purpose and shall ensure, by his personal inspection, that the relevant points have been correctly set, then he shall personally clamp and padlock the facing point and retain the Key (s) of such padlock (s) in his possession. He shall ask line clear from the Station Master of the Block station in advance in accordance with the procedure prescribed in Chapter -VIII and XIV and will then hand over to the Loco Pilot a 'Paper Line Clear Ticket' along with T/369(3b) for passing the Starter signal at 'ON' position. The Paper Line Clear will be the authority for entering into the block section with his train.

On receipt of such authorities the Loco Pilot shall personally ensure that proceed hand signal as required by G. R. 3.81 and relevant S. R. thereto is shown by a station staff at the defective Starter signal and the line before him is clear of visible obstructions and that the Guard has given signal to start the train.

The Loco Pilot of the train on entering the block section, shall proceed strictly observing the aspects shown by the Automatic Stop signals en-route and if the signals are at 'ON' pass them in accordance with G. R. 9.07 and S. R , thereto. If failure of the Starter signal continues, subsequent trains shall be worked in accordance with S. R. 9.06/4 below.

(f) The Station Master of the block station in advance, before granting line clear shall (for the purpose of train regulation) consult the Centralised Traffic Control Operator, if

available on telephone and shall also ensure that the block section is clear of all trains not only upto the first manual Stop signal (i.e. Home signal) at his station but also for an adequate distance beyond it, even if there are " Automatic Stop signals" in between the stations and then only grant line clear and observed relevant procedure prescribed in Chapter VIII and XIV of the G & S Rules book.

Unless otherwise directed by approved special instructions, the adequate distance referred to in this rule shall not be less than 180 metres.

S. R. 9.06/4. If the failure of the Starter signal continues after the first train has left the station in accordance with S. R. 9.06/3 (e) & (f) subsequent train shall also be run as per S. R. 9.06 /3 (e) & (f) except that Loco Pilots of these trains shall be given an authority in the prescribed form to pass the Automatic Stop signals en-route at "ON' but be prepared to stop at the Home signal if it is at 'ON'.

S. R. 9.06/5. Procedure during total failure of communication :-

When there is total failure of communications between the Station Master and Centralised Traffic Control Operator and also with the Station Master of the station at the other end of the block section, trains shall be worked in accordance with S. R. 6.02/4.

#The Station Master shall satisfy himself that the Guard and Loco Pilot thoroughly understand the Rules under which the trains are to be run during total failure of communication on single line. He shall also obtain the signature of the Loco Pilot and Guard in form T/B912.

S. R. 9.06/6 Duties of Loco Pilot and Station Master when an Approach Manual Stop signal in 'ON' in single line Automatic Block (other than CTC) territory :-

(a) When a Loco Pilot finds an Approach Manual Stop signal at 'ON' in single line Automatic Block (other than CTC) section, he shall bring his train to a stop outside the signal and sound one long continuous whistle to warn the Guard. If there are no visible reasons for the signals being at 'ON' such as shunting or reception of a train from the opposite direction, he shall contact the Station Master on telephone, if provided on or near the signal post, to apprise the Station Master. The Loco Pilot shall not pass the Approach Manual Stop signal that refers to him when it is 'ON' unless the authorised by the Station Master by taking 'OFF' such signal, or unless he has at a nominated station, received T/369(3b) and unless he has also received a proceed hand signal, at the foot of such signal; or , after coming to a stand, he is given a written authority in form T/369(3b) by the Station Master to proceed past such signal.

(b) If no telephone communication is provided on or near the signal or if the telephone communication provided on or near the signal is out of order and cannot be made use of, the Loco Pilot shall depute his Fireman or the Diesel Assistant as the case may be, to proceed to the station/cabin to inform the Station Master/ Cabin Assistant Station Master of the signal being at 'ON'. If, in the meantime, the signal is taken 'OFF' or the Loco Pilot receives necessary authority to pass the signal at 'ON' he shall sound one long whistle, exchange signals with the Guard and proceed slowly picking up the Fireman or Diesel Assistant, as the case may be, on the way.

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 # Added vide A/S– 7.2

(c) The Station Master shall take 'OFF' the signal after setting and locking the points through the Station Panel. If the signals comes 'OFF', the Loco Pilot will proceed in the normal manner. If the signal does not come 'OFF', after the points have been set and locked from the Station Panel, the Station Master shall personally ensure that all the points are correctly set and thereafter he shall personally clamp and padlocks all such points, both facing and trailing, on the relevant route and retain the keys of such padlock in his possession before issuing a written authority in form T/369(3b) to the Loco Pilot to pass the signal at 'ON' position.

(d) If the relevant points, after being locally operated by the Crank Handle are indicated as correctly set and locked on the Station Panel, a normal signalled movement of the train may be permitted only after the Crank Handle, has been restored to its normal lock in case of interlocked Crank Handle or in case of non-interlocked Crank Handle, it has been kept locked by the Station Master in the case provided for the purpose. If the signal comes 'OFF' by operating the signal lever/button, further clamping and pad locking of the relevant points are not required for permitting train movement. If, however, the signal does not come 'OFF', the Station Master shall personally ensure that all the relevant points are correctly set and thereafter, he shall personally clamp and pad lock all the relevant points, both facing and trailing, on the relevant route and retain the key (s) of such pad lock (s) in his possession before issuing written authority in form T/369(3b) to the Loco Pilot to pass the approach manual Stop signal (i.e. Home signal) at 'ON'.

S. R. 9.06/7.- Duties of Loco Pilot and Station Master when departure Manual Stop signal is 'ON' in single line Automatic Block (other than CTC) territory :-

(a) When a Loco Pilot finds a departure Manual Stop signal at 'ON' in single line Automatic Block (other than CTC) section, he shall bring his train to a stop at the signal. If there are no visible reasons for the signal being at 'ON', he shall contact the Station Master on telephone, if provided on or near the signal post, otherwise, he will depute his Fireman or Diesel Assistant, as the case may be to inform the Station Master. The Loco Pilot shall not pass the departure Manual Stop signal that refers to him when it is 'On' unless it is taken 'Off' or in case it is defective, unless a written authority in form T/369(3b)also a Paper in case of Last Stop signal also a Paper Line Clear Ticket are handed over to him. On receipt of such authority/authorities, the Loco Pilot shall personally ensure that a proceed hand signal, as requires by GR. 3.81 and relevant Subsidiary Rules thereto, is shown by the station staff at the defective Starter signal and line before him is clear of all visible obstructions and also that the Guard has given signal to start the train.

(b) When the relevant points cannot be operated from the Station Panel, the same shall be operated locally by the Station Master with the help of the Crank Handle. If the points after being operated by the Crank Handle, are indicated as correctly set and locked on the Station Panel, a normal signalled movement of the train may be permitted only after the interlocked Crank Handle has been restored to its normal lock in case of interlocked Crank Handle or, in case of non-interlocked Crank Handle, it has been kept locked by the Station

Master in the case provided for the purpose. If, the signal comes 'Off' by operating the signal lever/button, further clamping and padlocking of the relevant points are not required for permitting train movement. If however, the signal does not come 'Off' the Station Master shall personally ensure that all the relevant points are correctly set and thereafter, he shall personally clamp and padlock all such points, both facing and trailing, on the relevant route and retain the key (s) of such padlock (s) in his possession. The Station Master shall then obtain Line Clear from the block station in advance strictly in accordance with the procedure prescribed in Chapter VIII and XIV of the G & S Rules Book. He shall therefore, hand over to the Loco Pilot a written authority in form T/369(3b) to pass the defective departure manual stop signal at 'On' and also a 'Paper Line Clear Ticket' in the prescribed form in case of Last Stop signal as an authority to proceed and to enter the block section with his train.

(c) The Station Master of the block station in advance, before granting line clear, shall (for the purpose of train regulation) consult the Section Controller, if available on telephone and shall also ensure that the block section is clear of all trains not only up to the first manual Stop signal (i. e. Home signal) at his station but also for an adequate distance beyond it even if there are Automatic Stop signals in between the stations and then grant line clear and observe the relevant procedure prescribed in Chapter VIII and XIV of the G & S Rules book. Unless otherwise directed by approved special instructions, the adequate distance referred to in this rule shall not be less than 180 metres.

(d) The Loco Pilot of the train on entering the block section shall proceed strictly observing the aspects shown by the Automatic Stop signals en-route. When he finds an Automatic Stop signal and wait at 'On', he will bring his train to a stop in rear of that signal and 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 one long whistle and exchange signals with the Guard and then proceed past the signals as far as the line is clear, at a restricted speed not exceeding 15 KMPH by day when the view ahead is clear and 10 KMPH by night or when view ahead is not clear, so as to stop of any obstruction until the next signal is reached.

S. R. 9.06/8. If the failure of the departure manual Stop signal continues after the first train has left the station, subsequent trains shall also be run in accordance with the procedure prescribed in SR. 9.06/7 except that the Loco Pilots of these trains shall be given a written authority in form, T/409 to pass the Automatic Stop signal with 'A' markers en-route at 'ON' but to be prepared to stop at the first Manual Stop signals (i. e. Home signal) if it is 'ON' at the block station in advance.

9.07 - Duties of Loco Pilot and Guard when an Automatic Stop signal on single line is to be passed at 'On' :-

(1) When a Loco Pilot finds an Automatic Stop signal with an 'A' maker at 'On', he shall bring his train to a stop in rear of that signal and wait there for one minute by day and 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 kilometers 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.

(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 look-out.

(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.

S. R. 9.07/1. The Guard of the train on being called by the Loco Pilot for assistance shall, before proceeding to travel on engine cab, depute a competent man to perform the duties of a Guard. If no competent man is available then the Guard must travel in the brake-van.

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#- Modified vide A/S-15.3

S. R. 9.07/2. In case of defective Approach Signal of a station in CTC territory the Loco Pilot, besides observing the provisions contained in the G. R. must consult the CTC Operator also on the telephone fixed near the signal. The CTC operator on being informed by the Loco Pilot must suitably instruct the Loco Pilot, when shunting is in progress or authorise him to pass the signal in 'ON' position, supported by a Private Number. In case the CTC Operator cannot be contacted on phone, the provision contained in G. R. 9.07(3) should be observed.

S. R. 9.07/3. For the purpose of Sub-rule (5) of G. R. 9.07 include Diesel Assistant also along with Fireman or Assistant Loco Pilot for taking assistance by a Loco Pilot.

S. R. 9.07/4. Precautions after passing an Automatic Stop signal on single line (CTC) section at 'On' :- When an Automatic Stop Signal on the single line (CTC) section has been passed at 'On' as per Sub-rule (3) and (7), of GR 9.07, the Loco Pilot of the train shall proceed at a restricted speed not exceeding 15 KMPH by day when view ahead is clear and and 8 Kmph by might or when view ahead is not clear, exrcising great caution so as to stop short of any obstruction, until the next stop signal is reached.

S. R. 9.07/5. Automatic Stop signal flickering/bobbing and/or displaying more than one aspect :- In case of an Automatic Stop signal flickering/ bobbing and/ or displaying more than one aspect simultaneously, the Loco Pilot of the train shall obey instructions contained in SR 3.74/2. If the signal continues to flicker/ bobb and does not assume a steady aspect for at least 60 seconds and/or any Automatic Stop signal displays more than one aspect simultaneously, the Loco Pilot shall act as if the signal was giving its most restrictive aspect (i.e. Red aspect) and act strictly upon the provision of GRs 9.07 and SRs 9.07/2 to 9.07/4 and SR 9.11/1.

S. R. 9.07/6. Duties of Guard when an Automatic Stop signal on single line has to be passed at 'ON' position :- (a) The Guard of a train shall watch that the Loco Pilot does not exceed the speed prescribed in SR. 9.07/4. (b) If the Loco Pilot exceed the speed prescribed the Guard shall take action as per GR.4.45 and SRs. thereto.

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 Operation 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 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 pass 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.

S. R. 9.11/1. On section provided with Centralised Traffic Control the Loco Pilot shall report particulars of Automatic Stop signal (s) passed at 'ON' by him, at the next stopping station, if he is not able to contact the Centralised Traffic Control Operator on telephone provided near the Automatic Stop signal passed at 'ON'.

In Automatic Block Territory other than in CTC section, when a Loco Pilot has to pass an Automatic Stop signal at 'ON' he shall report particular (s) of the signal (s) to the Station Master at the next stopping station.

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 sections concerned under special instructions.

S. R. 9.12/1. (1) If a Loco Pilot finds that an Automatic stop signal does not get approach lit, he should stop and follow G. R. 9.07.

(2) If a Loco Pilot finds an Automatic stop signal 'RED' and on consultation with Centralised Traffic Control Operator, comes to know that there is no train ahead within the signalling section concerned, causing the above signal to assume 'Red' indication, he shall follow G.R. 9.07 and S.Rs, thereto.

(3) Centralised Traffic Control Operator/Station Master on being informed by the Loco Pilot of the second train that the particular Automatic Stop signal is giving 'Stop' (Red) indication, through there is no train in the signalling section concerned, causing the said signal to assume "Red" indication, will declare the signal as defective and advise Station Master of the station in rear and concerned Notice station to issue Caution Orders to all Loco Pilots for passing the Particular Automatic Stop signal upto the next signal ahead. Loco Pilots will be guided by the aspect of the next signal only after reaching it. Centralised Traffic Control Operator/ Station Master after declaring the said Automatic Stop signal as defective shall not allow any train to follow a preceding train in the same block section, as per G.R. 9.03(f).

(4) Centralised Traffic Control Operator/ Station Master on being informed by a Loco Pilot about the Automatic Stop signal being defective, will inform the signal maintainer to attend the site immediately for putting right the defect.

(5) If, however, the failure of an Automatic Stop signal continues all concerned will be advised by Centralised Traffic Control Operator/Station Master by wire to issue necessary instruction to the Loco Pilots, etc. Caution orders, however, as per S.R. 9.12/1(3) above will continue to be issued till defective signal is put right.

(6) After the defect has been rectified, all concerned who were previously advised, vide para (5) above, regarding the signal being defective, will again be advised by wire that the defect has been put right and normal working has been resumed.

S. R. 9.12/2. Recording of Messages- (1) All informations given by the Loco Pilots of the trains or Station Masters in respect of the signals in the 'ON' position, and instructions given by the Centralised Traffic Control Operator to the Loco Pilot or Station Master shall be recorded in a special register maintained for the purpose by the Centralised Traffic Control Operator.

(2) The Station Master shall maintain a register in the approved form to record particulars of all trains dealt with by him.

9.13 - Movement of trains against the direction of traffic on the Automatic Block System :- In Automatic signalling territory, trains shall run in the 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 up to the station in rear is clear and free from obstruction.

S. R. 9.13/1. For backing of a train in CTC territory due to unavoidable circumstances, refer to S.R. 4.12/2(f).

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.

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 and stop in rear of the level crossing, and

(iii) if the Gateman is available and exhibiting hand signals, proceed further past the level crossing gate cautiously,

(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 the road traffic and on getting hand signals from the Gateman, and in his absence from the Assistant Loco Pilot, the Loco Pilot shall sound the prescribed code of whistle and cautiously proceed up to the stop signal complying with the Rule 9.02 or 9.07 as the case may be.

S. R. 9.15/1. The duties of the Assistant Loco Pilot as specified in G.R. 9.15 shall be applicable to the Diesel Assistant also.

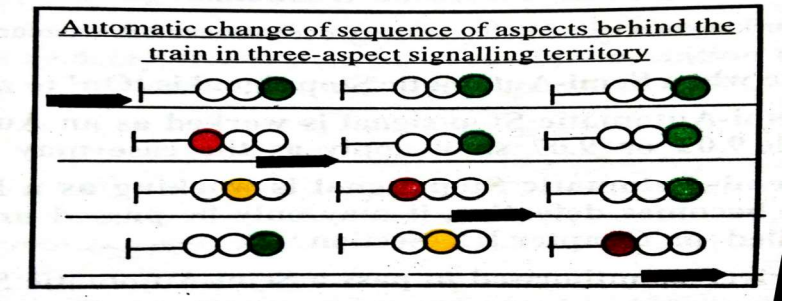
S. R. 9.15/2. Passing a semi-automatic gate Stop signal, provided with illuminated 'A' and illuminated 'AG' markers, at 'ON' in Automatic signalling territory - If the Loco Pilot finds a gate Stop signal provided with illuminated 'AG' marker at 'ON' in an Automatic signalling territory -

(a) he shall comply with the provisions of General Rule 9.02 or 9.07 as the case may be, if the 'A' marker is illuminated but the 'AG' marker light is extinguished, or

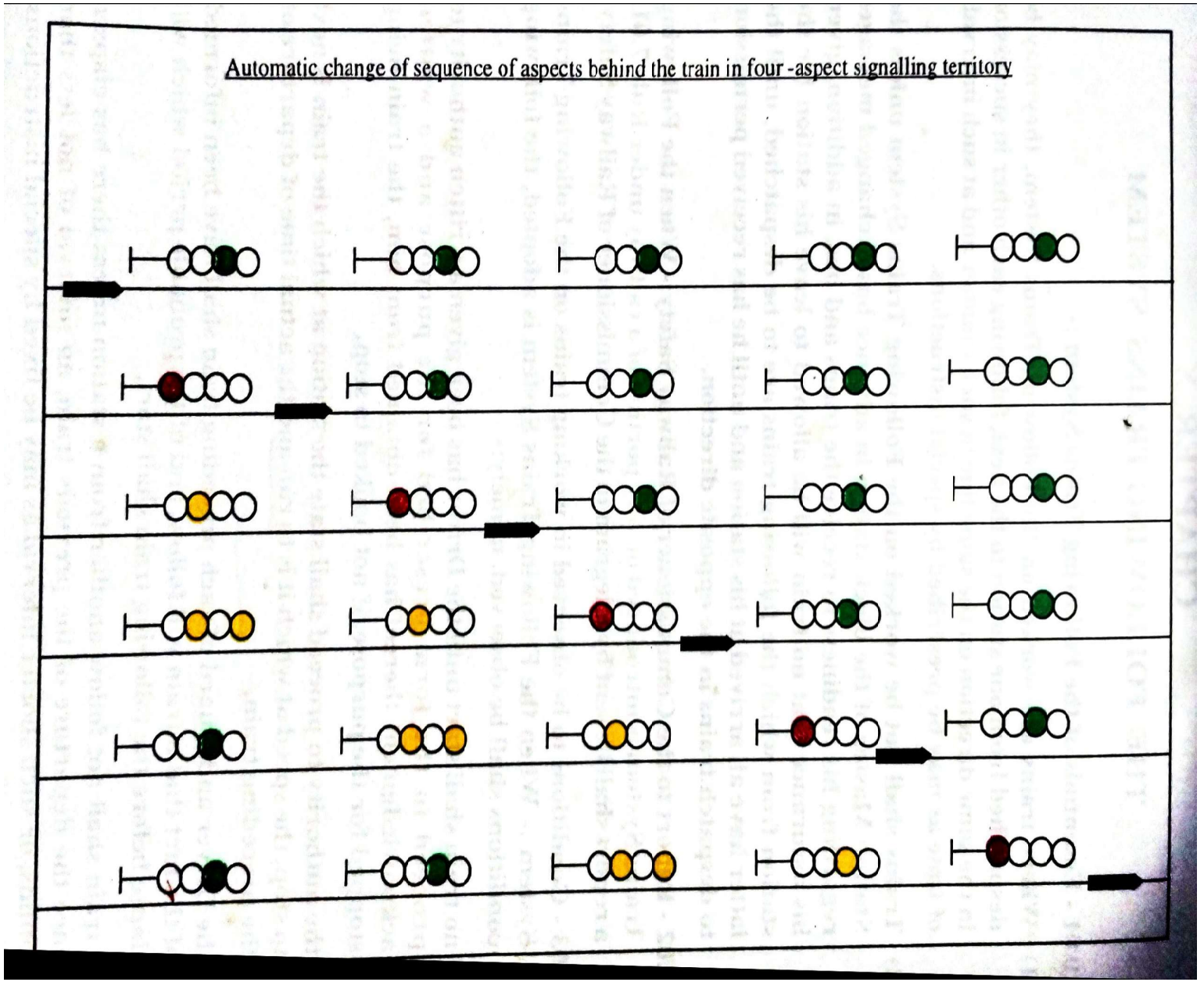
(b) If the 'A' marker light is extinguished but the 'AG' marker light is lit, he shall comply with the provisions of clause (b) of General Rule 9.15, or

(c) if both the 'A' marker and 'AG' marker lights are extinguished, he shall sound the prescribed code of whistle to warn the Gateman and bring his train to a stop in the rear of the signal. Thereafter, he shall proceed further only in accordance with the procedure laid down under special instructions.

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: -



#- Amended vide A/S-6.3


Automatic change of sequence 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 by telegram 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 acknowledgment 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 15mins, 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 at once be intimated to the block station in advance and the actual time of arrival of each train shall at once 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) countersigned 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 proceed 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 Driver 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 testriction of..... kilometres an hour.

Signed .....

Station Master at .....

(Station Stamp)

Signature of

Guard at .....station.

*Strike out whichever is inapplicable.

This ticket shall be given up by the Driver 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 an 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 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.

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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 15 (fifteen) minutes has elapsed since the departure of the p r e c e d i n g train.

11.03 - Pilot Guard's dress or badge:- The Pilot Guard shall be distinguished by a red dress or badge.

S. R. 11.03/1. The distinguishing badge of a Pilot Guard is a red cloth sash, with the word 'PILOT GUARD' in white letters, worn from the left shoulder. In absence of this and for temporary use, a red flag tied round the left arm may be used.

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 of 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.

S. R. 11.04/1. When accompanying a train worked by two or more engines the Pilot Guard shall ride on the foot-plate of the leading engine except when the train is being pushed.

S. R. 11.04/2. When a train is to be pushed, the Pilot Guard shall make over to the Loco Pilot a ticket. The Pilot Guard shall then proceed to the leading vehicle in which he shall ride.

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.

S. R. 11.05/1. When the Pilot Guard's ticket is the authority to proceed for a train worked by two or more engines, it shall be delivered to the Loco Pilot of the leading engine and will have the number of the leading engine duly entered in it.

Note: - This form is printed on white paper, the forms for Up trains being distinguished from those for Down trains by having a red band running diagonally across the face and back.

S. R. 11.05/2. When a guard is in charge of the train, the Pilot Guard's ticket shall be given to him in presence of the Loco Pilot.

S. R. 11.05/3. Form of authority to be used when the Pilot Guard does not personally accompany a train engine is as shown below:-

To the Loco Pilot and Guard of .....train. You are authorised to proceed from.....to ..... Pilot Guard following :-

Train No. .....left.....at.....

Train No. .....arr.....at.....

Time of Departure.....

Pilot Guard

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 Rules 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 once 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 proceeding train.

12.04 - Loco Pilot to have Train-staff or Train 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.

S. R. 12.05/1. The Station Master on duty shall personally hand over the "Train-staff" or the "Train-staff Ticket" to the Loco Pilot after having shown the same to the Guard. In case of the "Train-staff Ticket", the Guard shall sign for the same in the column provided for the purpose in the

Train-staff Ticket Register as an acknowledgment that he has seen the same and that it is the correct ticket for the section and that the Train-staff is in the possession of the Station Master.

12.06 - Train-staff or Train-staff Ticket : - When to be delivered to the 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 may be, 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 the 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.

S. R. 12.06/1. The possession by the Loco Pilot of a Train-staff Ticket is no authority for him to start his train. The starting of trains is governed by G. R. 4.35 and the Subsidiary Rules thereto.

S. R. 12.06/2. The Guard of the train for which a ticket is being issued is equally responsible for seeing that the Train-staff for the section over which the train is about to run is in the possession of the Station Master.

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 Ticket 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.

S. R. 12.09/1. Before handing up the Train-staff Ticket for the onward journey to the Loco Pilot the Station Master shall first get from him the Train-staff or the Train-staff Ticket for the section over which the train has just travelled. At terminal station it is the duty of the Station Master to obtain this as soon as the train arrives.

S. R. 12.09/2. All Train-staff Tickets on being handed in by the Loco Pilot shall have the word "Cancelled" stamped across the face thereof, and this shall be initiated by the Station Master. All Cancelled tickets shall be strung on to a string file, which should be made for the purpose and should be carefully put. They shall be retained for three months, after which they may be destroyed as in the case of Train Message Books.

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 Fireman / Diesel Assistance shall take the Train-staff to the station staff on the direction whence assistance best can 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, assistant 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 Fireman shall accompany the assisting engine to the spot.

12.11 - Train-staff Tickets : how to 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 to 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.

S. R. 12.12/1. The Train-staff shall be kept locked away in some receptacle and shall on no account be left lying about so that it can be used without the Station Master's authority. The Station Master is personally responsible for the strict observance of this Rule.

S. R. 12.12/2. Rules with regard to the preparation, issue, delivery etc. of Caution orders are equally applicable to section of the line worked on the Train-staff and Ticket System. See Appendix VI.

12.13 - Distinguishing marks on Train-staff Tickets and 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

Sign .....

Station Master at .....

(Station Stamp) .....

Date.....

(Back side of the Ticket)

The Loco Pilot shall not accept this ticket unless he sees the Train-staff for the portion of the 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 10.09.

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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.

S. R. 13.01/1. The 'One Train Only System' is used on this Railway on certain short branches which are duly notified from time to time in the Working Time Table.

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.

S. R. 13.03/1. Authority to proceed:- (a) A specially designed single "Metal Badge" bearing the inscription "Authority to enter..... Branch and to work in the same under One Train Only System and only one train will be on.....Branch at a time" shall be kept at the base station.

(b) (i) - Subject to the provision of S. R. 13.03/3, the metal badge prescribed in para(a) above, constitutes the sole "Authority to proceed" for a train to enter the section, and the Loco Pilot of a train shall not enter the section with his train until he has this badge in his possession duly handed over to him by the Guard of the train personally at the base station in accordance with the provision of clause(c) below. In addition, the Loco Pilot of the train, before starting, must satisfy himself that the line before him is clear of all visible obstructions and the Guard has given him the signal to start.

(ii) The Guard of the train shall not give the signal to start his train unless he has received the permission of the Station Master.

(c) The Station Master on duty before allowing a train to leave the base station shall hand over the 'Authority to Proceed' (metal badge) to the Guard of the train after obtaining his signature in the register provided for the purpose. He shall also hand over the points keys of the non-base station for operating of the running line/siding line points, to the Guard obtaining his signature in a separate register to be maintained for the purpose. The Guard of the train shall then personally hand over the authority to proceed to the Loco Pilot of his train. When all is right for the train to proceed, the Station Master shall give the Guard permission to start by ringing the prescribed departure bell in case of passenger carrying trains. In case of trains not carrying passengers, the Station Master shall give the Guard verbal permission to start the train.

Before giving signal to start, Guard shall personally satisfy that the running Pointsman(s) / Shunting Jamadar is/ are travelling by his train along with their safety equipments. It shall be incorporated in the SWR of the base - station.

(d) Shunting and Securing of Vehicles at Non-base station - (i) The Guard of the train

shall be personally responsible for shunting, attaching or detaching of correct vehicles at non-base station. When any vehicle has been detached from his train, he must place it in the siding clearing the fouling marks and properly secure the vehicle/vehicles in the siding so that the running line is never fouled or obstructed.

(ii) On return of the train to the base station, the Guard of the train shall withdraw the "Authority to proceed" (Metal Badge) of the section from the Loco Pilot and shall personally hand it over to the Station Master on duty along with the Siding Control Key or Keys, padlock keys of the points which he had taken over from the Station Master. Thereafter he shall sign the register maintained for this purpose giving the date and time of return of the Authority to proceed, Siding Control Key/Keys and padlock keys of the points. The Guard in his turn will obtain signature of the Station Master on duty in his "Rough Journal book" as a token of having received back the Authority to proceed, Siding Control Key/Keys and the padlock keys of the points etc.

A "Key Register" shall be maintained in the office of the Station Master at the base station and the Guard shall be responsible for signing the same on his return to the base station certifying that the running line points/siding line points of .....station have been correctly set and locked in their normal position and that all the vehicles left there have been properly placed and secured in the siding clearing the fouling mark in accordance with the instructions contained in the Station Working Rules.(See Appx.- I of Sl. No.17 please).

(e) On return of the train to the base station, the Station Master must satisfy himself that the train has arrived complete. He shall also be responsible to get back all points/siding points keys and obtain a certificate as mentioned in para(d)(ii) above, from the Guard.

S. R. 13.03/2 - Safe custody of the Authority to proceed :-

(a) Immediately the authority to proceed (metal badge) is received back from the Loco Pilot of the train which has come out of the section, the Station Master must keep it locked in the box provided for the purpose.

(b) While making over charge to his relief, the Station Master shall make a specific entry in the Station Master's diary indicating where the 'Metal Badge' is i.e., whether it is in the box provided for the purpose or with the Loco Pilot of a train.

S. R. 13.03/3 Action when badge is lost :- (a) If the badge as prescribed in para(a) of S.R.13.03/1 above, is lost, the Station Master on duty shall at once report the matter to the Divisional Operations Manager for replacement and until the badge is replaced, issue a written authority in manuscript to the Loco Pilot. A separate, serially numbered written authority must be used for each train. The form should be as follows:-

From the Station Master : -

To the Loco Pilot of
Train No.....
On.....Section.

Due to the loss of the metal badge for the Section..... .....to..... you are hereby authorised to proceed to.....station. On return at ..... you must hand over this written authority to the Station Master on duty.

Station Stamp & Date

Signature of Station Master

(b) On receipt of the authority from the Loco Pilot the Station Master of the base station should file the authority for record purposes as in the case of normal train records.

(c) If the lost badge is found after the despatch of a train on a written authority in manuscript, it should be again brought into use only after the corresponding train has returned to the base station with the written manuscript authority. But if the badge is found prior to starting of a train on a written manuscript authority, the badge may be used and the written manuscript authority is cancelled and pasted with record foil by the Station Master.

(d) When the lost badge is replaced by a new one, it should be distinguished from the original by the word "Duplicate". If the original badge is subsequently found, it may be brought into use and the "duplicate badge" returned to the Divisional Operations Manager.

13.04 - Procedure in case of accident or disablement on the 'One Train Only System' :-

(1) (a) If the train becomes disabled and requires 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 circumstances 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 acknowledgment.

(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, or the Loco Pilot of the engine so sent shall be given a written authority, containing such instructions as to 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 Fireman or 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.

S. R. 13.04/1. Train disabled in the Section:-(a) If the train becomes disabled or involved in an accident in the section and the Loco Pilot finds it impossible for his train to proceed, he shall apprise the Guard of the fact by sounding four short engine whistle (oooo). The Guard of the train shall then protect his train as per G.R.13.04(1) (a) above.

(b) If it becomes necessary for the Guard to proceed to the station for conveying advice of the circumstances and for obtaining necessary assistance in accordance with the provisions of G.R. 13.04(1)(b), he shall recover the "Authority to proceed" from the Loco Pilot giving him a written receipt therefor. The Guard shall keep the "Authority to proceed" in his personal custody until the disabled train is ready to move again and until any other train sent for the assistance of the disabled train has been returned to the base station. The Guard shall also instruct the Loco Pilot in writing not to move his train until his return and take Loco Pilot's acknowledgment. The Guard shall proceed to the station from which relief can best be obtained. He shall deliver the Station Master there a written memo stating the date, time, kilometerage, nature and cause of the occurrence and the assistance required.

(c) If for any reason, it is necessary for the Guard to remain with his train(in case of Mail/ Express/ Passenger/Mixed train), he must send the Diesel Assistant Loco Pilot to the station with the written memo as mentioned in para(b) above. In such a case, the duties of the Guard shall devolve upon the Diesel Assistant Loco Pilot.

(d) On receipt of information in writing from the Guard of the disabled train, the Station Master of the base station will then allow another engine or train as the case may be, to enter the section. Subject to the provision of (2)(a) of G. R. 13.04, the Guard of the disabled train must travel on the engine and pilot the engine or train up to the disabled train, carrying out the provision of GR. 13.04(2)(b) and (3) above.

Note : - The written authority as referred to in GR. 13.04 (1) (b) shall be in from T/409 which will be issued by SM of the base station authorising the to enter the section { as per Appx - VI Sl . 1(e) }

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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.

14.02 - Provisions 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 or electrical communication 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).

Note:- For special instructions regarding the use of electrical instruments both on Double and Single line, see Block Working Manual.

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.

S. R. 14.03/1. Block Instruments shall not be opened or operated by the maintenance staff till such time a written permission has been obtained from the Station Master on duty.(also see Rule 503 (b) of B.W.M .of N.F.Railway)

B. Block Stations at which Electrical Block Instruments,

Track Circuits or Axle counters are provided.

14.04 - 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.

S. R. 14.04/1. The Staff operating Electrical Block Instruments shall have to receive through instructions in their working and these instructions shall include a clear demonstrations of the visible signs which may occur, to denote that the instrument is not in proper working order, or that the current is being irregularly received.

S. R. 14.04/2. (a) Th e '**BLOCK COMPETENCY CERTIFICATE**' in form of a Card shall be issued by the Principal, Zonal Railway Training Institute, to only those 'Group - C' staff who will be required, in the normal course of their duty, to operate and handle BLOCK - INSTRUMENTs. The certificate shall also authorize the staff concerned, to operate all types of Panel and Electrical Communication Instruments/ Safety devices (including 'Anti-Collision Device'). Such staff shall include Station Master(SM), Assistant Station Master (ASM), Traffic Inspectors (TI), Yard Master (YM), Assistant Yard master (AYM), Traffic Appendices and those who are qualified in Trains Passing course.

(b) The Card type ' **Working Competency Certificate'** which will not vest any 'Block Competency' for Group - 'C' Operating staff (who are not required to operate Block Instruments and not authorised to grant 'Line Clear') other than those categories mentioned in para (a) above, shall be issued by the Principal, Zonal Railway Training Institute. Any other competent authority at Divisional level as may be specified by the Chief Safety Officer. This certificate shall authorise the staff concerned to perform his / her transportation duties after successful completion of the prescribed course from ZRTI/ DTCs.

(c) A similar, but seperate '**Working Competency Certificate**' as explained in para -(b) above shall be issued for Group- 'D' Operating staff by the Principal, Zonal Railway Training Institute or any other competent authority at Divisional level as may be specified by the Chief Safety Officer.

(d) The issuing authority shall maintain detailed records of all 'Competency Certificate' issued copies of such records must be sent to the Senior Divisional Safety Officer/ Divisional Safety Officer concerned.

(e) All such "**Competency Certificates**" are valid for three (3) years only. In extreme emergency only, this certificate may be re-validated for a period not more than one year only by the DRM (Safety) concerned, after obtaining due permission from CSO, before expirary of the currency of the existing Competency Certificate. Staff must invariably be sent to Refresher course before the end of the fourth year.

(f) In case of SM/ASM not due Refresher course but working for a year or more at a station where he is not required to operate the Block Instrument/ Station panel is subsequently transferred to a station where he will be required to operate these instrument/ Panel he should be sent to ZRTI for refresher course training.

Northeast Frontier Railway

Certificate of Block Competency for Group 'C'

ZONAL RAILWAY TRAINING INSTITUTE

ALIPURDUAR JUNCTION

Name : .....

(In Block letters)

Designation : .....

Station : .....

Division : .....

BLOCK COMPETENCY CERTIFICATE

No .....

Northeast Frontier Railway

Zonal Railway Training Institute

Certificate of Block Competency

for Group 'C' staff

No. …….

Name : ……..

Designation :- …….

Was examined on the …… and is certified to be fit certified to be fit to perform Trains passing duties including operation of :

i) Electrical Block Instrument of Double line and / or, ii) Electrical Token/ Tablet Block Instruments or Token less Block Ins on Single line and /or iii) Electrical Commn. Ins. &

iv) Panel.

Principal, ZRTI/APDJ

Date of Test	Name of testing Authority	Result of the test	Date up to which the certificate is extended

Signature of
Sr. DSO / DSO

This Certificate shall be valid only for a period of Three (3) year from the date of issue. This may be revalidated as prescribed under SR.14.04/02 of G& SR book, 2004.

h) SM/ASM/ other Operating staff employed to operate RRI Panel should, in addition, be certified locally by an competent authority not less than the rank of ASTE after imparting training in operation of RRI and on being found fit.

i) The Competency Certificate referred above should be kept by the staff on duty with him and should be produced on demand to the inspecting officials.

S.R. 14.04/3 : - A Register must be maintained at every station showing the names of the staff, the date of issue of last Compentency Certificate and the next date of renewal of the certificate. The Station Master shall be responsible to ensure that the Register is properly maintained and kept up to date.

Ref No.	Indication	Code	How signalled	How acknowledged
1.	CALL ATTENTION OR ATTEND TELEPHONE	o	One stroke or beat	One stroke or beat
2.	IS LINE CLEAR, OR LINE CLEAR ENQUIRY	oo	Two	Two
3.	TRAIN ENTERING BLOCK SECTION	ooo	Three	Three
4.	(A) TRAIN OUT OF BLOCK SECTION (B) OBSTRUCTION REMOVED	oooo	Four	Four
5.	(A) CANCEL LAST SIGNAL			
	(B) SIGNAL GIVEN IN ERROR	ooooo	Five	Five
6.	(A) OBSTRUCTION/ DANGER SIGNAL (GENERAL)	oooooo	Six	Six
	(B) STOP AND EXAMINE TRAIN	oooooo-o	Six pause one	Six pause one
	(C) TRAIN PASSED WITHOUT TAIL LAMP OR TAIL BOARD	oooooo-oo	Six pause two	Six pause two
	(D) TRAIN DIVIDED	oooooo-ooo	Six pause three	Six pause three
	(E) VEHICLES RUNNING AWAY IN WRONG DIRECTION ON DOUBLE LINE OR INTO THE BLOCK SECTION ON SINGLE LINE	oooooo-oooo	Six pause four	Six pause four
	(F) VEHICLES RUNNING AWAY IN RIGHT DIRECTION ON DOUBLE LINE	oooooo-ooooo	Six pause five	Six pause five
7.	TESTING	oooooooooooooooo		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 PROVING AXLE COUNTER OR TRACK CIRCUIT HAVING COMPLETE TRACK CIRCUITING OF STATION YARD EXCLUDING NON-RUNNING LINES ON EITHER END.

14.06 - Acknowledgment of signals :-

(1) Each signal received shall be acknowledged by sending its authorised acknowledgment.

(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 acknowledgment, 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.

S. R. 14.07/1. (a) The Station Master shall not go off duty until all trains for which he has given or received Line Clear, have cleared the section and all the messages in connection with the passage of the trains through the Block section have been duly recorded in the Train Signal Register. That is, the Station Master, who has sent or received a Line Clear Enquiry Message for a train, shall not go off duty until he has received or sent the "Train Out of Block Section" or "In Report" for the train and has recorded all messages in connection with the train in the Train Signal Register and initialed against the entries for the train.

The relieving Station Master coming on duty shall take over charge and shall be responsible for dealing with the train for which line clear enquiry has been sent or received already by the previous Station Master.

(b) In case of exceptional circumstances when reasons for a train getting abnormally delayed on the block section are well-known due to accident, material train working on the block section/outlying siding, relief train/medical van sent to the site of an accident, engine sent to the advance block section for obtaining line clear during total interruption of communications on single line, engine failure of train engine to negotiate the gradient with full train-load or when a train is not due to clear the block section within 30 minutes after duty hour is over, the clause(s) above need not be observed but the record in the Train Signal Register, so far made, must be initialed by both the Station Master going off duty and the Station Master coming on duty. An entry must be made in "RED INK" in the Train Signal Register and in the Station Master's diary as under:-

"Block Section.....still occupied by train (No. and Description)....." both the Station Masters must sign this entry.

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 instruments, 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.

S. R. 14.08/1 On both Double and Single line section, giving of an authority to proceed as mentioned in Rule 14.08, does not in itself constitute an authority to start for the Loco Pilot of a train which has stopped at a station. But in addition, he shall also receive a signal to start from the Guard-in-charge of the train. See GR 4.35 and SRs thereto.

S. R. 14.08/2 - See also GR. 5.12 and SRs thereto.

14.09 - Loco Pilot to examine authority to proceed :-

(1) The Loco Pilot shall ensure that the authority to proceed given to him is the 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, the block section shall be closed by the block station in advance by giving the prescribed bell code signal.

(2)[#] Before such signal is given, the Station Master shall satisfy himself as per the prescribed 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 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 clear indication given, it would be taken as assurance for complete arrival of the train as pe indication given, it would be taken as assurance for complete arrival of the train to the Station Master.

S. R. 14.10/1. - For detailed instructions regarding giving of 'Train Out of Block Section' report for stopping and non-stopping trains, refer to Block Working Manual of this Railway.

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.

……..

#- Amended vide A/S no 6.5

(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.

S. R. 14.11/1. Delivery of "Authority to proceed" to the Loco Pilot of a run-through train -(a) Unless otherwise specially mentioned in the Station Working Rules of a station, the token/tablet/paper line clear ticket is to be delivered to the Loco Pilot of a run-through train from the pick-up apparatus, if provided. At station where pick-up apparatus is not provided, the "Authority to proceed" should be delivered at the outermost facing points.

At night oil torch(Moshal) should be lighted to illuminate the pick-up apparatus in order to indicate to the Engine Crew the position of the line clear hoop.

(b) When a run- through train passes over a loop line, the "Authority to proceed" shall be handed over to the Loco Pilot of that train opposite the station building and not at the pick-up apparatus/outermost facing points.

(c) Should the Loco Pilot or Fireman/Diesel Assistant Loco Pilot fail to pick up the authority to proceed at the pick-up apparatus/outermost facing points, the Loco Pilot shall immediately stop his train and must not proceed until the authority to proceed is in his possession. The train must not be pushed back but the authority to proceed must be brought to the Loco Pilot by the station staff on duty in uniform.

(d) For other instructions regarding handing over of "Authority to proceed" in case of a stopping train or when pick-up apparatus being out of order, in case of a run-through train, refer to Block Working Manual.

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 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 this 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.

S. R. 14.12/1. Surrender of Token/Tablet by the Loco Pilot on arrival at the block station in advance:-

(a) Except as mentioned in para (c) below, the Loco Pilots of all stopping trains, on arrival and coming to a halt at the Block station in advance, must make over the incoming Token/Tablet to a member of the station staff in uniform. For this purpose, the Station Master on duty shall depute one of his station staff on duty in uniform, well in advance at the place at which the engine of the train normally comes to a stand so that he can take over the incoming Token/Tablet just on arrival of the train and bring it to the Station Master with least possible delay. Station staff so deputed shall hand over the outgoing Token/Tablet only after collecting the incoming token/tablet from the Loco Pilot.

(b) In case of run through trains, the Loco Pilot must drop the incoming token/Tablet with pouch nearer to the Station Master's office in such a manner as not to cause damage to the Token/Tablet in any way or cause injury to the waiting passengers and others on the platform.

(c) At station where the Block Instruments have been installed in the cabin, the Loco Pilots of all trains whether booked to stop at the station or not, shall drop the incoming Token/Tablet nearer to the cabin concerned in a manner as not to cause damage to the Token/Tablet in any way or cause injury to the cabin staff or others. The Cabin Assistant Station Master on duty, shall depute one of the cabin staff on duty in uniform, well in advance, on the ground nearest to the cabin to collect the incoming Token/Tablet and bring it to the Cabin Assistant Station Master on duty without delay.

S. R. 14.12/2. Once a train returns to the block station from which it was started and clears the block section, the currency of the Token/Tablet, Line Clear Ticket or "Authority to Proceed without Line Clear" (with which the Loco Pilot entered the block section) ceases. If the train is required to re-enter the block section, the Station Master, must prepare a fresh Authority to Proceed, under the rules, and deliver it to the Loco Pilot.

S. R. 14.12/3. Persons authorised to open the electrical Block Instruments at stations - the Signal Inspector, Electrical Signal Maintainer and the Chargeman, where provided, are

authorised to open the Electrical Block Instruments at stations for the purpose of maintenance and rectification.

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 electrical connections fails 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.

S. R. 14.13/1. (a)# In the event of failure of Block Instrument on double and single line, the Station Master shall obtain line clear by the following means in order of priority:-

a) Block Instruments, Track Circuiting or Axle Counters
b) Telephones attached to Block Instruments
c) Station to station fixed telephones wherever available
d) Fixed telephones such as Railway auto phone and BSNL phones and Mobile Train Radio Communication (MTRC) using FCT (Fixed Cellular Terminal).
e) Control telephones, and
f) VHF sets under special instructions, but not as the sole means of communication on sections where passenger trains run.

(b) #Provided further that:-

(i) The order of preference, as mentioned above, should not be violated under any circumstances. Any violation should be treated with utmost severity for taking up with the defaulters.

(ii) In case of failure of all other means of communication, leaving VHF as the only alternative, it can be used for line clear only under special instructions specifying the circumstances, duration and manner in which VHF will be used till restoration of any one of the means of communication. The use of VHF sets for prolonged duration will be permitted only in presence of supervisory staff.

(iii) VHF sets can however, be used as the only means of communication under separate special instructions, for specific sidings/sections where only freight trains are running.

(iv) In all cases where line clear is obtained/granted by means of communication other than block Instrument/ Track circuit/ Axle counter or telephone attached to Block Instrument, the system of calling station name, followed by establishing identity of the Station Master on duty by either cross checking private numbers given for line clear to preceding three trains, or Identification Number Sheet should be strictly followed.

(c) In the event of failure of Block Instrument and Block Telephone Line Clear and Train Messages shall be transmitted on the Control telephone (where such is provided) through the Controller and the following procedure shall be adopted:-

(i) All transactions shall be done in the hearing of the section Controller, who shall act only as a witness to these transactions. The Station Masters concerned shall be entirely responsible for safety.

(ii) The Station Master seeking line clear shall give to the Station Master from whom line clear is being asked for the arrival and/or departure timings at and/or from his station of the two last preceding trains coming from and/or going to the station from whom line clear is being asked for. Similarly the other Station Master who is required to give line clear shall also give to the Station Master who is seeking the line clear, the arrival and/or departure timings at and/or from his station of the two last preceding trains coming from and/or going to the station who is seeking line clear.

……..

 # - Amended vide A/S– 8.3

(iii) Thereafter line clear shall be asked and given under exchange of Private Numbers.

(iv) The Controller shall record these Private Numbers on his control chart.

(d) In cases of total interruption of all means of electrical communication, trains shall be worked under the rules contained in Subsidiary Rule 6.02/3 (for Double Line) or 6.02/4 (for Single Line).

(e) In cases of total interruption of all means of electrical communication, trains shall be worked under the rules contained in Subsidiary Rules 6.02/3 (for Double line) or 6.02/4 for single line).

Note: Before transmitting line clear messages on the Block Instrument Telephone, both the Station Master at either end of the block section must ascertain correctness of their stations and also identify themselves to ensure that proper persons are exchanging Line Clear messages.

S. R. 14.13/2. On Double Line;- In the event of failure of Electric Block Instruments or the Last Stop signal, a Paper Line Clear Ticket along with the authority to pass that signal at 'ON' must be issued to the Loco Pilot of a train.

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 the 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.

S. R. 14.16/1. As in SR. 14.07/1.

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 despatched 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 despat-ched 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 instructions.

Provided that no message or written authority to proceed shall be destroyed before one month after issue.

S. R. 14.21/1. Train Signal Register and train message Books after completion and other messages despatched and received under these rules shall be kept at stations for **one year** after which period they may be destroyed (See also Block Working Manual).

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 station 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.

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 format:-

N.F. RAILWAY **#Form No. T/D - 1425**

Sr. No.....

PAPER LINE CLEAR TICKET

(Loco Pilot/Record)

Down

Number of Train_____Down(Description)_____

Date_____Time_____Hours_____minutes

From Station Master_____

To

The Loco Pilot of Train No._____Down.

The line is clear and you are authorised 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 authorised to pass Last Stop Signal in danger, when the signal is interlocked with block instrument.

_____

Signature of Station Master

.....

#- Amended vide A/S-1.3

N.F. RAILWAY **Form No. T/C - 1425**

Sr. No.....

PAPER LINE CLEAR TICKET

(Loco Pilot/Record)

Up

Number of Train_____Up (Description)_____Date_____

_____Time_____Hours_____minutes

From Station Master_____

To

The Loco Pilot of Train No._____Up.

The line is clear and you are authorised 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 authorised to pass Last Stop Signal in danger, when the signal is interlocked with block instrument.

_____

Signature of Station Master

Staion Master's Stamp

***Strike out whichever 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 to in sub-rule (1) & (2) shall be printed on white paper with blue font. To distinguish paper Line Clear Ticket for Up and Down directions, water marked arrow pointing 'Up' and 'Down' shall be printed on the ticket.

S. R. 14.25/1. Specimen Form of "Line Clear Tickets" to be used on different occasions are given in the G & S Rules Book of this Railway in Appendix - VII.

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.

CHAPTER XV

PERMANENT WAY AND WORKS

A. Railway Servants Employed on the Permanent Way or Works

15.01 - Conditions of Permanent Way and Works:- Each Inspector of way or Works SSE (P-Way) shall be responsible for the condition of the permanent way and works under his charge.

15.02 - Maintenance of line:- Each Inspector of 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.

S. R. 15.02/1. Notification of special restrictions:-(i) Engineering official notifying restrictions of speed over a given length shall address their telegrams to the Station Masters on either side of the restricted portion of the line, with the copy to the Chief Controller, Divisional Operations Manager and Divisional Engineer concerned. The Station Masters shall then take necessary action in respect of issue of caution orders and inform all concerned as specified in Appendix -VI to this General and Subsidiary Rules Book of this Railway.

(ii) The Controller/ the Centralised Traffic Control Operator/the Power Controller on being advised by the Station Master shall in turn ensure that the Station Masters and the Loco Foremen concerned have been advised of such restriction.

(iii) The list of the Officials to be advised by the Station Master, shall be incorporated in the Station Working Rules of each station.

S. R. 15.02/2. Notification of special restrictions in the Loco Running Shed:- The Loco Foremen are responsible for posting all notices of special instructions issued under Subsidiary Rules 3.68/3 and 15.02/1 and for having them brought to the notice of Loco Pilots.

S. R. 15.02/3. Removal of special restrictions:- No one below the rank of Permanent Way or Works Inspector or SEE(P-Way) is competent to remove special Engineering restrictions and certify the safety of the track. Under no circumstances any verbal certificate shall be accepted.

15.03 - Keeping of material -

Each Inspector of Way or Works shall see to the security of all rails, chairs, sleepers, and other material in his charge, and ensure that such

of the said articles as are not actually in use are properly stacked clear of the line so as not to interfere with the safe running of trains.

S. R. 15.03/1. Stakes of sleepers shall be covered with a layer of earth, and grass round the stacks kept close cut for a distance of 7.5 metres to protect them from fire.

S. R. 15.03/2. Loose permanent way materials, tools etc., shall not be left by the side of the line where they may be made use of by ill-disposed persons to create dangerous conditions. Scattered and cut piece rails, sleepers etc. should not be left in block section after the day's works. SE/JE (P. Way) supervising the works should be responsible that they are carried to nearest station, gang hut and gate lodge and stacked properly to safe guard against miscreant activity, watchman may be deputed if not carried on the same day. Gangmate shall be held responsible that after each day's work all tools are securely locked up.

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 gears, 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.

S. R. 15.04/1. The Keyman of each gang shall walk daily over the entire length in his charge starting as soon or after sunrise, and when necessary, more frequently than once daily. He shall tighten or replace any loose keys or fastenings, and, examine the state of the road.

S. R. 15.04/2. Permanent Way Inspectors shall trolly over their length in accordance with the instructions issued by the Engineering department.

S. R. 15.04/3. Signal Inspectors shall go over their section at least once a month, and carefully inspect the working of all points, bars, signals, wires and other appliances.

S. R. 15.04/4. Signal light shall be inspected at night at least once a month according to instructions laid down in this behalf.

S. R. 15.04/5. Permanent Way Inspectors /SSE(P-Way) will be responsible for maintaining all Scotch block in their respective length in proper working order, painted in red, and free from any mud or other obstruction.

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

S. R. 15.05/1. Patrolling of line during monsoon (a) During monsoon certain sections of the railway line as specified by the Divisional Engineer, shall be patrolled to detect damage by flood, breaches, settlements, slips and scours etc.and immediate action taken to protect the place when so warranted. For each such section, the Divisional Engineer shall prescribe the period of the year when monsoon night patrolling is required to be done.

Hot weather and cold weather patrolling in the section may also be done as per directive of Divisional Engineer of the section during summer and winter depending upon hottest and coldest rail temperature beyond permissible limit to ensure safety.

(b) During period of exceptionally heavy and prolonged rains, whether during day and night, or in the event of a sudden severe storm in the fair season, likely to endanger the safe passage of trains by way of obstruction on the track, or damaging the track, the Mate and the keyman of each gang of the affected areas shall, on their own initiative, arrange patrolling, even when monsoon patrolling is already in vogue. Accompanied by a Gangman and having proper equipments, they shall walk in opposite directions, covering the whole of the gang beat. They shall inspect the line, specially locations which are known to have given trouble in the past, and satisfy themselves that the track and the bridges are not damaged or obstructed. Under such conditions, the Divisional/ Assistant Engineers, Permanent Way Inspectors should also be out on line. If an obstruction or damage to the track be found and cannot be removed or repaired, the Mate and/or Keyman shall take action as prescribed in SR 15.05/4(8) and (9) below. If the track is found to be in good order, they shall inform the Station Master on duty at the next station, giving the extent of beat patrolled.

(c) Patrol-Charts for night patrolling in monsoon :- (i) In drawing up patrol charts for each of the sections where monsoon patrolling is required to be done, the Divisional Engineer, shall arrange for 'maximum protection' possible for train carrying passengers between the hours of sunset and sunrise. The length of each patrol beat should be from four to six kilometres so that the patrolman is able to walk to and fro over his beat twice in the course of the night walking at the rate of three kilometres per hour.

(ii) After drawing out the patrol charts each chart should be examined by the Divisional Engineer to see what cover has been given to the passenger carrying trains. If the interval between the patrol and the train becomes long on any Block section which is known to be giving trouble or expected to give trouble, an intermediate patrol may be introduced to reduce that interval.

(d) Patrol Charts:- (1) Before commencement of patrolling season, requisite number of copies of the patrol charts, prepared by the Divisional Engineer for the different sections, shall be distributed to the concerned Assistant Engineer, Permanent Way Inspector, Divisional Safety Officer, Chief Controller and a copy of the relevant portion of the Chart shall be sent to each Station Master with instructions to -

(a) record timings of arrival and departure of Patrolmen in the patrol books and initial them, and

(b) record timing of arrival and departure of Patrolmen and their names in the Station Master's Dairy.

(2) Copies of Patrol-Charts shall be sent to Loco Foreman by the Divisional Engineer. The Loco Foreman will acquaint Loco Pilots of trains about the track-patrolling and instruct them to be always on the alert when passing over the patrolling sections.

(e) Instructions to Patrolmen:- (i) The Permanent Way Inspector shall be personally responsible for instructing the Patrolmen and Watchmen in their duties, in the rules for the protection of the railway line and the trains and shall acquaint them with the vulnerable points on their beats. In addition to oral instructions, the Permanent Way Inspector shall, by practical demonstrations, drill the Patrolman and Watchman in their duties and responsibilities. By such time as directed by the Divisional Engineer, he shall submit to his Assistant Engineers, a list of names of the Patrolmen and Watchmen with their beats/location/bridges assigned to each certifying that they have been made fully conversant with their duties and rules for protection of line and vulnerable locations in their beats. He shall also obtain signatures/left hand thumb impressions against their names in token of having been properly trained in their duties and responsibilities.

(ii) The Permanent Way Inspectors during the normal inspections, shall frequently examine Gangmen and Patrolmen/Watchmen in their duties to ensure that they are fully conversant with their duties and protective measures to be taken in case of an emergency.

(f) Equipment :- Each Patrolman will be provided with the following equipment and such other as may be prescribed from time to time -

(i) One Staff.
(ii) One number plate
(iii) One tin /plastic case containing 10 detonators
(iv) One hand signal lamp
(v) One electric torch
(vi) Protective clothing according to local dress regulations
(vii) Patrol book in a tin case
(viii) Two red and one green hand signal flags (for day patrols only)
(ix) Whistle thunderer
(x) One match box containing 50 sticks
(xi) One haver-sack
(xii) U clamps.
(xiii) One flare signal/fusees in ghats, Suburban, automatic and absolute permissive block territories, double and multiple line sections in other than suburban sections.

Note: *(1) When patrolling is undertaken in pairs or the Stationary Patrol consists of two men, the patrolling equipment need not duplicated but the additional Patrolman will be provided with protective clothing and an extra tri-colour hand signal lamp.*

(2) Each pair of Patrolman or single patrolman is to be provided with a plate 15 cms. round or square shape which shall be numbered consecutively from the beginning of each Permanent Way Inspectors's length. The numbers are to be in white paint on black back ground as large as can be painted on the plates.

(g) The Permanent Way Inspector /SSE(P-Way) will be responsible to see that the Patrolman has been provided with the prescribed equipment as mentioned in Rule No. 1712 of the Permenent Way and Works Manual and for periodical distribution of consumable stores to each Patrolman.

(h) The Mate shall see that Patrolmen and Watchmen on his gang length possess the correct equipment for patrolling.

S. R. 15.05/2. Duties of the Station Master with regard to patrol-books and systematic patrolling (a) The patrolman whose beat commences at station A, shall present the Patrol book in his possession to the Station Master A, who will enter therein the date and time of arrival and departure of the Patrolman and sign the book and return to him. The Patrolman shall then walk over his beat and hand over the patrol book to the Patrolman of the next beat and so on, until the book from station A is conveyed to station B. In the similar manner, a Patrol book from station B will be transmitted to station A. The Station Master at station A is required to enter the date and the time of arrival of patrolman in the book from station 'B' sign it and hand it back to the patrolman for retransmission to station B. The Station Master at station B will enter the date and the time of arrival of the Patrolman in the book from station A , sign it and hand it over to the Patrolman for retransmission to station A In this way each patrol book will be conveyed from one station to the other and back again.

(b) The Station Master shall see that the Patrolmen come on duty, sober, fully equipped and that they leave for their beats according to time.

S. R. 15.05/3. Issue of Caution Order during patrolling of track:-

(i) The Station Master on duty shall record in the patrol book, supplied to the Patrolman, the actual time of the arrival at and the departure from the station. He shall also record the same in his station dairy indicating the name of the Patrolman.

(ii) If the Patrolman does not turn up within 15 minutes of his scheduled arrival, the Station Master shall take the following action:-

(a) He shall advise the Station Master at the other end of the section about the non-arrival of the Patrolman and also advise the Controller, Divisional Operations Manager and Divisional Engineer concerned and initiate action to ascertain the reason thereof.

(b) Both the Station Master shall issue action order on Form T/409 to all trains proceeding into the block section advising the Loco Pilot to be on the alert and specify a speed restriction of 40 Kms. per hour during day when visibility is clear, and 15 Kms. per hour during night or when the visibility is impaired. Run through trains shall be stopped for issuing such caution orders. The caution order will be issued until the Patrolman has arrived and reported that the line is safe for the passage of trains.

(c) In Automatic Block System (Centralised Traffic Control section), if the Patrolman's report is not received within 15 minutes of his scheduled arrival by the Station Master the Station Master/Centralised Traffic Control Operator shall prohibit a following train to work on the section. Caution orders shall be issued to all trains including run through trains until the Patrolman has reported that the line is safe for the passage of trains.

S. R. 15.05/4. Duties of Patrolmen (i) The Patrolmen shall carry their hand signal lamps lighted while walking to and from over their beats in accordance with the chart pertaining to their patrol sections. They shall specially watch the bridges, their approaches and check the flood level at bridges and look out for subsidences, landslides, slips, signs of erosion, trees thrown across the track during storms or any other conditions likely to endanger the safety of railway line. They shall apprehend damage to the line when :-

(a) the flood level exceeds the danger level at the bridges or damages is noticed at the bridge and its approaches even before the danger level has been reached:-

(b) the water on one side of the embankment is at a much higher level than on the other side;

(c) any obstruction, such as fallen tree, blocks the water way of a bridge:

(d) the track shows sign of settlement.

(2) If they notice any condition likely to affect the safety of track or rendered unsafe due to abnormal rain, flood or any other cause, the Patrolmen shall protect the line in accordance with the instructions laid down in para (8) below.

(3) They shall exchange reports as to the condition on their beats when interchanging patrol books with the Patrolman on either side in accordance with SR 15.05/2 above.

(4) To show that they are present and that no danger is apprehended, the Patrolman shall exhibit their number plates at the time of passage of trains in the manner prescribed in para (7) below.

(5) They shall report to the Station Master on duty at the station concerned and obtain his signature for their arrival and departure in the patrol book.

(6) If the Patrolman, on arrival at the end of the of the beat, does not find the next Patrolman waiting to take over his book, he must not wait, but must walk on until he meets him and should report the absence of any man from his beat to the mate in the morning.

(7) Action when no danger is apprehended or when no danger is observed - (i) To show that they are present and that no danger is apprehended, the Patrolmen shall take their stand on the left hand side facing the train.

(ii) When patrolling is done in pairs, one of the Patrolmen will hold up the number plate so that it can be seen by the Loco Pilot of the passing train, while the other Patrolman will throw a light from his hand signal lamp, on the plate. But where one patrolman is employed, he should with one hand hold up the number plate and with other hand show a light from his hand signal lamp, on to the plate.

(iii) They shall blow a loud and clear blast on their whistles at the approach of engine of the train and again at the approach of the brakevan, so that the Loco Pilot and the Guard of the train are aware of their presence.

(8) Action when danger is apprehended or when danger is observed:- (a) In cases where one Patrolman is employed on a single line section - (i) Place a red light in a prominent position to warn a train which may be approaching from one direction and then proceed in the opposite direction to a point 400 meters on Metre Gauge/ Narrow Gauge or 600 meters on Broad gauge from the obstruction and place on the line one detonator and then proceed to a point 800 metres on Metre Gauge/Narrow Gauge or 1200 meters on Broad Gauge from the obstruction and place on the line three detonators, about 10 metres apart. If on his way to place detonators the patrolman finds a train approaching the affected point, he should immediately place detonator on the line and stop the train by showing a danger signal.

(ii) Return to the affected point and protect the other side with detonators similarly.

(iii) In the event of its being impossible to get to the other side of the affected point (as in a washway), place a red light so that it can be seen from as great a distance as possible, by a train approaching from that direction.

(b) In cases where one patrolman is employed on a double line section -

(i) Place the red light in a prominent position so as to warn an approaching train on one track, then run along the other track towards a possible approaching train and place detonators, as in sub para (a)(i) above.

(ii) Run back and protect with detonators the other line on which the red light was shown.

(c) In cases where two Patrolmen are employed :-

(i) The second H.S. lamp should be lit and Stop hand signals shown at once in both directions.

(ii) The two Patrolmen should then proceed in opposite directions, showing stop hand signal to stop approaching trains to a point 400 metres on Metre Gauge/Narrow Gauge or 600 meters on Broad Gauge from the obstruction and place on the line one detonator, and then proceed to a point 800 metres on Metre Gauge/ Narrow Gauge or 1200 metres on Broad Gauge from the obstruction and place on the line three detonators, about 10 metres apart.

On the double line, the detonators must be placed on each line, so that approaching trains on both the lines are protected.

(iii) Should the nature of the obstruction be such as to render it impossible for either of the Patrolmen to get across the gap, as for instance, wash away with a strong flood, one of them should show a stop hand signal and endeavour to stop trains approaching the gap from the other side if available Fusee should be ignited, while the other man should act as per para (9) below.

(9) After protecting the line, as described above in para (8) in place where two Patrolmen are employed, one of the Patrolman shall act as follows:-

(a) Proceed with all haste away from the affected point in the direction of the nearest station or, if cut off by an impossible obstruction, to the station in the opposite direction and report the occurrence to the Station Master who will -

(i) stop trains entering into the block section;

(ii) advise the Station Master at the other end of the block section, and
(iii) advise the Controller and all concerned.

(b) If on his way to the station, he passes gang quarters, report the occurrence to the Mate, who shall proceed with his gang to the kilometrage and ensure proper protection and attend to repairs as necessary.

Where a signal Patrolman is employed, the Patrolman shall remain at the place where he has fixed three fog signals and send words about the danger through the first Railway employee or other persons he is able to contact at he spot itself.

(10) The first duty of all Engineering staff, on receipt of a report, is to proceed to the site and ensure that the line/lines are protected, as describe in para (8) above, and then make arrangement for repairing the damage that may have occurred.

In the case of threatened damage the line/bridge and its approaches should be carefully inspected by the Engineering Staff, and, if considered necessary, tested with a light engine, after which trains may be piloted across the threatened zone, but the inspection test with light engine and piloting of trains should be carried out by an Engineering official not lower than the rank of a Permanent Way Inspector.

(11) Patrol book must be available for inspection by Engineer or Permanent Way Inspectors at all times. Permanent Way Inspector must inspect the books and sign them in token of the check exercised.

Officers and Supervisors of the Engineering and Operations Departments during inspection of stations must check station diaries to ensure that the Station Masters record correctly the timings of arrival and departure of Patrolmen and their names.

(12) Watchmen at vulnerable locations and bridges:- (a) Watchmen will be employed to keep watch at vulnerable points, such as, bridges which are known to have given trouble in the past or in whose catchment railway affecting tanks are situated or whose waterway is considered to be inadequate and locations in ghat sections which are subject to rock-falls etc., in the event of threatened or actual damages, they must act in accordance with paras (8) and (9) above .

(b) The equipment for Watchmen at vulnarable locations and bridges will be on the same scale as Patromen except that watchmen will not be provided : --

(i) one number plate,

(ii) One haver sack,

(iii) Patrol book in tin /plastic case,

(iv) Whistle thunderer.

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 Inspector of 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 superintend such work, and shall see that the provisions of Rules 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.

Note: See also appendix IV

S. R. 15.06/1. The following works among others should be considered as involving danger to trains or traffic:-

(i) When rails are being renewed on the main line or in station yards;
(ii) When points and crossing are being renewed;
(iii) When a rail is being laid temporarily;
(vi) When any supporting members are being renewed on a bridge;
(v) When the line is being re-spaced or new extra sleepers are being inserted;
(vi) When the main line is broken prior to being slewed and connected with a diversion, or when a diversion has to be slewed back to the original alignment;
(vii) When interlocking frame is being overhauled at a station.

S. R. 15.06/2. (i) The Engineering Official in charge of any work, inside or outside station limits, which renders issue of a Caution Order necessary, must advise in writing, on the Double Line, the Station Master of the block station immediately in rear of the block section over which the issue of a Caution Order is required, and on the Single Line, the Station Master of one of the two block stations on either side of a block section over which the issue of a Caution Order is required detailing the kilometres between which special caution is necessary, the reason for the special caution, and the speed restriction. The Engineering official in charge must not commence the work, until he has received, from the Station Master's advice, and acknowledgment after clearance of the block section if occupied. On completion of the work, the Engineering Official in charge shall issue a cancellation message for resumption of normal working of train.

The Engineering official mentioned above may be a SSE(P-Way)/ P. Way Mistry in charge.

(ii) The SSE(P-Way) or P.Way Mistry shall advise:-

(a) SMs on either side of the obstruction, by wire, copy to Chief Controller, Divisional Operations Manager and Divisional Engineer concerned.

The messages shall be worded, thus -

(x) For single line- "Line under repair. Issue caution orders between.....hours and .....hours. Loco Pilots of Up and Down trains must be prepared to stop dead at kilometre.....and be guided by signal at site."

(y) For Double Line - 'Up/Dn or Up and Down lines under repairs, Issue Caution Orders between .....hours and .....hours to all Loco Pilots duly

endorsed, Loco Pilot Up/Dn and or Up and Dn trains, must be prepared to stop dead at kilometre .....and be guided by signal at site.'

(iii) The Engineering Official in charge of the work must protect the line as indicated in GR 15.09 and SRs thereto.

(iv) Renewal of track on approaches to bridges -

In all cases of relaying or renewal of track on the approach to a bridge and on an embarkment, the line must be blocked in accordance with the rules prescribed under paras 18 and 19 Appendix IV containing 'Special Instructions Regrading new Works.'

S. R. 15.06/3. Work involving danger to trains or traffic: Official authorised to undertake execution of work on open lines and responsibility thereof :-

(a) No work necessitating interference with track, points, lock bars, detectors, signals and interlocking gear etc., which is likely to involve the safety of trains or traffic, shall be commenced, except with the knowledge and consent of Signal Inspector/Block Inspector/Permanent Way Inspector, as the case may be. While such work is in progress, the Inspector authorising the execution of the work must be present to superintend the work and ensure compliance with the provisions of General Rules 15.08, 15.14 and 15.15 personally.

(b) A Signal Maintainer whether Block, Electrical or Mechanical who has been granted a certificate of competency by Artisan School or as a temporary measure by the Signal Inspector declaring that he understands all the relevant rules and instructions pertaining to his duties and is competent to undertake to work which may necessitate interference with points, lock bars, detectors, signals etc., independently may also undertake such work except interference with the locking arrangement in an interlocked lever frame. This certificate of competency shall be valid for a period of five years when issued by Artisan School and for a period not exceeding three years if issued by Signal Inspector.

(c) The Signal Inspector or the person incharge of the work shall, before taking in hand any disconnection of points, signals, lock bars or detectors etc., will advise the Station Master in writing on form S & T - T/351 (in see Appendix -VII) and obtain a receipt therefore in the space provided in the above form. After the work has been completed and the disconnected gear reconnected, he will again give written notice on the prescribed form to the Station Master and obtain his written acknowledgment in the spare provided in the form mentioned above.

(d) In the interval between disconnection and reconnection, if it is necessary to pass train or perform any shunting movement, the Station Master on duty must advise the Signal Inspector or the person incharge of the work, by a memo stating in which position the points are to be set. The Station Master or other authorised staff on his behalf, shall with the permission of the Signal Inspector, or the person incharge of the work, then arrange to set and clamp the points in the desired position, making it safe for the passage of the trains. It shall be the duty of the Station Master or any authorised person on his behalf to see that the points are set and clamped for the correct route and then put his padlock on the clamp so as to prevent any interference therewith subsequently until the completion of the train or shunting movement, as the case may be. The padlock or clamp should be removed by the Station Master, or the

authorised person, after completion of the train or shunting movement, and then the Signal Inspector or the person incharge of the work can resume work on the gear.

15.07 - Work in thick, foggy or tempestuous weather 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 - (1) Precautions before commencing operations which would obstruct the line - 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).

(3) In emergent cases, the Engineering Official not below the rank of Permanent Way Inspector Grade III, undertaking such operations shall first bring the train to stop and advise the Loco Pilot of the train about the need to stop the train through a written memorandum. The Engineering Official shall simultaneously arrange to send a message to the Station Master for the need to block the track and obtain written information of the same. In such emergent cases, work shall be commenced only after advising the Loco Pilot and bringing the train to a stop."

S. R. 15.08/1. Under no circumstances shall a rail be taken out of the line, except in the presence of a Permanent Way Inspector or Permanent Way Mistry.

S. R. 15.08/2. Procedure for arranging blocks and imposing speed restrictions:-

(a) The Divisional Engineer/Sr. Divisional Engineer concerned shall send the Divisional

Operations Manager/Sr. Divisional Operations Manager by 15th of every month a forecast of "Speed Restriction' and blocks likely to be required during the following month.

(b) Speed Restrictions :-

(i) Speed restrictions shall be classified as "Permanent," "Semi -permanent" and "Temporary". Temporary speed restrictions are those which are purely short term in nature and are not listed in the Working Time Tables. The terms "Permanent" as applied to the speed restrictions, which are likely to continue over a long period, with no prospect of early removal, are termed as "Permanent Speed Restriction" and these shall be notified in the Working Time Table. "Semi Permanent Speed 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.

(ii) The Divisional Engineer/Sr. Divisional Engineer shall inform the Divisional Operations Manager/Sr. 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 same can be foreseen 7 days Notice shall be given to enable the "Green Notice" being issued.

(iii) In case of emergency, temporary speed restrictions may be imposed by a Permanent Way Inspector by issue of 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 concerned Officers including the Station Masters on either side and 'Notice Stations' concerned.

S. R. 15.08/3. "**GREEN NOTICE**"

(i) 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**'.

(ii) The object of "**Green Notice**" is to tender advance information with respect to block or speed restrictions required to be imposed for Engineering or Signalling Works so that train running could accordingly arranged or regulated. The "**Green Notice**" shall be issued by the Divisional Operations Manager/Sr. Divisional Operations Manager on getting necessary requirement form the Divisional Engineer Sr. Divisional Engineer or Divisional Signal & Tele-com Engineer or Sr. Divisional Signal & Tele-com. Engineer as the case may be.

The Sr.DOM / DOM shall check with the Sr.DEN/ DEN or Sr. DSTE/ DSTE whether necessary provision for the loss of time involved exist failing which he shall make a reference immediately to the Chief Operations Manager, advising the Divisional Engineer/ Sr. Divisional Engineer or Divisional Signal & Tele-com. Engineer/Sr. Divisional Signal & Tele-com. Engineer about it.

(iii) The following items shall be incorporated in the "**Green Notice**".

1. Nature of works.
2. Probable duration of works.
3. Speed restriction to be imposed.
4. System of work such as signal, 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 restrictions.
10. Whether the work will be done and speed restrictions applied between Sunrise to Sunset only or during the entire 24 hours.
11. Currency of "Green Notice" (maximum 3 months from the date of issue).

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 Narrow Gauge and three detonators shall be placed, 10 meters apart, at a distance of 1200 metres on 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 a 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 to 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 the 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 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 from the place of obstruction. The distance of 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 of 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 and 180 metres 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 clause(b) and (d) of sub-rule(1) may be prescribed by special instructions.

S. R. 15.09/1. Engineering works warranting the usage of Banner Flags at works spot:-

(a) Works of short duration

I) Works such as :-

(i) Casual renewal of rails and sleepers,

(ii) Adjustment of creep,

(iii) Lubrication of rail joints which are completed by sunset of the day of commencement

and no restriction of speed there after is required, are termed as "works of short duration".

Before commencing such work the PWI or authorized Rly. Servant should issue a notice to Station Master/Block hut in-chagres at each end of the Block Section and obtain their acknowledgement.

II) Hand signal and Banner Flags and Fog signals shall be used at specified distances to afford protection to trains: -

(b) When the trains is required to stop at the site of work (in block section) : -

(i) Post a flagman with Hand signals at a distance of 30 metres in rear of the place of obstruction, to show stop Hand signals.

(ii) Post a flagman with Hand signals and place a banner flag across the track at a distance of 600 metres on BG and 400 metres on MG & NG in rear of the work. The flagman will show stop Hand signals.

(iii) Post a flagman with Hand signals and detonators at a distance of 1200 metres in case of BG and 800 metres in case MG/ NG in rear of the track. The gangman shall fix three detonators on the line 10 metres apart and take stand at a distance not less than 45 metres from the three detonators, from where he can obtain a clear view of the approaching trains. He will show stop Hand signals.

Note :- In MG section with trains running at a maximum speed of more than 75 KMPH, the distance (ii) and (iii) shall be as specified under approved special instructions.

(iv) The Man at the site of obstruction shall give proceed Hand signals to indicate to the Loco Pilot, when may resume speed after train has been hand signalled past the obstruction.

(c) When the train can pass over the work spot at restricted speed in block section keeping in view the provision in GR 15.09/1 (c) in 2004 edition the following protections should be adopted : -

(i) Post a flagman exhibiting caution hand signals at a distance of 30 metres from the place of obstruction.

(ii) Post a flagman exhibiting caution hand signals at a distance of 1200 metres for BG and 800 metres for MG/NG from the place of obstruction.

(iii) Post an intermediate flagman with hand signals at a distance of 600 metres for BG and 400 metres for MG/NG from the place of obstruction. He will also place a banner flag across the track. The intermediate banner flag must be kept across the line until the speed of the train has been reduced, after which the banner flag shall be removed and the train shall be hand signalled forward. In MG sections with trains running at a maximum speed of more than 75 KMPH the distance in (b) & (c) shall be increased as specified under approved special instructions.

(iv) The Railway servant at the site of work should give proceed hand signals to Indicate to the Loco Pilot, that he may resume normal speed after the train has been signalled past the site of work.

(d) When the train is to be passed over the work spot at restricted speed :-

(i) Banner flag is to be used across the line until the speed of the train has been reduced. For single line both sides are to be protected.

(ii) If it is necessary to carry out work at night time sufficient lighting arrangement should be done (under approval of DRM), then the line is to be protected by red light in place of banner flag / red hand signal.

(e) In an Emergency :-

When the work is to be carried out immediately without issuing notice in consideration of safety, then banner flag and hand signals must be used, and protection is to be given as per Para (b) & (c) as necessary. If the work is likely to be prolonged, then the engineering staff/authorized Rly. Staff should notify the signalmen immediately.

(f) Work to be carried out within station limit :

If the line where work is to be commenced cannot be isolated from other running line, then banner flag with the precautionary signals for line and protection is to be done.

(g) Works on Automatic Territory :

In automatic territory banner flag is to be used-

If the distance from the place of work/obstruction to the automatic signal controlling entry of a train into the signalling section.

(i) Is less than 1200 metres for BG

(ii) Is less than 800 metres for MG/NG and

(iii) The automatic signal is secured at 'ON', the banner flag is to be placed at 90 metres and 3 detonators are to be placed at 180 metres from work spot.

Again, 2 detonators at one rail and one detonator at other rail at a distance of 10 metres apart for BG/MG/NG as per the following drawing/ pictures given on page 303 to 306.

(h) Works of long duration :

(i) Work such as relaying, bridge construction, diversions which extended over a few days or weeks during which period a continuous restriction of speed is to be enforced are termed as "Works of long duration".

(ii) Temporary Engineering fixed signals shall be used at specified distances to afford protection to trains. These works should be carried out to a programme, about which all concerned will be advised in advance.

(a) In an emergency, when it is necessary to commence works on consideration of safety, the authorized Rly. servant may commence such works before issuing the notice (caution order), under the protection of hand signals / banner flags and detonator can be placed as prescribed in GR.15.09(1) (a). At the earliest possible he should issue the notice (caution order) and replace the hand signals and banner flags by providing 'TEMPORARY ENGINEERING SIGNALS'.

(b) When during the course of the work, on consideration of safety it is not desirable to pass trains over the site of work for the time being the track should further protected by hand signals and banner flags, by the authorized Rly. servant.

(iii) Multi Speed Restriction (i.e. existence of two or more than two speed restrictions in continuation); when work of deep screening or sleeper renewal is in progress, there is situation of having two or more than two speed restrictions in continuation. In such situation, placement of speed boards for following speed restrictions shall be as under:-

(iv) In case of following speed restriction being more restriction, a minimum of 200m track should be under earlier speed restriction zone. If not, then only one speed restriction board should be provided, considering that the previous speed restriction is at par with the following speed restriction which is more restrictive.

(v) In case of following speed restriction being less restrictive, corresponding speed indicator board for following speed restrictions shall be placed at a distance equal to the length of the longest goods train operating on the section after termination point of previous speed restriction zone.

(i) If Trolley is to works as Lorry (loaded with materials) within station limit : -

(i) If the lorry is required to remain stationary for more than 15 minutes, it must be protected by banner flags and 3 detonators as per rules (for that gauge) till the lorry is removed from line.

(ii) If lorry is on line in block section without taking a block, it is to be protected by the banner flags with other specified signals for protection of line.

(j) Any obstruction / unsafe condition for track :-

Banner flags is to be used with other relevant signals as per rules to stop or reduce the speed of trains for safe passage over track. In case any unsafe condition of track is noticed, such as

(i) Rail / weld fracture,

(ii) Missing fittings over a continuous and long stretches,

(iii) Any obstructions or any other factor impairing safe passage of trains.

(k) Engineering Block is taken for track work :-

Protection of line is to be given by banner flags as well as other signals for safety during execution of any Engineering works, till the block is removed, even though proper grant for line block has been received.

(l) Banner should not be used for the following category or works : -

(i) Routine maintenance works on track, such as :-

(a) Systematic through packing

(b) Over hauling of track

(c) Picking up slacks etc.

No banner flag are to be used for the above such maintenance P. Way works as generally there no safety is involved.

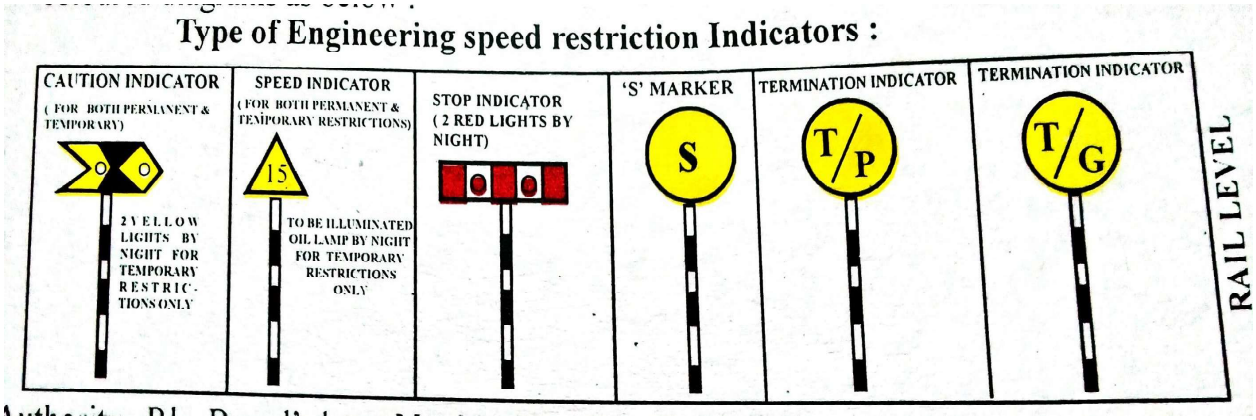
(m) Motor trolley on line :- No banner flag is to be used for motor trolley, trolley when on line. If visibility is impaired then a flag man is to be deputed with detonators to proceed or follow the trolley.

(n) Long duration works :-

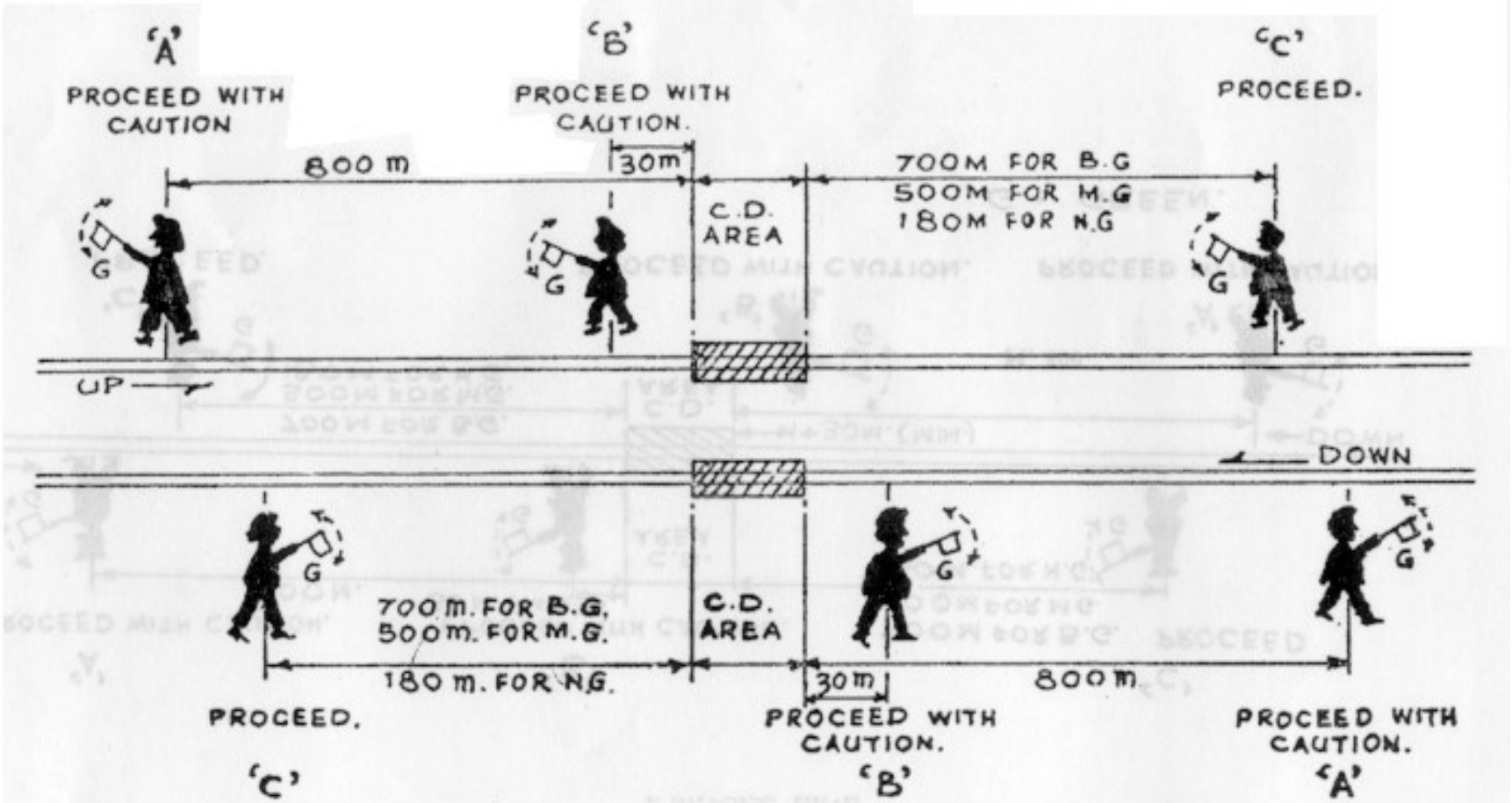
Do not plant banner flag for long duration works, except in emergency, where the temporary Engineering fixed signals are provided.

S. R. 15.09/2. The following indicators for Loco Pilots and staff on footplate of engines for permanent and temporary speed restrictions are to be used when the speed of the train is to be controlled, i.e., in the case of weak bridges and in the case of diversions, bridge renewals, permanent way renewals, etc. On a Single line these signals will be duplicated for trains in each direction.

Type of Engineering speed restriction Indicators :



II. DOUBLE LINE



G — GREEN.

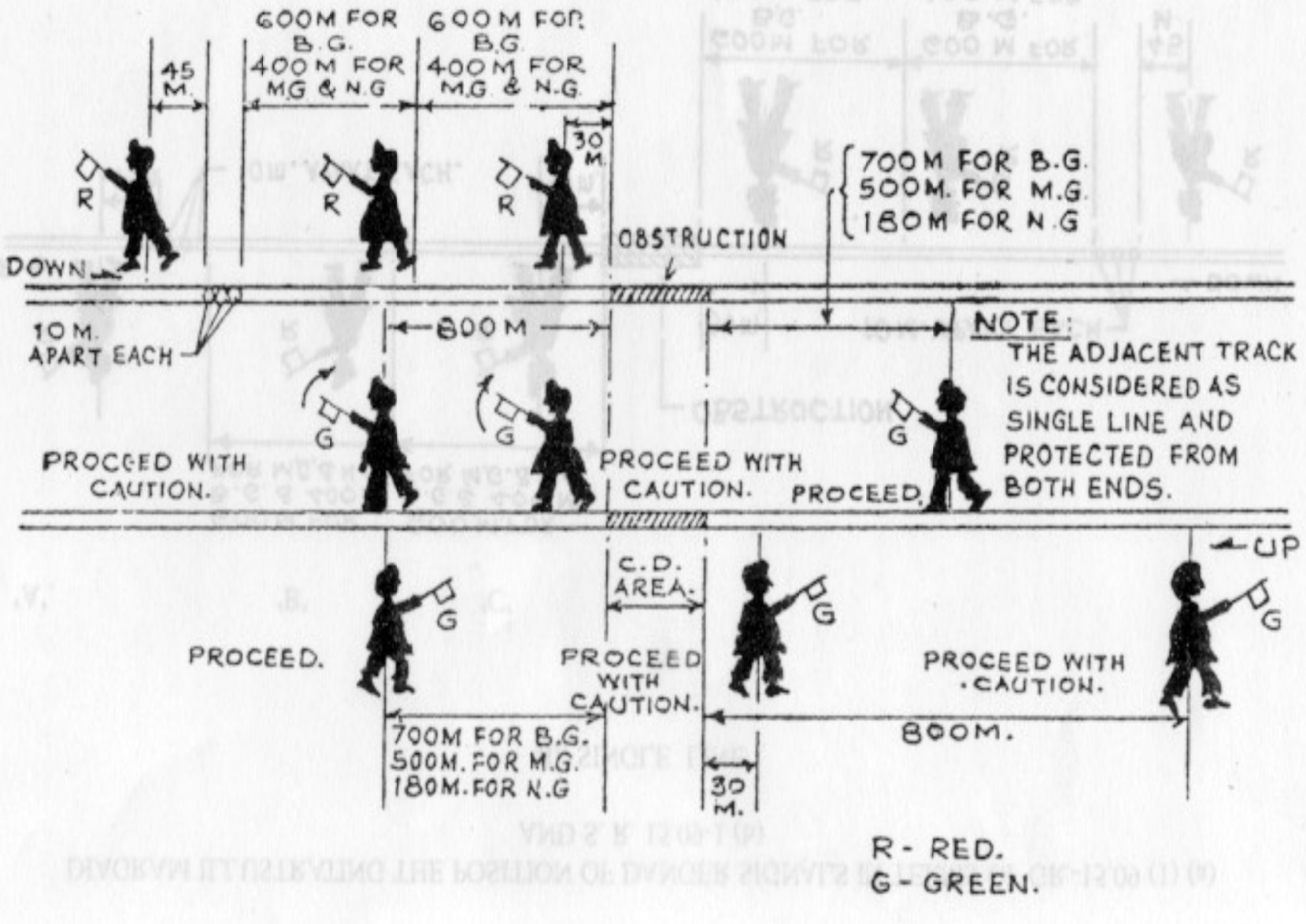

600M FOR B.G.
400M FOR M.G & N.G
600M FOR B.G.
400M FOR M.G & N.G
45 M.
30 M.
R
R
R
DOWN
OBSTRUCTION
700M FOR B.G.
500M. FOR M.G.
180M FOR N.G
10 M. APART EACH
800M
NOTE:
THE ADJACENT TRACK IS CONSIDERED AS SINGLE LINE AND PROTECTED FROM BOTH ENDS.
G
G
G
PROCEED WITH CAUTION.
PROCEED WITH CAUTION.
PROCEED.
C.D. AREA.
UP
G
G
G
PROCEED.
PROCEED WITH CAUTION.
PROCEED WITH CAUTION.
700M FOR B.G.
500M. FOR M.G.
180M. FOR N.G
800M.
30 M.
R - RED.
G - GREEN.

DIAGRAM ILLUSTRATING THE POSITION OF 'PROCEED WITH CAUTION', SIGNALS IN TERMS OF GR. 15.09 (1) (c) AND S.R. 15.09-1 (a)

I. SINGLE LINE

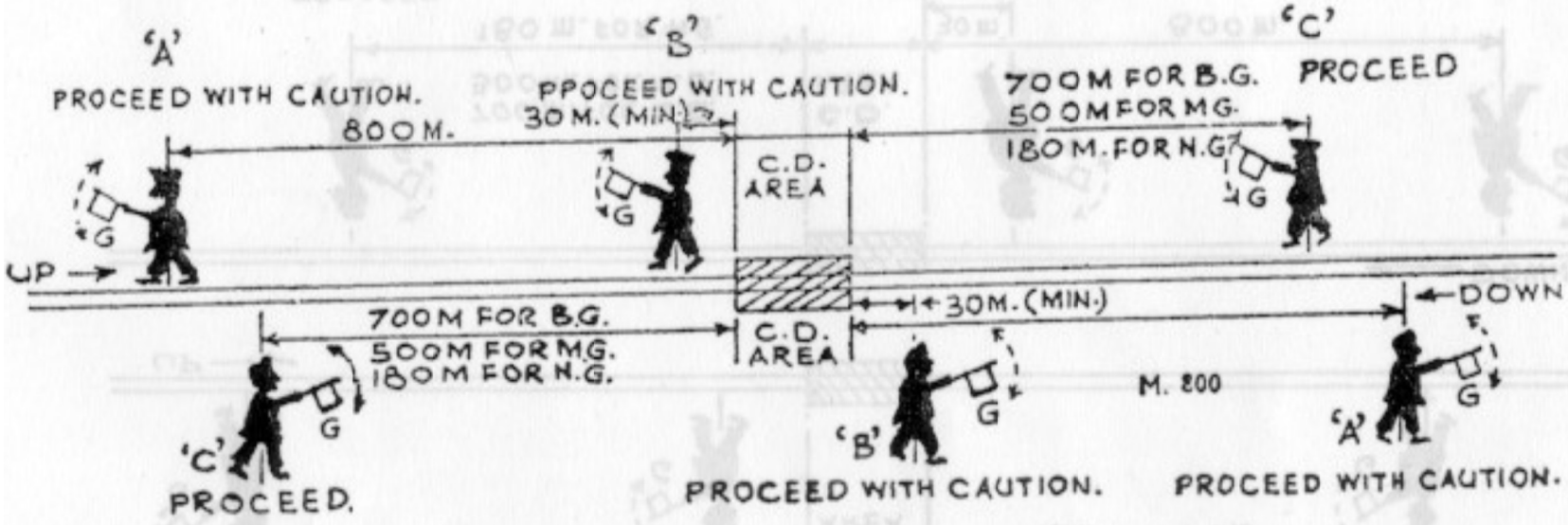
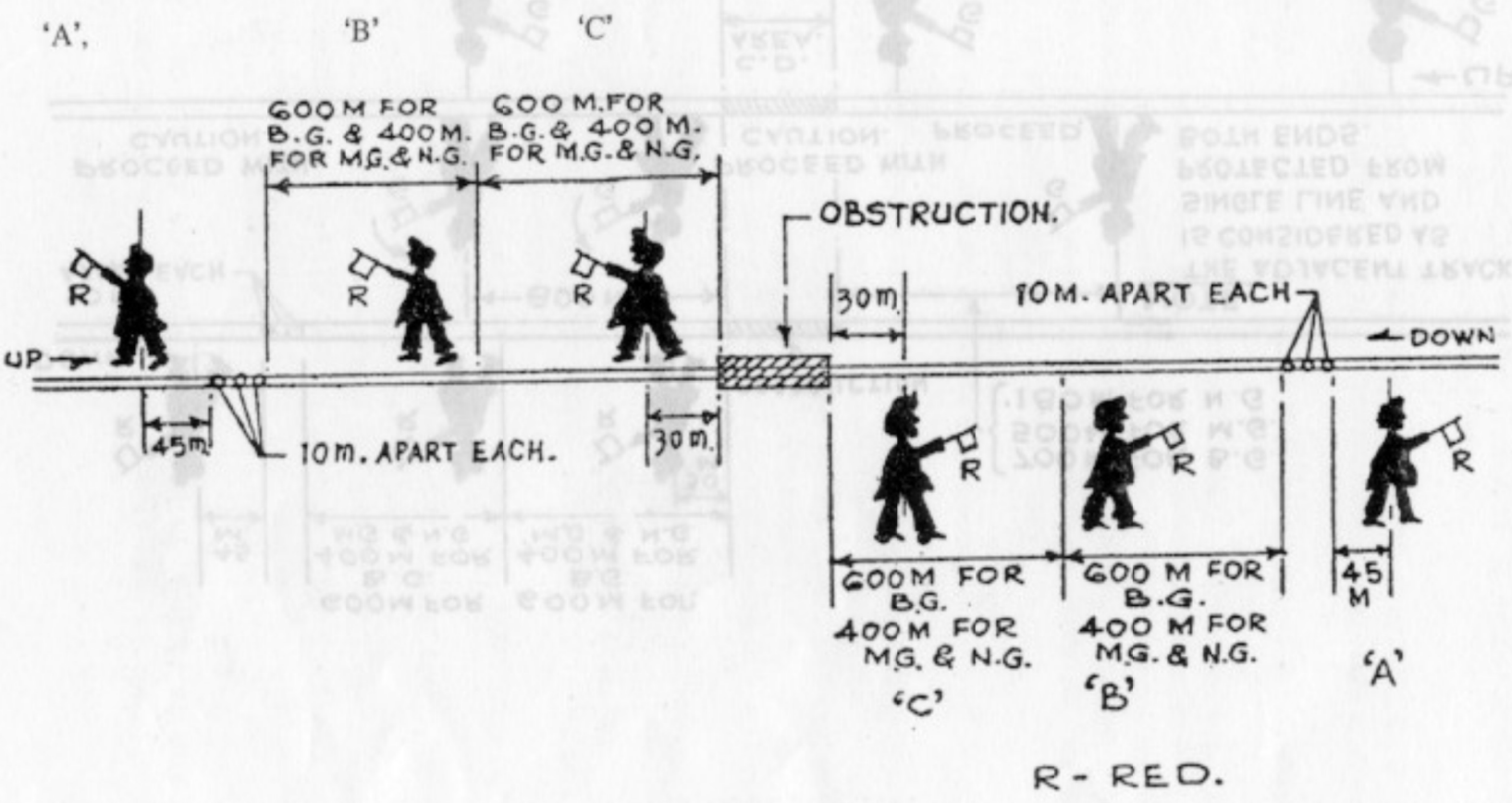


DIAGRAM ILLUSTRATING THE POSITION OF DANGER SIGNALS IN TERMS OF GR.-15.09 (1) (a) AND S. R. 15.09-1 (b)

III. SINGLE LINE



S. R. 15.09/3. Position of temporary Engineering speed indicators:- Such indicators in Automatic Block system on single line/CTC territory shall be immediately to the right of the line to which they refer.

S. R. 15.09/4. The Termination Indicator marked "T/P" to be fixed from the location of speed restriction points at a distance equal to the length of the longest passenger train in operation on the section concerned and Termination Indicator marked "T/G" to be fixed at a distance equal to the length of the longest Goods train in Operations on the section concerned. The Loco Pilot on reaching the Termination Indicator Board should resume normal speed of the train.

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 Inspector of Way or Works shall see that every gang employed in his length of line there is a competent Gangmate.

15.12 - Knowledge of signals and equipment of gang - Each Inspector of 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.

S. R. 15.12/1. In addition to equipments specified in Rule 15.12(b), every gang must be supplied with two "Banner Flags" for use in case of emergency envisaged in the provision to Rule 15.06.

15.13 - Inspection of gauges, signals, tools and implements : -

(1) Each Inspector of way or Works shall at least once in every month inspect the permanent way guages, 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 see-

(a) 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.

S. R. 15.14/1. If, owing to heavy rains or other cause, a flood or slip occurs on the railway, each gangmate shall carefully examine his length of line, and should he see any cause to apprehend danger to the works or trains, he shall immediately show the proper signals for trains to proceed with caution or to stop, as necessity may require, and inform the Inspector of Way or Works of the circumstances; and until the said Inspector arrives the Gangmate shall continue to take precautionary measures for securing the safety and stability of the line.

Note:- For special instructions regarding putting in or removing points or crossing, see GR. 15.16 and SRs thereunder.

15.15 - Blasting - No railway servant employed on the way or on any works shall carry on any blasting operations on or near 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.

S. R. 15.16/1. - Permission to put in or take out points :- No points or crossings in running lines shall be put in without the previous sanction of the Commissioner of Railway Safety and the written permission of the Divisional Engineer of the division.

S. R. 15.16/2. Alterations to running lines:- No alteration may be made to a running line as defined in GR 1.02 (47) or to any trap or other points protecting a running road without the previous sanction of the Commissioner of Railway Safety except in case of emergency.

S. R. 15.16/3. Procedure in regard to putting in points:-

(i) When points are put in, they shall be kept locked and spiked until they are formally made over to the Traffic Department.

(ii) Each set of points on or leading directly on to a running line shall be provided with a locking apparatus of approved type, the key of which shall normally be kept by the Permanent Way Inspector until the points are made over to the Traffic Department.

(iii) Should, however, the Signal Department require to work on those points, the key shall be made over by the Permanent Way Inspector personally to the Signal Inspector of the section concerned and a receipt obtained. On completion of the work, the Signal Inspector

shall return the key personally to the Permanent Way Inspector obtaining his receipt. The official keeping the key shall be present when any work on these points necessitating their unlocking is in progress.

S. R. 15.16/4. No points shall be put in, unless protected in manner laid down in GR 15.08.

S. R. 15.16/5. Trapping Engineering and Construction Sidings:- When an Engineering siding, or a line under construction, take off from any traffic line, the siding or line shall be trapped so that no vehicle or train can come on to the traffic lines, without the permission of the Station Master. The Trap shall be locked with a safety lock (not an ordinary padlock), the trap being locked open in the normal position, and the key made over to his Station Master, his written receipt being obtained. The Safety lock is to be obtained from the Signal Engineer.

S. R. 15.16/6. At an interlocked station, special care shall be taken that key locking of the trap referred to in Subsidiary Rule 15.16/5 above is key locked with the remainder of the interlocking when necessary, and at such station the Signal Engineer shall always be asked to do the necessary work.

S. R. 15.16/7. Sanction necessary before making alteration or additions in traffic yards:- Except in case of emergency, at no station, whether interlocked or otherwise, any alteration or addition or connection, whether permanent or temporary is to be made to the traffic yard, without the prior approval the Chief Operations Manager and the Chief Engineer having been obtained to the plan showing the proposed work.

S. R. 15.16/8. When in a case of emergency an interlocked station has been altered under Subsidiary Rule 15.16/2 and the alteration has in any way nullified the interlocking the Operating Department should at once be informed that the station is no longer to be treated as interlocked. If the alteration refers to a passenger running line, the Commissioner of Railway Safety shall always be informed.

15.17 - Duties of Gangmate and Gangman when apprehending danger: -

If a Gangmate or Gangman considers that the line is likely to be rendered 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 Inspector of Way or Works.

S. R. 15.17/1. Rail fracture /Weld failure :- If a rail is fractured or weld fails the Gangmate/Keyman/Gangman/ Patrolman shall immediately protect the place of obstructions in accordance with GR. 15.09 and SRs thereunder. He shall send message at once to the Station Master of the nearest station to detain trains until the fractured rail is renewed or until the following precautions have been taken. He shall also inform SSE (P-Way) concerned.

(i) If train can be passed after clamping the broken rails or after shifting the sleeper under the fracture, duly spiked, he shall do so and pass trains at restricted speed duly advising the Station Master.

(ii) He shall station himself near the site of the rail fracture and show Engineering signals

to stop all trains short of the fracture. When a train has stopped, he shall hand over a memo in prescribed proforma supplied to him for this purpose, duly signed of, if illiterate, after fixing his thumb impression, to the Loco Pilot permitting him to pass over the affected portion on hand signal at a restricted speed. In the counterfoil of the memo, he shall obtain the signature of the Loco Pilot in acknowledgment of the same. The Loco Pilot on arrival at the station will hand over the memo to Station Master informing about rail/weld failure.

He shall pass the trains in this manner such time SSE (P-Way) attends the site and certificate the track fit for normal train running.

(iii) The Station Master on receipt of information about rail fracture/weld failure shall inform the Sectional SSE (P-Way) as well as the Station Master on other end of block section, Section Controller and in case of CTC section, the CTC operator, Divisional Operations Manager, Divisional Safety Officer and Divisional Engineer concerned shall also be informed.

(iv) The Station Master concerned shall issue Caution Order to Loco Pilot of all trains, indicating the kilometres of the occurrence advising the Loco Pilots to stop and then pass at restricted speed on hand signal given by the engineering staff at the site, provided the Gangmate/Keymate/Gangman/Patrolman does not advise the SM to detain trains at station in rear.

(v) The SSE (P-Way), on receipt of information of any rail fracture/weld failure, shall at once proceed to the site and take immediate action to replace/repair the broken rail and issue fit certificate to the Station Master of the nearest station so that normal train running can be resumed.

S. R. 15.17/2. Where special patrolman are employed to patrol the track they shall take action as laid down in GR. 15.17.

S. R. 15.17/3. Any railway servant may in case of emergency block the line and take all possible measures to exhibit danger signal.

B. The Working of Lorries, Trollies, Motor Trollies and Rail Dolleys

15.18 - Distinction between trolly, 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 purposes of these rules, to be a lorry.

S R. 15.18/1(A). Marking of trollies, motor trollies and lorries:-

(i) Each trolly, motor trolly and lorry must have a number and code initial of the Headquarter's station along with the designation of the official authorised to use it.

(ii) **Minimum number of men to accompany trollies/motor trollies/lorries:-** Trollies/Motor trollies must in all cases be accompanied by at least four trollymen, and in case of lorries, by at least six lorrymen for the purpose of lifting them bodily off the track. In addition Flagman shall also accompany to protect trollies/ lorries in accordance with the special instructions laid down in GR 15.26 and 15.27 and SRs thereto.

(iii) The total number of men including trollymen carried on a motor trolly must not exceed eight on Metre Gauge and nine on Broad Gauge of which at least two persons must be seated in the front.

(iv) The Official authorised to use trolly/motor trolly/lorry is responsible to see that his trolly/motor trolly/ lorry is not over loaded under any circumstances while on run.

(v) **Speed of trollies, Motor trollies and Lorries:-** (a) The speed of the trolly and lorry must not exceed 15 kilometres and 10 kilomeetres respectively an hour. On gradient sections the speed of lorry must not exceed 8 kilometres an hour. When a trolly or lorry is overtaken by mist or bad weather, in a block section, specially on a gradient section, the speed being restricted to 6 Kmph for safe working trains.

(b) **The speed of Motor trolly:-** (i) The speed of motor trolly must not exceed 30 kilometres an hour during day in clear weather. During thick, foggy or tempestuous weather impairing visibility or at night, the speed must be reduced to safe working of motor trolly.

(ii) The speed of motor trolly while passing through a station yard or over points, crossings or turnouts shall not exceed 15 kilometres per hour under any circumstances.

(c) **Spring points on the path of trolly/lorry/motor trolly:-**

(i) The Official in charge of a trolly/lorry/motor trolly must know the location of spring points wherever they exist on the section and the correct way of negotiating them.

(ii) The Official in charge of the motor trolly must stop short of the spring points, lift the motor trolly off the track if necessary and place it on the correct line before proceeding further.

(B). 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/sleepers in suspended condition. When necessary the suspended material can be dropped and the rail dolley cleared off the track.

Note: Instructions for working of Rail Dolley have been given in S.R. 15.24/6.

S. R. 15.18/2. Conveyance of non-railway servants on trollies/motor trollies/lorries:-

(i) Trollies/Motor trollies:- Normally persons who are not railway employees shall not be conveyed on trollies/motor trollies. A railway employee qualified to be in-charge of a trolly or an official in-charge of a motor trolly may, however, convey on his trolly/motor trolly, if it will not interfere with his duties and responsibilities, Magistrate and Police Officials (not below the rank of Sub Inspector) proceeding to the site of a serious accident in the performance of their official duties and other Government Officials in general (Civil, Telegraph, Military, Medical etc.) when their journey concerns the working of the Railway or a person requiring urgent medical aid or contractors and their Agents proceeding in connection with restoration or relief work. In such cases, prior permission of the Divisional Operations Manager must be obtained by the Official-in-charge of the trolly, through control telephone or telegraph. Prior to being conveyed, the person(s) concerned must execute an Indemnity

Bond in the following prescribed form which should be kept in the office for record and a copy of the same is to be handed over to the Officer-in-charge of the trolly/motor trolly.

Note:- In case of emergency or when such a journey does not interfere with his duties and responsibilities, the Railway servant in charge may convey Railway employees on his trolly/motor trolly, when the employees are travelling on duty.

NORTHEAST FRONTIER RAILWAY

No.....

INDEMNITY BOND IN CONNECTION WITH THE PERMISSION

GRANTED TO TRAVEL ON A RAILWAY TROLLY

In consideration of my being granted permission to travel between..... and.....on a .....Railway.....trolly, I..... hereby undertake and agree that the Railway shall be free from all responsibility or liability for any delay or detention or for any injury or loss to me or to any property of whatsoever kind accompanying me occasioned during the journey for which the permission is granted or whilst, I am or the said property is within Railway limits.

I further undertake that I shall not interfere with or obstruct.....on his duties and shall obey all reasonable directions he shall give me to be subject to the bye-laws and other general regulations of the Railway.

I further undertake to indemnify and keep indemnified and save harmless the Railway Administration for and against any loss of or damage done to the property of the Railway through any act or omission on my part or on the part of my agents or servants while so travelling on the trolly.

Dated..... Name.....

Witness..... Designation.....

(1) Address.....

(2) .....

(To be executed on one-rupee stamp paper)

(b) Lorries:- Persons not connected with the working of the Railway must not be conveyed on a lorry.

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 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.

S. R. 15.19/1.(a) Flags or lights to be shown by Trollies, Lorries and Motor Trollies:-

On the Single line, a trolly or a lorry must show red flag by day and red light at night which shall be conspiciously visible from both directions in the double lines, red flag by day and

red light at night must be shown conspicuously in directions from which trains will approach and two white lights in the other direction.

(b) A motor trolly must show, by day red flags and at night two red lights both in front and in rear on Single line, and two red lights, in the direction from which trains will approach and two white lights in the other direction on the double line.

(c) When a trolly, lorry or motor trolly is removed from the track the red flag or lights shall be removed.

Note:- The night signal must be shown also during day in long and dark tunnels and at times of thick, foggy or tempestuous weather impairing visibility, in addition to red flag.

S. R. 15.19/2. Observation posts - (a) - Where owing to sharp curves or cuttings or other causes the visibility is impaired, "Observation posts" must be established at such sites as to command the best view in both directions for the use of Flagmen, thus enabling necessary hand signals being conveyed to the Official-in-charge of the lorry/trolly on line.

(b) Where the conditions are such that the Flagman at the "Observation post" cannot be seen by the Officer -in-charge of the lorry/trolly, additional intermediate Flagmen must be posted at suitable position to relay the signals from Flagman to Flagman.

(c) In case no signals are forthcoming from the "Observation post" or when conditions are such that the Flagman at the "Observation post" cannot be seen, the Officer-in-charge of the lorry/trolly must exercise great care while approaching and passing over curves or cuttings or at such places where the view ahead is not clear. The Officer-in-charge must apprehend danger in such places and reduce the speed of his lorry/ trolly efficiently to stop short of any obstruction or lift his lorry/trolly off the track if necessary and/or take special precautions to prevent any avoidable risk of accident.

S. R. 15.19/3. Precaution near level crossings :- While approaching a level crossing, whether manned or unmanned, the Officer-incharge must restrict the speed of his trolly/lorry/motor trolly and look out for road traffic both ways to ensure safe passage of his vehicle. The horn where provided, should be used frequently. If the road on either side of the track is not clearly visible from an adequate distance, the officer-in-charge must stop his trolly/lorry/motor trolly short of the level crossing and before starting, he must satisfy himself that there is no road traffic at either end or the gate is properly closed and locked against the road traffic.

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 (i.e. 20 Nos in a case)

(d) a chain and a padlock,

(e) a copy of 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 -incharge of the trolly, lorry or motor trolly shall also be in possession of a watch in addition to the prescribed equipment.*

S. R. 15.20/1. Equipment of trolly, lorry or motor trolly:- In addition to what have been prescribed in the General Rule above, following equipment also should be provided:-

(a) A copy each of the up-to-date G & S Rules book and the Block Working Manual,

(b) Two additional red hand signal flags,

(c) A sprag/wedge (for use in gradient section),

(d) From T/1518 and T/ 1525.

Note:- (1) The Official-in-charge should provide himself with the watch.

(2) Minimum of 10 Detonators in a tin/plastic case shall be provided as equipment of a trolly/lorry /motor trolly.

15.21 - Efficient brakes:-No lorry or trolly shall be placed on the line unless it is fitted with efficient brakes.

S. R. 15.21/1.(a) Every motor trolly shall also be fitted with efficient brakes. The official-in-charge of a trolly,lorry or motor trolly must examine and test the brakes and satisfy himself that they are in good working order before it is placed on line.

(b) On the gradient sections, each trolly, lorry or motor trolly must be fitted with a powerful lever brake with brake blocks for all four wheels, and the lever must be fitted with a lever guard with pin for securing the lever when the vehicle is brought to a stand. Each trolly,lorry or motor trolly must have a sprag bar, 1.2 metres in length (0.9 metres for D.H. Section) which, when the vehicle is brought to a stand must be placed through a pair of wheels before the Official-in-charge release the brake and lever guard with pin and sprag and satisfy himself that they are in good working order before placing it on the line.

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 for its being used in accordance with special instructions.

S. R. 15.22/1. Railway servant permitted to use Trollies, Lorries and Motor Trollies:-

(a) Officers of the Engineering branch and Signal branch, Permanent Way Inspectors of Works, Bridge Inspectors, P. W. Mistries, Bridge/Structural Mistries of the Engineering branch and Signal Inspectors are permitted to place the trolly or lorry on line, if they have been certified fit to do so.

(b) Duly qualified Officers, inspectors and Motor Trolly Loco Pilots are permitted to place motor trolly on open line, if they have been certified fit by the competent authority to do so.

S. R. 15.22/2. Certificate of competency:-(a) No one is permitted to use a trolly /lorry or motor trolly without having a certificate fit from the competent authority .

In the Divisions, such certificate for Senior scale Officers will be issued by the respective Divisional Railway Manager. For Assistant Officers, Inspectors and other staff including Hd. Trollyman and Motor trolly Loco Pilots will be issued by the Sr. Divisional Operations Manager for operating department, the Sr. Divisional Signal & Tele comm. Engineer for the Signal and Tele -Communication Department and Sr. Divisional Engineer for other departments of the Divisional including Engineering department.

In the Head Quarter, such certificate for Senior Scale Officers will be issued by a Deputy Head nominated by the respective Heads of the department for Operating, Safety and Signal & tele-Communication branches and nominated by CE for other departments including Engineering. For Divisional Railway Manager or for Deputy Heads of Department and above such Competency Certificate will be issued by the respective Heads of Department.

(b) The Officer authorised to issue competency certificate shall ensure that this certificate is given only to such staff who are literate having minimum knowledge of Hindi or other local languages.

(c) The following procedure will be observed before issuing certificates for using trollies, lorries or motor trollies:-

(i) Application by officers or staff for certificate to use/drive trollies, lorries or motor trollies will be submitted to the competent authority under whom the officer or staff concerned is working at the time of submitting application in the following proforma:-

I (name).....working in the capacity of (designation)..... at (station).....hereby declear that I am fully conversant with all the sections on which I have to use my Trolly No...../Lorry No...../Motor Trolly/Lorry No..... and also with all the rules in respect of working Trollies/Lorries/Motor Trollies/lorries as laid down in the G & S Rules Book and Block Working Manual as well as the latest changes made in them,. and undertake to conform meticulously to those rules. In the event of my failure to comply with these rules, I shall alone be held responsible.

Signature.....

Date.....

(ii) In case of Inspectors, in addition to the written assurance, the Divisional Officer concerned will examine such staff in writing as are required to use trollies, lorries, motor trollies and must satisfy himself about the knowledge of the staff before issuing the certificate.

(iii) Similarly in case of Head Trollymen, motor Trolly/motor lorry Loco Pilots and other staff, in addition to the written assurance, they may be examined in writing either in English or in any of the regional languages.

(iv) The certificate is to be issued on the following proforma in duplicate, the inner foil being retained as the officer record, and the outer foil being issued to and carried by the person to whom it is issued.

Certificate for using trollies/ lorries/motor trollies

(a) For Officer

I here by certify that Sri.....Designation.....who is fully conversant in the trolly/lorry/motor trolly rules as laid down in the G & S Rules Book and Block Working Manual in force to use trolly/lorry/motor trolly on the open line.

This certificate is valid for one year only.

Signature.....

Designation.....

Station.....

Date.....

(b) For Inspectors and other staff.

I have examined Sri..... Designation..... in trolly/lorry/motor trolly rules as laid down in the G & S Rules Book and Block Working Manual in force and find that he is thoroughly conversant with the same.

He is hereby certified fit to use trolly/lorry/motor trolly on the open line. He has duly passed the eye sight test as certified by the Doctor.

This certificate is valid for one year only.

Signature.....

Designation.....

Station.....

Date.....

N.B.: The above certificate is to be issued in triplicate when issued by any Officer other than the concerned Divisional Officer and the third foil being sent to the Divisional Officer concerned.

(v) The person-in-charge of the trolly/lorry/motor trolly unless he is an officer, shall possess an eye sight certificate.

(vi) All the Officers authorised to issue compentency certificates will maintain a register to keep a record of the certificates issued by them.

(vii) The certificate is mentioned above shall be valid for one year only.

S. R. 15.22/3. The Chief Operations Manager/Chief Safety Officer, Chief Signal & Tele-comm, Engineer & Chief Engineer will maintain a record of the trollies/lorries/motor trollies in use

their Departments. They should be numbered serially with the prefixes 'OPT', S & T' & "CE" for those used by Operating, Signal & Tele-comm., and Engineering Departments respectively.

Other Departments not specially mentioned above will maintain similar record if any trolly/lorry/ motor trolly etc., in use.

A copy of the allotment letter of trollies/lories/motor trollies etc., is to be sent to the Chief Engineer by the respective Department for record. The trolly/lorry/motor trolly passes shall be issued by the respective departments.

S. R. 15.22/4. Officers and staff transferred from other division to the Division having hill sections, within their juridiction, will have their permits issued a fresh after necessary assurance or examination that they are acquainted with the rules applicable to the hill section.

Note:- *The following sections are considered as Hill Section for this purpose* : -

(i) Lumding - Badarpur, (ii) Sukna - Darjeeling

(iii) Lanka - Dimapur (iv) Arunachal - Kumarghat

(v) Jamira - Bharabi (vi) Panchgram - Penchartal.

S. R. 15.22/5. Officer of Alipurduar Division, Inspectors and other staff as mentioned under SR 15.22/1 in maintenance or shall certify, while applying for compentency certificate, that they are fully conversent with special instructions issued for working motor trolly, lorry in Automatic Block system or single line Section.

S. R. 15.22/6. Who must act as Official-in-charge of trolly, lorry or motor trolly:- When a trolly /lorry or motor trolly is accompanied by more than one Railway official qualified to be in-charge of a trolly, lorry or motor trolly, the Railway Official who is actually manning the brakes of a trolly/lorry or who is actually working the motor trolly must act as the Official-in-charge. Senior officials who are being conveyed are, however, expected to take an active interest in the safe working of trollies, lorries or motor trollies and for adequate protection when needed.

S. R. 15.22/7. Use of Rail Dolleys:- (1) Manning of Rail Dolleys: Every rail dolley shall be manned by not less than 2 able-bodied men. The person incharge of the dolley shall be a raliway servant not lower in rank than a Gangmate/Keyman. He should have passed in Medical category A-3 and must hold a certificate of competency for working a rail dolley. Certificate of competency shall be issued either by an AEN or by a SSE/P-Way of the section who must satisfy himself that the person to whom the competency certificate is being issued is fully aware of the rules for working of rail dolley and is also well acquainted with the concerned section.

Certificate of Compentency shall be issued in the following form:

Shri..... S/O..... (Designation)..... at (Station) ..... has been tested and is found fully conversant with the sections on which the Rail Dolley is to be used, all the relevant rules in respect of protection of Rail Dolley and for working them, as well as the latest changes made in them. He is authorised to work a rail dolly on ..... Section (each section to be mentioned separately)

This certificate is valid up to 31st Dec.....(i.e. one calendar year).

15.23 - Attachment to train prohibited-No lorry or trolly shall be attached to a train.

S. R. 15.23/1. No motor trolly shall also be attached to a train.

S. R. 15.23/2.(a) Whenever a trolly/lorry/motor trolly is placed on the platform for being loaded in a train or for any other purpose, it must be invariably placed parallel to the track, properly locked and in charge of a railway staff.

Trolly/Lorry/Motor Trolly must not be loaded in the brake van without the consent of the Guard-in-charge of the train, who must personally supervise the loading and see that it does not damage to property in the brake van or impede loading and unloading of articles. It must, as far as practicable to be loaded from the platform side and not from the off side. Trains shall not be detained for loading and unloading of trollies/lorries/motor trollies.

Attaching of trolly to a train on D.H. Section:- On the D. H. Section, trollies may not be attached to up trains between Ghum and Darjeeling or to Down trains between Ghum and Sukna station.

S. R. 15.23/3(a) Use of sails or any other unauthorised aid for the propulsion of trollies/lorries/motor trollies is strictly prohibited.

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 distinctly seen from an adequate distance, which shall never be less than 800 metres.

S. R. 15.24/1.(a) Working of Lorries with line clear:-A lorry must work on line clear :-

(i) On all sections either loaded or empty during night and also during day when the visibility is impaired due to rain, fog, dust storm or for any other cause.

(ii) On the following sections irrespective of whether a lorry is loaded or empty:-

(a) Lumding - Badarpur **(b)** Sukna - Darjeeling (NG) **(c)** Lanka - Dimapur

(d) Kamakhya - Guwahati **(e)** Kumarghat - Agartala sections. **(f)** Guwahati-Digaru.

(iii) On all other sections of this Railways whenever a lorry is loaded with heavy meterials such as girders, rails etc., which might cause delay in unloading.

(iv) Subject to the provision of SR 15.24/1(a) (i), (ii) & (iii) a lorry may be worked without line clear in form T/1518 by the official in charge at his own risk of offical-in-charge.

(b) Working of Trollies on line close:- (i) On all sections, during day when due to rain, fog, dust storm or any other cause visibility is impaired, and at night, a trolly must, without exception, be worked under the rules for working trains.

(ii) A trolly whenever loaded with girders or specially heavy materials which might cause delay in unloading must be worked under the Rules for working trains, on all sections.

(iii) On Kamakhya - Guwahati section, a trolly when loaded with materials must be worked under the rules for working trains.

S. R. 15.24/2.Procedure for working Trollies and Lorries under the rules for working trains on Form-T/1518 (for specimen form see Appendix VII) :-

(a) (i) Placing trolly or lorry on the line at a station:- The Official-in-charge must inform the Station Master about the block section in which the trolly or lorry will work and the time at which he will place the trolly or lorry on the line. The Staion Master must state the time by which the official-in-charge must clear the section, get his consent and then advise the Station Master of the block station at the other end, obtain Line Clear as for train and hand over the Token/Tablet or Line Clear Ticket to the Official-in-charge. Both the Station Masters must at once enter, in 'Red' ink in the 'Train Signal Register', the trolly or lorry number (in the Train No. Column) and the other precautions as for a train. The Official-in-charge must fill up, in triplicate, the "Departure Report" in Form 'XA' and hand it over to the Station Master who must countersign it, keep the first copy and return the second and third copies of the Form to the Official-in-charge. The Official-in-charge is entirely responsible for clearing the section by the specified time.

(ii) Removing trolly or lorry from the line at a station:- On arrival of the trolly or lorry at the next station, the Official-in-charge must fill up in duplicate the "Removal Report" of form 'XA' and hand it over to the Station Master along with the Token/Tablet or Line Clear Ticket. This Station Master must clear the section as for train and both the Station Masters complete the entries for the trolly or lorry in the Train Signal Register. The Station Master must then fill up, in duplicate, the "Removal Report" the time at which the Token/Tablet or Line Clear Ticket is received and the section is clear, countersign it, take the second copy and return the third copy of the Form to the Official-in-charge.

Note:- *In the case of Line Clear Ticket, the Station Master must cancel it and send it to the Divisional Operations Manager concerned.*

(b) Removing of Trolly or Lorry from the Line outside station limit:- The Official-in-charge may remove the trolly or lorry from the line outside station limit. In such case, he must observe the procedure laid down in clause (a) (ii) above except as follows:-

The Official-in-charge must send the Form along with Token/Tablet or Line Clear Ticket as quickly as possible through a messenger to whom the Station Master must hand over the third copy of the Form obtaining his signature or thumb impression in the 'Train Signal Register'.

(c) Placing of Trolly or Lorry on the line outside station limit:- The Official-in-charge must observe the procedure laid down in clause(a) (i) above except the follows:-

He must fill up, in triplicate, the "Departure Report", of the Form 'XA' leaving blank the column denoting the time by which the section must be cleared and send it through a messanger to the Station Master of the Block station concerned.

(d) On the D. H. section, for the purpose of GR 15.24, the prescribed distance as stated in above rule is 180 metres.

S. R. 15.24/3. - Working of Trollies/Lorries without Line Clear in form T/1518 :

(a) When a trolly/lorry is to be worked without line clear, the following procedure must be observed:

(i) Placing trolly/lorry on line at station:- Before placing a trolly or lorry on the line at station, the Official-in-charge must fill up, in triplicate, the Notice portion of Form- 'XA'

(for specimen Form see Appendix - VII) and send it to the Station Master on duty. The Official-in-charge must not place his trolly/lorry on the line unless permitted by the Station Master on duty in writing.

(ii) The Station Master, before filling up the Form, shall ascertain the movement of all trains likely to run on the Block section subsequent to the entry of the trolly/lorry through any means of communication available and shall enter correctly the particulars of all such trains on the Form-T/1518 indicating the station from which and the approximate time at which the trains will enter the Block section concerned. If the line clear has been asked or given for any train or if a train is already in the Block section, the Station Master must enter the direction, number and description of train on the Form. He must then fill up the Form in triplicate, take the first copy and return second and third copy of the Form and advise by telephone or telegraph, the Station Master of the Block station, at the other end as under:-

Trolly/Lorry No..... will enter section at.....hrs.....mts..... with Trolly/Lorry Notice No.....Issued Caution Order.

The Station Master at the other end must acknowledge the advice as under:-

Understand Trolly/Lorry No.....will enter section at..... hrs..... mts..... Caution Orders will be issued in accordance with GR 4.09 & Appendix -VI Private No.....

Note:-(1) The issue of Caution Orders to Loco Pilots of trains in no way relieves the official-in-charge of his duty protect his Trolly or Lorry.

(2) On the Double Line, Caution Orders must be issued to both Up and Down trains irrespective of the line on which the trolly/lorry may be placed.

(iii) The Station Master receiving the Private Number shall enter it at the end of the Notice portion of the Form-T/1518, in triplicate, alongside his signature. Both the Station Masters shall enter, in Red ink in the Train Signal Register, the Trolly/Lorry No., the time at which the Trolly/Lorry will enter the section and the Private Number alloted.

(iv) **Responsibility of Officials placing trolly/lorry on line:-** In addition to what have been stated in clause (a) (i) above, the official-in-charge shall also satisfy himself, by examining the form, that all the required particulars are correctly entered and that they refer to the block section concerned. He is responsible at all times for safe working of trolly/lorry and to keep a sharp lookout and always be on the alert to guard against accident. It must be clearly understood by the Official-in-charge that if an accident occurs to a trolly/lorry while in their charge due to any neglect of the rules on their part they are liable to severe disciplinary action.

*Note:- If Subsequent to a lorry/lorry having entered a block section without line clear, visibility is impaired, the Official-in-charge must remove it once from the line informing the station. The Official-in-charge shall, under no circumstances, obstruct or foul the adjacent lin*e.

(v) The Station Master at both ends of the block section must at once place the 'Trolly on Line/"Lorry on line" cap on the plunger of the Block instrument or the knob of the Morse Instrument and keep it there until the "Removal Report" is received. When asking for or giving Line Clear for a train, the Station Master must remind each other by telephone or

telegraph, of the fact that there is a trolly or lorry on the line. Caution Order must be issued for trains entering the block section which is occupied by trolly or lorry.

(vi) Until the 'Removal Report is received, the trains mentioned in Form T/1518 must not be allowed to enter the Block Section prior to the times specified therein and no trains other than those mentioned in the Form T/1518, except Accident Relief Trains/Medical van must be allowed to enter the Block section.

When an Accident Relief Train/Medical Van is required to enter the Block section, the Block working for that train must be suspended and an 'Authority to Proceed Without Line Clear' form T/A 602 shall be issued to the Loco Pilot of the train.

(vii) Before discontinuing the precautionary measures once taken in terms of sub-para above, the Station Master must ascertain from the Station Master at the block station in advance that the Block section has been cleared by the trolly/lorry and "Removal Report" has been received.

The Station Master at block station in advance after arrival of the trolly/lorry at his station and receiving 'Removal Report' from the Official-in-charge of the trolly/lorry, shall immediately inform the Station Master at the block station in rear by telephone or telegraph and obtain acknowledgment by exchanging Private Number.

N.B. - The SM must file the used Form T/1518 separately for ready reference.

(viii) - **Trollies/Lorries following one another :-** When two Trollies/Lorries are following one another in the same direction and on the same line, care must be taken to ensure that they are kept at least 90 metres apart to allow the rear trolly being stopped in time, should the front trolly be stopped suddenly for any reason.

(ix) **Responsibility of the Loco Pilot:-** When the Loco Pilot of a train receives a Caution Order notifying that a trolly/lorry trollies/lorries is/are on the line, he must proceed with caution, keeping a good lookout. If on account of curves or cuttings or any other circumstances the view ahead is obstructed, the Loco Pilot must exercise special vigilance and caution and whistle frequently to warn the men-incharge of the trolly/lorry. These precautions must be observed until the trolly/lorry has passed or removed from the line.

S. R. 15.24/3(b) - Working of Push Trolly without Line Clear :-

(i) When a push trolly is proposed to work outside station limits without block protection, the Official-in-charge of the trolly shall ascertain the where about of trains that he is likely to encounter on the section before he placed the trolly on the line.

(ii) The Official-in-charge of the trolly is personally responsible for placing of trolly on line without block protection and he must be vigilant and keep a sharp look out for approaching trains from any direction. In the event of any accident in mid-section arising out of neglect, the said Official-in-charge will be held responsible.

(iii) The Official-in-charge of the push trolly entering into block section is not required to fill up the 'form-T/1518 form generally except in the case as detailed in para (iv) below:-

(iv) The Official-in-charge of the push trolly must fill up the form-T/1518 as a special precautions and follow the S.R. 15.24/3(a) meticulously on the following section due to curves, cuttings, steep grades, poor visibility etc. :—

(a)	Lumding - Badarpur Hill	Section	(b)	Alipurduar Jn. - Siliguri Jn.	section
(c)	Guwahati - Digaru	,,	(d)	Lanka - Dimapur	,,
(e)	Sukna - Darjeeling (NG)	,,	(f)	Kumarghat - Agartala	,,

S. R. 15.24/4. Working of Trollies and Lorries inside Station limits:-Before placing a trolly on any line inside station limits, the Official-in-charge must obtain written permission from the Station Master or Cabin Asstt. Station Master (where block working is done in the cabin) as the case may be. Such permission may be given when there will be no interference with the working of trains or shunting operations.

The Official-in-Charge is responsible for protecting the trolly or lorry.

S. R. 15.24/5. Track circuited yards:- It must be clearly understood that track circuiting is not designed for operation by trollies or lorries. Instructions for the reception and despatch of trollies and lorries at stations with track circuited yards must be embodied in the Station Working Rules.

S. R. 15.24/6. Working of rail dolley:- The railway servant incharge of rail dolley(s) must inspect the section in advance particularly, in reference to heaping of ballast, girder, bridges and other special features which make it difficult to drop the materials 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 visibility is clear for at least 1200 m on BG and 800 m on MG/NG and rails/sleepers can be dropped off safely without affecting safety of trains and workers both.

(ii) Rail dolly shall not be worked on sections having gradients steeper than 1 in 200.

(iii) Not more than 6 rail dolleys may be worked in a group in any one block section.

(iv) Normally not more than 3 rail welded panels should be carried by rail dolleys.

(v) The rail dolley must not be worked after sunset and before sunrise and in bad weather when visibility is poor. Rail dolley should not be worked in deep cuttings, sharp curves, heavily built-up areas etc. where the visibility is not clear for 1200 metres in BG and 800 m in MG. In such locations, the rail dolleys may be worked under block protection.

(vi) In case, a rail dolly is to carry rail longer than 3 rail panel or it is required to move over cross overs in yard crossing more than one line in deep cutting and curves than it should work under block protection.

S. R. 15.24/7. Working of Cycle Trolley/ moped Trolley [#]:-

Light motor trolley/Cycle Trolley/ Moped trolley/Scooter trolley is treated as motor trolley. Accordingly all the rules regarding working of Motor trolley is applicable to light motor trolley/Cycle Trolley/ Moped trolley/ Scooter trolley with the following exceptions:-

a) The total number of persons including the persons pedaling or driving which can be carried on a cycle trolley/moped trolley must not exceed five.

b) Moped trolley/Cycles trolley is run under block protection it must be accompanied by at least three persons including the person pedaling or driving.

c) Use of Cycle trolley/Moped trolley is not permitted in ghat-section and sections where series of cutting and curves restrict clear visibility in front or rear to less than 800 meters and where observance of GR 15.26 would require more than a total of 2 men to protect the trolley from front or rear. The sections, on which Cycle/Moped trolleys are not permitted to work, will be notified by the Divisional Railway Manager.

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#- Amended vide A/S-22

15.25 Motor Trolly :- A Motor trolly shall only be run in accordance with special instructions.

S. R. 15.25/1 (a) Working of Motor Trollies :- A Motor trolly shall be worked under the rules for working trains both during day and night on all sections of this railway.

It may, when necessary, be removed from the line or placed on the line in mid-section. It may also follow a train or a motor trolly. (see SRs 15.24/2 and 15.25/2).

(b) (i) The procedure laid down in SR 15.24/2 for working trollies/lorries on Line Clear shall be applicable for working motor trollies except that the form 'XA' need executed only at the time of first placement of the motor trolly on the line and need not be executed at stations over which the motor trolly may run through.

(ii) **Obeying fixed signals :-** The Official-in-charge must obey all fixed signals. However, if the Railway servant in charge is an officer, he may, if it is day and visibility is good pass the reception signals that refer to him at 'ON' on his own responsibility observing special caution so as to stop short of any obstruction, wrong points etc., and stop at the outermost facing points until hand signalled into the station by the station staff on duty.

(iii) Berthing during crossing of trains:- To facilitate the crossing of trains at stations, a motor trolly may after reception in the usual manner, be moved on to and berthed on a non-running line or moved on to and berthed on a running line already occupied by a train.

S. R. 15.25/2.(a) Working of motor trolly following a train:-

(i) **Conditions:-** During day in clear weather, the Station Master may allow one motor trolly in charge of an Officer or two motor trollies, if the rear motor trolly is in charge of an officer to enter the block section following a train worked with vacuum brake throughout in good working order.

(ii) After allowing a motor trolly, the Station Master shall not permit any train to enter the block section until the "Removal Report" is received from the motor trolly holder. If the motor trolly is removed from the line in the mid-section, the Official-in-charge is responsible for sending the "Removal Report" to the nearest station through a messenger by quickest possible means practicable, so as not to cause delay in permitting the next train to enter the section.

(b) Responsibility of the Official-in-Charge and the Station Master:-

(i) The Official-in-charge must fill up, in triplicate, the notice portion of the Form-T/1518 in which he shall clearly state the number and description of train to which the motor trolly shall follow and the destination station up to which the motor trolly shall follow the train and send it to the Station Master on duty, he must not put his motor trolly on line until permitted by the Station Master. The Station Master, after ascertaining that no train running in the opposite direction is likely to be detained, shall inform the Station Master of the Block station in advance by a message and obtain his permission supported by a private number. The Station Master enter it, in 'Red Ink' in the Train Signal Register, the Motor Trolly No., the time at which the motor trolly will enter the Block section and the Private number allotted. The entry of motor Trolly shall be made on the line just below the entry of train to which the motor trolly will follow. At the same time, both the Station Masters must place the "Trolly on line" cap on the plunger of the Block Instrument or the knob of the Morse Telegraph Instrument to serve as a visual remainder that the Block section is occupied by a trolly and keep it there until "Removal Report" is received and "Train Out of Block Section" report is sent and acknowledged.

(ii) The Station Master of the forwarding station shall fill up, in triplicate, the Form-T/1518 authorising the official-in-charge to follow the train No....., he shall retain the first copy of the Form and return second and third copy to the official-in-charge of the motor trolly. The Station Master shall issue T/1525 in addition to Form-T/1525 and a memo to the official-in-charge as under -

"Section will not be clear until the 'Removal Report' is received by the Station Master ahead along with T/1525 ".

For specimen form of T/ 1525 see Appendix-VII of this chapter.

Note:- *When two motor trollies are allowed to enter a section following a train the Station Master shall issue Form T/1525 in addition to Form-T/1518 to the official-in-charge of the rearmost motor trolly and mention the numbers of both the motor trollies in his message to the Station Master of the block station ahead. Necessary entry must also be made in the Train Signal Register.*

(iii) When the last stop signal goes back to 'On' after the passage of the train/leading motor

trolly, T/369(3b) shall be issued and given to the Official-in-charge of the following motor trolly. The "Train Entering Block Section" report shall be sent separately and recorded for the train and following motor trolly in the Train Signal Register.

(iv) If the motor trolly is removed from the line in mid-section, the official-in-charge must see that it does not obstruct or foul any line. He shall thereafter, send 'Removal Report' and the Form T/1525 to the Station Master of the Block station ahead through a messanger as quickly as possible so as not to cause delay in closing block section and permitting the next train to enter the section. He must not place his motor trolly on the line until a fresh Form- T/1518 is sent and until Station Master's fresh permission is obtained in accordance with the instructions mentioned in (b) (i) & (ii) above.

The Station Master on receipt of the "Removal Report" along with Form T/1525 will inform the Station Master of the Block station in rear of the fact and then give "Train Out Of Block Section' report under exchange of private number.

(v) Only one motor trolly may be permitted to follow another motor trolly during day in clear weather. In case when a motor trolly is to follow another the following procedure should also be observed in addition to SR 15.24/2 :-

The Station Master on receipt of the advice from the official-in-charge of the motor trolly shall obtain Line Clear from the Station Master of the station in advance as for a train. Both the official-in-charge of the motor trolly preceding and following must sign the Form-T/1518 jointly which must also clearly indicate 'Motor Trolly No..... will follow motor Trolly No..... and hand over the same to the Station Master. The Station Master must fill up the Form-T/1518 and return the same along with proper Token/Tablet/Line/ Double line certificate to the Official-in-charge of the rear motor trolly. The Form T/1525 need not be issued in this case. The Station Master shall issue a memo to the Official-in-charge of the preceding motor trolly stating 'Line Clear ' has been obtained from SM..... The number of the motor trolly preceding and following must be mentioned in the memo.

If any of the Official-in-charge of the motor trolly desires to remove his motor trolly form the line in mid-section, he must hand over the memo/Token/Tablet etc., along with other documents, if any, received from the Station Master to the Official-in-charge of the other motor trolly who must hand over all these to the Station Master of the station in advance immediately on arrival.

The motor trolly holder must keep running as close to the train/motor trolly as safety permits.

(vi) **Admission into the station:-** Except in emergency, the signals taken 'OFF' for the reception of a train must not be put back to 'ON' until the motor trolly has passed them, the motor trolly being received on the line on which the train has been received. At stations where the signals are automatically put back to 'ON' by the train, the road set for the reception of the train must not be altered until after the motor trolly has been received. However, motor trolly holder following a train/motor trolly may pass the reception signals at 'ON' on his own responsibility.

(vii) On arrival of the following motor trolly at the Block station in advance, the official- in-charge of that motor trolly shall hand over the T/1525 to the Station Master. The Station

Master on receipt of the same, shall send "Train Out Of Block Section" report to the Block station in rear by exchanging private number. At the end of journey, the Official-in-charge shall hand over "Removal Report" to the Station Master of the destination station after removing the motor trolly from the track.

(viii) If the motor trolly breaks down in the mid-section and if it can not be propelled by hand the motor trolly holder must remove it from the line at once and send a written advice along with the "Removal Report" and Form T/1525 in case of following a train/motor trolly and the "Authority to proceed" incase of running with Form- 'XA', to the block station ahead, without delay, to enable the Station Master to clear the section and thereby avoid delay to the next train to enter the section. The advice the "Removal Report" along with Form -OP/T -402 or the "Authority to proceed" may be sent to the block station in rear only when it is unavoidable. In this case the Station Master must advise the Station Master of the block station ahead by telephone or telegraph.

When the motor trolly is again to be placed on the line after being put into order, the motor trolly holder must send a fresh Form -T/1518 to the SM of the Block station in rear and obtain SM's permission on from T/1518 in case he desires to follow a train or he must obtain proper "Authority to proceed" after sending Form - 'XA'.

S. R. 15.25/3. Working of Motor Trollies on double line:-

(a) A motor trolly shall work under the rules for working trains as specified in SR 15.25/1. It shall normally run on the proper line except in emergency. It may, when required, return to the starting station.

It may be removed from the line or placed on the line in mid-section or may follow a train/motor trolly during day in clear weather as per procedure laid down in SRs 15.24/2(b) & (c) & 15.25/2.

(b) These vehicles are not ordinarily heavy enough to work the treadles or track circuits used in connection with the block instruments. Whenever a motor trolly fails to operate the treadle or track circuits the Station Master concerned shall operate the emergency release provided for the purpose. In such cases, no advice of failure need be sent to the official concerned.

(c) The Station Master(s) shall observe the procedure as laid down in Chapter III of the Block Working Manual whenever a motor trolly is to (i) work on proper lineclear, (ii) return to the starting station, (iii) be removed from the line in mid-section, (iv) be placed on line in mid-section and (v) work on the wrong line.

S. R. 15.25/4. Working of Trollies/Lorries on Automatic Block System on single line (CTC) section - (a) Except otherwise mentioned in the rules below trollies/lorries shall be worked in accordance with the instructions contained in Section- 'B' of Chapter XV of this General and Subsidiary Rules Book.

(i) The instructions contained in SRs 15.24/2,15.24/3 & 15.24/4 shall also be applicable for working of Trollies/Lorries on Automatic Block System on single line (CTC) section.

(ii) During the period the trolly/lorry is working on line, all trains shall be worked on paper line clear and caution orders shall be issued to the Loco Pilots of all trains.

(iii) The Station Master on duty at either end of the section must assume Emergency Control before permitting a trolly/lorry to enter the section.

(iv) Safety collars with the legend "Trolly/Lorry on line" shall be hung on the station panel.

S. R. 15.25/5. Working of Motor Lorries:- Rules for working motor trollies as specified in this book and in the block Working Manual shall apply to motor lorries also except as otherwise provided for below:-

(a) Railway servants permitted to use Motor Lorry :- Officers and subordinate staff not below the rank of an Inspector, duly qualified in driving and operating a motor lorry and duly qualified motor lorry Loco Pilots are permitted to place a motor lorry on the line, if they have been certified fit to do so.

(b) Working at night:- A motor lorry must not work at night except in emergency.

(c) Following a train:- A motor lorry may follow a train or a motor Trolly/motor lorry if the Official-in-charge of the motor lorry is not below the rank of an Inspector. Other conditions as specified in SR 15.25/2 shall also apply.

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 a 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.

S. R. 15.26/1.Protection of trolly:-When it is not possible to obtain a clear view of the line in front and rear for a distance of 1200 metres on Broad Gauge and 800 metres on Metre Gauge and Narrow Gauge, by reason of curves, cutting, tunnels, fog, storms or any other cause, such trolly must be preceded or followed or both, as the case may be, at a distance of 1200 metres on Broad Gauge and 800 metres on Metre/Narrow gauge, by a man bearing a red signals, being a red flag by day and red light by night.

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

proceeding the lorry at a distance of 600 meters 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 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) The 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 signals and detonators shall not be removed until the flagmen have received the orders to withdraw themfrom the official-in-charge of the lorry.

S. R. 15.27/1.Protection of Lorry when working on line without line clear :- In addition to what have been stated in the G.R. above, the Official-in-charge must observe the following:-

(a) On seeing a train approaching the flagman nearest the approaching train must immediately place three detonators on the line, ten(10) metres apart, and then show a Stop hand signal to the Loco Pilot of the approaching train. The official-in-charge must always be vigilant and cautious about the approaching train. On seeing the approaching train, the official-in-charge must remove the lorry clear of the line and keep it in such a manner that it does not obstruct or foul any line. He shall then wave a green hand signal to the flagman who must then withdraw the Stop hand signal and banner flag.

(b) The distance of 1200 metres on Broad Gauge and 800 metres on Metre/Narrow Gauge as mentioned in GR 15.27/(2) (a), (b) and (3) above are the minimum, which may be increased on heavy gradient and sharp curves or whenever visibility is impaired, to such an extent as will be adequate to ensure safety. In all cases where flagman in advance or in rear cannot be kept in view from the lorry, additional intermediate flagman must be posted to relay the signal.

(c) The advice to issue caution order to Loco Pilots of trains will in no way relieve the official-in-charge of the lorry of his duties to protect his lorry as per rules mentioned above.

(d) Protection of rail dolley:-(i) No traffic block or caution order is necessary for working a rail dolley. Every rail dolley when on line shall exhibit a red flag in day and shall be protected by a flagman at a distance of 1200 metres on BG and 800 metres on MG/NG from the rail dolley on a double line in the direction from which trains may approach, and by 2 flagman one in either direction on single line. The flagman shall also carry a banner flag and 3 detonators for use in any emergency.

(ii) When a train is sighted, the Flagman should wave the red flag vigrously to warn the official-incharge of the dolley of the train and at the same time place three detonators 10 m

apart on the line to protect the rail dolley(s). The detonators should be removed only on receipt of hand signals from the official-in-charge by waving of a green signal to withdraw the danger signals from indicating that rail dolleys have been removed.

(iii) The official-in-charge of the rail dolley shall keep a sharp look-out for approaching trains and will get the rail dolley and materials cleared off the track as soon as an approaching train is sighted.

(iv) The official-in-charge shall be fully responsible for the safe working of rail dolley.

(v) While approaching level crossings the official-in-charge shall look out for road traffic and ensure safe passneger of rail dolley.

15.28 Lorries trollies and rail dolleys out of use:- A lorry or trolly or rail dolley, when not in use, shall be placed clear of the line and the wheels thereof be secured with a chain and padlock.

(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 proceeding the lorry at a distance of 600 meters 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 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) The 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 signals and detonators shall not be removed until the flagmen have received the orders to withdraw from the official-in-charge.

****

Form No T/1525

Sr. No.....

N. F. Railway

MOTOR TROLLEY PERMIT

(Original/ Duplicate)

Station..... Date.....20.....

To

.....(Officer in Charge) Motor Trolley No.....

You are permited to follow Train No...../Motor Trolley No..... .....in Block Section between Station.....and Station .....which left this station at..... hours.....minutes for station.....

You are authorised to pass Up/Down.....signals at 'ON' position.

On arrival at.....Station you are required to hand over this permit to Station Master.....

Private No. received(in words).....(in figures).....

.....
Signature of Station Master

Station Master Stamp

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 16.01/1(a)** Certificate of Competency: In case of Non-interlocked Gate every Gateman shall be tested by Senior Section Engineer (P.Way) for Engineering Gate or Traffic Inspector for Traffic Gate as the case may be and issue a certificate of Competency in the form given below before he is put to work independently. The Competency Certificate shall be valid for a period of three years from the date of signature.

Certificate of Competency

Certify that I have examined Sri …… S/O Sri …….. …… Designation …… in the duties of Gateman. He is conversant in the use of hand signal, detonators and other equipment provided in the Gate. He is also conversant with the procedure to be adopted during abnormal conditions.

Place: ……
Date: ……..

Signature
(Designation :- TI/SSE(P. Way)
(Strike out whichever is not applicable)

SR 16.01/1(b) Certificate of Competency: Senior Section engineer (Signal) must invariably be associated with the test in case of Gateman posted at interlocked level crossing Gate. The certificate of competency should be jointly signed by SSE(Signal) and SSE(P.Way) for Interlocked engineering Gates and SSE(Signal) along with TI for Interlocked Traffic Gates as the case may be. The competency certificate is valid for a period of three years from the date of signature.

Certificate of Competency

Certify that I have examined Sri …… S/O Sri …….. …… Designation …… in the duties of Gateman. He is conversant in the use of hand signal, detonators and other equipment provided in the Gate. He is also conversant with the procedure to be adopted during abnormal conditions.

Place: ……
Date: ……..

Signature
(Designation :- TI/SSE(P. Way)
(Strike out whichever is not applicable)

SR 16.01/1(c): The competency certificate so issued shall be renewed after every three years. If staff cannot booked for refresher training for any unavoidable reasons, the validity of the certificate may be extended by SSE/P.Way for non-interlocked Engineering Gates or TI for non-interlocked Traffic gates and jointly by SSE/Signal and SSE/P.Way for Engineering Interlocked gates or SSE/Signal and TI for Traffic Interlocked gates for a period of one year well before expiry of the validity of the existing certificate. In no case the certificate be extended for more than one year.

……

#- Amended vide A/S– 29 and also corrected vide Corrigendum no– 6

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 signals, detonators and other equipment in proper order and ready to use.

S. R. 16.02/1(a):- The Station Masters and the Permanent Way Inspectors shall be responsible for seeing that all level crossing gates under their control where Gatemen are posted, are provided with the following equipments at the Gate lodge in addition to such other as may be prescribed by special instructions:-

(i) 3 hand signal lamps provided with bright reflectors.
(ii) 4 hand signal flags -3 red and 1(one) green.
(iii) 2 staff (sticks) suitable for exhibition of Stop hand signal.
(iv) 2 spare chains and padlocks for locking gates.
(v) 10 detonators, in tin/plastic case.
(vi) 2 Gate lamps,
(vii) 1 canister for muster sheet, (in case of engineering gate),
(viii) 1 can for oil,
(ix) 1 tommy bar,
(x) 1 water pot or bucket,
(xi) 1 motor pan,
(xii) 1 powrah,
(xiii) 1 rammer,
(xiv) 1 pick axe,
(xv) 1 tool list (with columns drawn for checking of tools),
(xvi) 1 book of rules in English and Hindi or Regional Language.
(xvii) Three Fusees (for use of the Gateman working on double/multiple lines ghat, suburban and automatic block territories, one fusee for gateman working on single line. Three fusees for Hill Section i.e., LMG - BPB Section and as mentioned in SR 3.66/1(a).

Note:- In case of level crossing in multiple lines, the hand signal flags/lamps, detonators may be increased suitably.

(xviii) Gate Inspection book - 1,
(xix) Log Register for exchanging Private number between Gateman and SM/ASMS.

(b) The Gatemen at level crossing must see that the equipments supplied to them including the gate lamps and gate signal lamps are kept in good working order.

(c) When the gates are open for road traffic the Gatemen must secure the gates in position so that they may not get damaged by road vehicles.

16.03 - Road Traffic :-

(1) Subject to such special instructions in that behalf as permitted by these rules, all gates at level crossing 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 purposes of any other railway operation; and all such special instructions so long as they be not cancelled or superseded shall for the purposes only of the Railway Administration issuing the same be deemed to be General Rules within the meaning and subject to the provision of "Section 60 of the Act".

(2) If for any reasons the gates at level crossing can not be so closed/fasten across the through fares 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 crossing 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.

S. R. 16.03/1. Classification of level crossing:-

(i) The classification of level crossings should be settled in consultation with Local Governments and Administrations concerned, based on joint consideration of the (i) nature of the road, (ii) the number of road vehicles and (iii) number of trains passing over the level crossing and will be as follows:-

Class of L.C. Gate	TVUs (Traffic Density)			Manning	Normal position
'Special' class	TVUs Exceed	>	50,000	Manned	Open to Road traffic
'A' class	,,	>	30,000	-do- (on S/Line)	Line capacity utilization > 80% ,, and Road Vehicles >1000 ,,
'B' class	,, -	>	20,000	-do-	close to road traffic and road vehicles > 750 ,,
'C' class	,,	Below <	20,000	(it will be decided after the issue of manned or unmanned level crossing which will be reviewed by the Board shortly.)	
'D' class	-		Nil	-	For cattle crossing

(ii) The norms for '**normal position of level crossing gates**' whether open or closed to road traffic shall henceforth be decided on the basis of quantum of road/ rail traffic. For this, a new class with nomenclature of **'B1'** will be designated for the level crossing gates with TVUs over 25,000 to be kept 'normally open to road traffic. All level crossing gates in '**Special**', '**A**' class and '**B1**' class of level crossings will be interlocked/ signalled and kept normally open to road traffic'. The normal position of '**B**'& '**C'** class level crossing with TVUs < 25,000 will be kept ' **normally closed to road traffic'.**

(iii) The priority for providing different types of facilities as provided in IRPWM for manned level crossings from one to another shall be on basis of the TVUs as per the revised criteria explained above, irrespective of the route. The following facilities will be provided in the following order of priority under revised classification of gates, as the case may be :-

(a) Provision of telephones

(b) Provision of lifting barriers

(c) Interlocking of manned level crossing gates.

The above priority will be followed even for level crossings which are sanctioned for conversion from unmanned to manned level crossings.

(iv) The approval of the local Civil Authorities shall be obtained to the closing or moving any level crossing and to its classification when a new crossing is put in or an exiting crossing reduced from a higher to a lower class.

(v) In addition to the compliance of the provisions in clause (ii) of SR 16.03/1 above, CRS's sanction should also be obtained in the following cases:-

(a) for demanding and down grading of level crossing;

(b) for manning of unmanned level crossing; and

(c) *Deleted vide A/S no.- 3.7*

(vi) Controlling of level crossings outside outermost Stop signal shall be fixed by the Engineering Department and of those within outermost Stop signal by the Operations Department.

(vii) The manning and operation of gates of the level crossings within outermost Stop signal are under the control of the Station Master (Operations Department) and the manning and operation of the gates of the level crossings outside outermost Stop signal are under the control of the Permanent Way Inspector (Engineering Department)

(viii) **Maintenance of level crossings:-** The Engineering Department shall be responsible for the maintenance of all level crossings and structures pertaining thereto both within and outside station limits.

S. R. 16.03/2 (a) **:- Provision of gates or chains:-** Gates shall be provided at 'Special', 'A' and 'B' class level crossing gates and also some 'C' class level crossings where traffic density is higher or unavoidable.

Gates or chains shall be provided at 'C' Class crossings only in the following cases:-

(i) When the line is on a curve and the road and rail view is not clear.

(ii) When the speed of the trains and volume of traffic are greater.

(iii) When the level crossing is within those limits at a station between which shunting is normally likely to be carried out.

(iv) On portions of the line which are fenced throughout on both sides.

(v) Bus(es) ply over the level crossings regularly.

(vi) If any unmanned level crossing gates involved in more than three accidents in three years, it should be manned immediately.

(b) At new manned level crossings or when existing unmanned level crossings are upgraded to manned level crossings, lifting barrier type gates should normally be provided which should be coupled so as to operate simultaneously.

(c) **Level Crossing Indicators:-**

(i) **Whistle Boards:-** At the approaches to all unmanned 'C' class level crossings or where the view is not clear on either side of a manned level crossings, whistle boards should be erected at an adequate distance to enjoin the Loco Pilots of approaching trains to give audible warning of the approach of a train to the road users. The Loco Pilots of approaching trains should whistle continuously from the time they pass the whistle board to the time they cross such level crossings. The adequate distance referred here is normally 600 m. But it may be reduced to 350 m on single line section, where the visibility is clear.

(ii) Stop Boards:- On the road approaches to all manned/ unmanned 'C' class level crossings, Stop Boards should be provided on the road at either side of the level crossing at suitable points within the Railway boundary.

S. R. 16.03/3:- (a) Detailed instructions for working of level crossings gates situated within the outermost Stop signal must be incorporated in the Station Working Rules.

(b) For level crossing gates situated outside outermost Stop signal, working instructions must be issued by the engineering branch and a copy of the same kept at the gate lodge.

Note:- *Special instructions as referred to in SR 16.03/3(a) (level crossing gate within outermost Stop signal) shall, among other things take into consideration the following:-*

(i) Level Crossing gate provided with three gatemen:- Gate may remain open to road traffic except when required to be closed for passage of train or for other operational necessities, in accordance with the instructions contained in the Station Working Rules.

(ii) Level Crossing gate provided with two gatemen:- Unless otherwise specified through the Station Working Rules/Gate Working instructions issued by the engineering branch, such gates shall normally remain closed to road traffic and be opened only when required for the passage of road traffic provided there is no train/vehicle movement on either side.

(iii) Level crossing gate provided with one gateman shall normally remain closed against the road traffic and be opened only when required for the passage of road traffic provided there is no train/vehicle movement on either side.

***Note*:-** *During thick or foggy weather or heavy rain, or dust storms or when a clear view of an approaching train is not obtainable along the railway for 800 metres in either direction, all manned gate will be closed and locked against road traffic and will only be opened for the passage of road traffic when necessary and safe to do so. The greatest precaution must be taken before opening the gate to ascertain that there is no approaching train on either direction..*

S. R. 16.03/4(i) :- Exchange of Private Number between Station Master and Gateman:-

(a) Private Number shall be exchanged between the Station Masters and Gatemen at all non-interlocked Traffic and Engineering level crossing gates provided with telephone

communication so as to ensure that the Station Master and Gateman have duly communicated and received the instruction/information about the movement of the trains and other shunt movements across the level crossing. For this purpose, the Station Master on duty, before granting line clear for a train or before any shunt movements necessiating closure of the level crossing gate(s) shall inform the Gateman on duty about the number and description of the approaching/outgoing trains or brief particulars in case of shunt movements with expected time to pass over the level crossing. The Station Master shall give a Private Number in confirmation of the instruction/information communicated to the Gateman and the Gateman shall as an assurance of having closed and locked the gate for safe passage of trains give a Private Number to the Station Master.

The number and description of train/brief particulars of shunt movements necessitating closure of the level crossing gate and Private Number exchanged thereof, shall be recorded in a register to be maintained for this purpose both at the station and level crossing gate-lodge.

(b) However, in case of interlocked level crossing gate both Traffic and Engineering where telephonic communication is provided between the Station Master and Gateman, Private Number need not be exchanged between them as given in para(a) above. In the event of failure of interlocking, exchange of Private Number between the Station Master and Gateman shall be introduced as in the case of para(a) above till the normal work is resumed.

(ii) :- In all manned level crossing gates a 'LOG REGISTER' is to be maintained with the prescribed columns given below:-

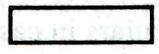
(A)In case of Literate Gateman where telephone is provided :-

Date	Train no.	Private No. exchanged betn SM & Gateman	Time of exchanging Private No.	Time Train left from station	Time train passing over L.C. Gates	Remarks
1	2	3(A) : 3(B)	4	5	6	7

(B) In case of Literate Gateman where telephone is not provided :-

Date	**Train No. Up/Dn**	**Passenger / goods**	**Time train passing over L.C. gates**	**Remarks**
1	**2(A) : 2(B)**	**3(A) : 3(B)**	**4**	**5**

(C) In case of Illiterate Gatemen:- The following symbols are to be recorded in the 'LOG REGISTER' by Gatemen:-

Up - directions	Symbol	Down directions	Symbol
(i) Up Passenger		(i) Down Passenger	
(ii) Up Goods		(ii) Down goods	
(iii) Up Light Engine		(iii) Down Light Engine	
(iv) Up Trolly		(iv) Down Trolly	

(III) **In the event of failure of telephonic communication or whenever the Gateman's acknowledgment is not received, the Station Master must take following precautions:-**

(a) In case of train due to enter the Block section from his station, he must issue a caution order in Form T/409 to the Loco Pilot, run through trains being stopped out for course of this purpose.

(b) In case of train due to enter the Block section from the station, at the other end, he must, before giving line clear for the train, advise the Station Master of that station, of the fact, and obtain his acknowledgment supported by a Private Number and the latter must issue a caution order in Form T/409 to the Loco Pilot, run through train being stopped out of course for the purpose.

(c) Whenever a Loco Pilot receives a caution order indicating non-receipt of Gateman's acknowledgment by the Station Master he must look out for the conditions of the gate and pass cautiously after ensuring that such level crossing gate(s) has/ have been closed and locked against the road traffic.

(d) The detailed instructions regarding manning, operating and exchanging of private Numbers shall be incorporated in the Station Working Rules and the Gate Working Instructions (see Appendix- VIII) and a copy of the same shall be made available also in the Gate lodge.

S. R. 16.03/5:- Gates to be locked:- The lifting barriers, gates or chains of all level crossing gates when closed against road traffic shall be properly locked.

S. R. 16.03/6:- Gates operated by Pointsmen:- Pointsmen may be deputed to operate gates within outermost Stop signal during their duty hours, in which case all rules applicable to gatemen apply *'mutatis mutandis'* to Pointsmen when so employed. The gates operated by Pointsmen shall remain normally open to road traffic unless otherwise specially directed through Station Working Rules.

S. R. 16.03/7(a):- Provisions of lights on gates at night:- At "A", "B" and "C" class crossings the gates must be provided with lamps arranged to show red light to the road and no light to approaching trains when the gates are closed to road traffic and white light to the road and no light to approaching trains when they are open to road traffic. The same arrangement also applies to the 'Special' class crossings the gates of which do not close across the track. But the gates which close across the track of "Special" crossings must be provided with lamps showing a red light to the road and no light to the approaching trains when they are closed to road traffic and white to the road and red light to approaching trains when they are open to road traffic. The lamps shall be provided both sides of the road or the line, as the case may be.

At certain important crossings, in addition to the above lamp the crossings shall be indicated by a street lamp fixed on a post showing a red light to road traffic.

(b) Level crossings provided with chains only may not be provided with gate lamps but be provided with disc painted with red luminous paints or red reflectors.

Note:- *During night, the hand signal lamps of the Gateman should be kept lit throughout to show a Stop hand signal to approaching train, when level crossings inside or outside outermost Stop signal are open to road traffic. When the level crossings is closed to road traffic, the hand signal lamp should be kept lit dimly only.*

S. R. 16.03/8:- Lighting of gate lamp:- All lamps provided shall be lighted at sunset and extinguished only at sunrise. They are also to be lighted during thick and foggy weather.

S. R. 16.03/9:- (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.

S. R. 16.03/10:- When on account of a breakdown of a road vehicle or any other cause, a gateman is likely to be unable to clear an obstruction at a level crossing gate when a train is approaching, he must at once proceed towards the train waving his red flag by day or red hand signal lamp by night to indicate that some obstruction exists which may not be possible to clear before the train arrives; he must continue to wave his flag or hand signal lamp until the train has been brought to stand. The train staff must then assist in clearing the line if this is necessary. This method must be restored to where there is no time to protect the level crossing with detonators as laid down in G. Rs 3.61, 3.62 and 3.63 and SR thereto.

S. R. 16.03/11:- In all cases when the gates at a level crossing required to be opened for passage of road traffic, the Gateman, if the line is clear of rail traffic, must first open the gate farthest away from the approaching road traffic and then open the gate on the side nearest to the approaching road traffic, to give that traffic an unobstructed passage across the crossing.

S. R. 16.03/12(a):- At all non-interlocked level crossing gates with normal position closed to road traffic, prior to opening the gate for passage of road traffic, the gateman will see on either side of the track and ensure that no train is approaching and will display a Red Hand signal flag by day or Red Hand Signal lamp by night on staves fixed on either sides of the gate for rail traffic at a distance of 5 metres in the middle of the track. As soon as the road traffic has been cleared, the level crossing should be locked against road traffic and then only the staves with Red Hand Signal be removed.

(b) At all non-interlocked level crossing gates whose normal position is open to road traffic, a red hand signal flag by day and a red hand signal lamp by night should be placed/planted on staves on either side of the gate at a distance of 5 metres on either side in the middle of the track. This action is required to be taken prior to the opening of the gate. The staves with red hand signal should be remain as prescribed above so long the gate is remaining open to road traffic and should be removed only after closing and locking of the level crossing gate.

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.

S. R. 16.04/1:-(a) The Gateman at all level crossing gates should stand attentively at the gate lodge side, facing the track with furled red & green flags during day in right and left hands respectively and at night hold the hand signal lamp with the white light facing the track. He shall watch all passing trains to see any 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 Guards should be on lookout for such danger signals.

(b) If the train is found passing 'Normal' the Gateman must exchange 'All Right Signal' with Guard and the Guard shall in turn exchange 'All right' signal with Loco Pilot after passing of train at all manned level crossing gate.

16.05 - Channel for flange of wheels :- The Gateman shall see that the channel for the flange of the wheels is kept clear.

S. R. 16.05/1:-At level crossings where there is no Gateman the Mate or his Keyman must inspect each level crossing daily, to see that the channel for the flanges of the wheels is clear.

16.06 - Defects at level crossings :- If any gates 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 the road traffic and to hand signal the train movements past the level crossing, and

(b) report the fact to his superior or the nearest Gangmate.

S. R. 16.06/1:-(a) If any gate signal of a level crossing gate outside station limits which has been provided with 'G' marker becomes defective it shall be kept at 'On' and the light shall be kept burning at night. The Loco Pilot of an approaching train finding a gate signal with a 'G' marker at 'ON' shall sound a long whistle and bring his train to stop in rear of the signal. If after waiting for one minute by day and two minutes by night the signal is not taken 'OFF', he should draw his train ahead cautiously and stop again short of the level crossing. The gateman after closing and locking the gate across the road shall hand signal the train past the level crossing. In the absence of the gateman, this duty will be performed by one of the engine crew or by the Guard.

(b) If any gate signal of a Rail-Cum-Road Bridge becomes defective, it shall be kept in the 'On' position and the light shall be kept burning at night. The Loco Pilot of an approaching train finding such gate signal in the 'On' position, shall bring his train to a stop in rear of the gate Home signal and sound his whistle to attract the attention of the gateman. The Gateman after closing and locking the gates against road traffic, shall proceed to the signal, report the defect to the Loco Pilot and pilot the train up to the other end of the bridge.

(c) In respect of gate signals referred to in (a) and (b) above the Loco Pilot of the first train

shall stop the train at the next station and report the defective signal to the Station Master on duty who will then advise the station at the other end. The Station Master of the station immediately in rear shall stop all trains and issue caution order.

16.07 - Obstructions at level crossings :- 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 3.62.

S. R. 16.07/1:-Protection of an obstruction by the Gateman at a level crossing gate:- In case of an obstruction on or fouling the line at a level crossing, the Gateman shall maintain the gate signal, if any, 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) When both lines are obstructed in mid-section, the Gateman shall plant a red banner flag across the line during day and a staff (stick) in the centre of the track, fixed with Stop hand signal flag during day and Stop hand signal lamp during night, at 5 metre from end of check rail in the direction from which a train is expected to arrive first, and then plant, another banner flag, staff with red hand signal flag/ lamp similarly.

At level crossing gate provided with telephone, the Gateman, if time permits, shall inform the Station Master about the obstruction. In case of Gateman fails to inform the Station Master before protection of the track, he shall do so immediately after protecting the track.

The Station Master shall, on receipt of information from the Gateman, inform the Station Master at the other end of the affected block section. Both the Station Masters shall control train movement at their stations until the obstruction is removed.

The Gateman shall then proceed in haste, plainly showing his Stop hand signal towards the direction from which a train is expected first and place one detonator on the line at a distance of 400 metres on MG/NG (600 metres on BG) and then proceed to a point 800 metres on MG/NG, and 1200 metres on BG from the obstruction and place on the line three detonators at 10 metres apart.

Having thus protected one line, he shall immediately return to the level crossing, picking up the intermediate detonator on his way back, and then proceed in haste, in the opposite direction on the other line, exhibiting Stop hand signal and protect the other line in an identical manner. Having duly protected the other line, the Gateman shall return to the level crossing picking up the intermediate detonator and shall then take a stand at the level crossing and exhibit Stop hand signal to warn the Loco Pilot of any approaching train.

(b) On single line:-

(i) The gateman shall plant a red banner flag during day on track and a staff, in the centre of the track, fixed with Stop hand signal flag by day and stop hand signal lamp during night at 5 metres from end of the check rail in the direction from which a train is expected to arrive first. He shall, thereafter plant another banner flag during day and staff (stick) fixed with Stop hand signal flag /lamp as the case may be, in the same manner in the other direction.

(ii) At level crossing gate provided with telephone, the Gateman if time permits, shall inform the Station Master about the obstruction. In case the Gateman fails to inform the Station Master before protection of the track, he shall do so immediately after protecting the track. The Station Master shall, or receipt of information from the Gateman, inform the Station Master at the other end of the affected block section. Both the Station Masters shall control train movement at their stations until the obstruction is removed.

(iii) The Gateman shall proceed towards the direction from which a train is expected first. Plainly showing his Stop hand signal and protect the line by placing one detonator at 600 metres on BG and 400 metres on MG/NG, and three detonators, 10 metres apart, at 1200 metres on B.G. and 800 metres on MG/NG from the obstruction. Having thus protected, he shall return to the level crossing picking up the intermediate detonator on his way back and then proceed in the other direction plainly showing his Stop hand signal and place detonators on the line in the same manner. Thereafter he shall return to the level crossing picking up the intermediate detonator and shall remain in position to stop any approaching train.

(iv) On a dual gauge section, when the other line is also obstructed, the Gateman shall take action and protect that line as per instruction laid down above.

(v) In single line Automatic block Territory, the Gateman shall take action as laid down in clause (i), (ii) and (iii) of para (b) above.

(c) In case of an obstruction at a level crossing situated within the station section of a station, the Gateman/ Cabinman/Pointsman shall inform the Station Master who shall there upon keep the relevant signals at 'On' position and, if necessary, shall not allow any train to leave the station from either side until the obstruction is removed. However, if in the meantime the Gateman/Cabinman/Pointsman notices any train coming from either side, he shall be prepared to stop train by use of Stop hand signal.

In case of obstruction, at a level crossing situated within the 'Station limit' but outside the 'Station Section' of a station, the Gateman/Pointsman shall take action as indicated in para(a) or (b) above, as applicable, duly amplified by gate Working Instructions as may be warranted in each case, and shall inform the Station Master/Cabinman, who shall thereupon keep all relevant, signal at 'ON' position and shall not allow any train to leave the station from either side until the obstruction is removed. Placing of detonators towards the station side may be dispensed with if permitted by the Station Master.

(d) In case of an obstruction at a rail-cum-road bridge duly protected by Gate Stop signals having 'G' markers, the Gateman or Cabinman as the case may be shall immediately inform the Station Master who shall also inform the Station Master at the other end of the effected

block section, both the Station Master shall control train movement at their stations until the obstruction is removed.

The Gateman or the Cabinman, as the case may be, shall keep the Gate Stop signals at 'On' position and shall stop approaching train, if any, outside the signals by showing Stop hand signal.

S. R. 16.07/2[#]– In all cases of boom breakage of the Level Crossing by the vehicle drivers due to reckless driving the 'FIR's must be lodged by the Gateman on duty and the same should be ensured by the Sr. Subordinates in -charge controlling the Gateman and cases pursued with the State Government.

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.

S. R. 16.10/1:-(i) No gateman may leave his post without being properly relieved. Such relief must be arranged by the permanent way inspector, or Station Master as the case may be, except in cases of emergency, when it may be arranged by the Mate of the gang in whose length the gate lies.

(ii) If on account of unforeseen and inescapable circumstances his absence from the gate becomes altogether inescapable a gateman must not leave his post without ensuring that the gates were closed and locked to road traffic.

16.11 - Height Gauge :-

(1) Adequate arrangements shall be made to erect height gauge on either side of the overhead equipment or other equipment at every level crossing so as to ensure that all vehicles and moving structures passing under the height gauge also pass under the overhead equipment or other equipment or other equipment with adequate clearances.

Height Gauges should located at a minimum distance of 8 metres from Gate post. In exceptional circumstances where site condition do not permit, Chief Engineer can give exemption in these standards subject to a minimum of 8 metres distance from the centre line of the track. Road structure upto this point may be at the same level as the road surface inside the gate posts.

(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.

S.R. 16.11/1 - Engineer can give exemption in these standards subject to a minimum of 8 metres distance from the centre line of the track. Road structure upto this point may be at the same level as the road surface inside the gate posts.

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#- Added vide Corrigendum no. 1.

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 electrified sections except as otherwise provided in the rules contained in this chapter.

17.02 - Special definitions 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 over head 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 interrupters, 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.

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.

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.

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 volnerable 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.

17.06 - Alterations 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 conform to the new conditions.

17.07 - Trapping 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.

17.08 - Tower wagon;- The rules for the movement and working of tower wagons shall be laid down by special instructions.

#SR 17.01/1

(i) Tower Wagons shall be treated and worked as trains for their reception, dispatch, shunting stabling and securing, all the rules relevant for such operations of the trains shall apply to Tower Wagons also.

(ii) A Tower Wagon shall be treated as a train, but there is no need for a guard or a brake van.

(a) Drivers of Tower Wagon falling under safety category with their medical classification as 'A1' as prescribed for Train Loco Pilot.

(b) Validity of their competency certificate should be 3 year from the date of issue. The Certificate of competency shall be issued by Sr. DEE/DEE(TRD) of the section.

(c) The periodicity of their refresher course, safety camp and PME shall be as same as applicable for Train Loco Pilot.

(d) Training during Refresher Course shall include operation and maintenance of Tower Wagon.

(iii) The correct setting and locking of points on the route for shunting of tower wagon will be done by the Pointsman.

(iv) Each Tower Wagon must be equipped with prescribed head light, tail light, marker light and flasher light.

(v) While moving in convoy the tail lamp should be fixed only on the last Tower Wagon in the direction of movement.

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#- S.R.s for G.R. 17.08 were added vide A/S-no. 20.

(vi) The Tower Wagon has a key role in the maintenance of OHE and to attend breakdown.

(vii) The movement of Tower Wagon from one block station to another block station shall be only with the proper authority to proceed.

(viii) In case of arranged OHE block, one or more Tower Wagon may work for quicker completion of OHE works and follow one another. In such cases Station Master on duty shall ensure that the caution order is issued to the Driver of subsequent Tower Wagons to enter the section to proceed with caution. Under no circumstances shall the speed exceed 10 kmph in same block section. However, the speed of the first Tower Wagon to enter the section must not exceed100 kmph in case of eight wheeler or 40 kmph in case of four wheeler subject to observance of all other speed restrictions in force in the section.

(ix) For movement of more than one Tower Wagon in same block section for carrying out traction related work, the minimum distance of 120 meters between two Tower Wagons must be maintained and it should be specifically mentioned in the caution order.

(x) After completion of the work, the official- in- charge of the Tower Wagon which entered last in the section shall certify at the station about clearance of the section of the last Tower Wagon.

(xi) The Tower Wagon shall however not be permitted to enter the section following a train.

(xii) When Tower Wagon has entered the section for work, no further protection will be required for it by placing detonators, banner flag etc. as the Station Master shall take necessary protection against admission of trains into the section under traffic block.

(xiii) In case the Tower Wagon fails on line, electrical charge-man or in his absence, the senior most staff present in the Tower Wagon will arrange to protect the same by display of danger signal and placement of detonator signals etc. as per GR 6.03 and SR thereto.

(xiv) When the Tower Wagon moves without traction distribution working party and fails on line, it will be protected by the Tower Wagon Drive as per GR 6.03 and SR thereto.

(xv) When Tower Wagon fails on the section it will be treated as an accident under the class-**'J2'**.

SR 17.08/2

Rules for Working of Tower Wagons:-

1. (a) Since the Tower Wagon has a key role in the maintenance of OHE and for attending to breakdown, it shall work under block protection.

The supervisor/ Other staff in –charge of Tower Wagon shall stop at the block station preceding the section where the work will be taken in hand. He shall make over a written memo in duplicate to the Station Master on duty giving full particulars of work including the duration of work, location and how many Tower Wagon will work and in case of double line section specifying the line on which the Tower Wagon will move and after completion of the work where the tower wagon/wagons is to be cleared.

The Station Master on receiving the memo the memo from the supervisor/Other staff-in -charge of Tower Wagon shall consult with the controller and with the Traction Power Controller (TPC) and shall not permit to enter in to the section till such time the traffic block is allowed and power block is granted by the Traction Power Controller (TPC) under exchange of private number.

(b) Any Tower Wagon requiring to foul the adjacent line(s), While working on double line/twin single line section or in the yard, due to movement of any part of the Tower Wagon or otherwise, JE/SSE (TRD) or senior most officials in-charge of the tower wagon shall request SM in writing to block the line(s) and TPC also for arranging traffic and power block respectively before fouling the adjacent lines(s) for such work.

2. (a) Single line section :- (Work and Proceed) Station Master shall do and ensure---

(i) The station dispatching the Tower Wagon must obtain line clear from the station in advance.

(ii) In addition to exchange of private Number with Traction Power controller, JE/SSE(TRD) should also be issued a memo giving details of power and traffic block granted to him by the concerned ASM/SM.

(iii) Issue caution order indicating the number of Tower Wagon permitted to work in the block section and the time of block allowed including the speed restrictions, if any, in force in the section. This shall be got noted and signed by all the Driver of Tower Wagon if more than one Tower Wagon and handed over to the official in-charge of the Tower Wagon along with token or tablet or Paper Line Clear as the case may be.

(iv) Take off the departing signals, if any.

(v) In Case Tower Wagon fails to operate treadle, track circuit, block instrument as certified by JE/SSE (TRD) in Token Less block Instrument (TLBI), the Station Master of the station from which Tower Wagon has/ have to leave shall advice the Station Master at the other end of block section and obtained line clear supported by a private number. The receiving Station Master before granting line clear for Tower Wagon supported by a private number shall extract the Shunting Key from the relevant instrument and keep it under his personal custody.

The Station Master of the sending station shall issue a paper line clear ticket along With T/369(3b) to the official-in-charge of Tower Wagon as an authority to proceed to enter in the block section passing the departing stop signal at on position. After dispatch of the Tower Wagon the Station master shall extract the Shunting key from the relevant block instrument and keep it under his personal custody. After arrival of Tower Wagon/Wagons in station in advance both the Station Masters shall insert the Shunting Key in their respective block instrument under exchange of private numbers.

(vi) On completion of work Tower Wagon/wagons shall be received at station in advance by taking off reception signals, in case more than one Tower Wagon a competent railway servant shall display green hand signal at the foot of the first stop signal till last Tower Wagon enter the station.

(vii) On arrival at station in advance official-in-charge shall hand over the token/tablet/ paper line clear ticket along with caution order.

(viii) The official-in-charge shall certify to Station Master that all the Tower Wagons have cleared the block section and stand clear of fouling mark at the end of the work. Then only Station Master should close the block section.

(b) **Single line section:- Work and Return**

(i) The station dispatching the Tower Wagon must block back the section as per GR 8.13 and Block Working Manual of N. F. Railway.

(ii) in case of TLBI take out shunting key from relevant block instrument and keep in safe custody.

(iii) Issue caution order indicating the number of Tower Wagon permitted to work in the block section and the time of block allowed including the speed restrictions, if any, in force in the section. This shall be got noted and signed by all the Driver of Tower Wagon if more than one Tower Wagon and handed over to the official in-charge of the Tower Wagon.

(iv) Issue T/806 to pass the departing signals at 'ON' and also handed over to the official-in-charge of Tower Wagon.

(v) On completion of work Tower Wagon/wagons shall be received by taking off reception signals.

(vi) When more than one Tower Wagon a competent railway servant shall display green hand signal at the foot of the first stop signal till last Tower Wagon enter the station.

(vii) On return at station in rear, official-in-charge shall hand over the T/806, caution order to Station Master on duty only when last Tower Wagon clears the block section official-in-charge shall certify to Station Master that all the Tower Wagons have cleared the block section and stand clear of fouling mark at the end of the work. The Station Master shall inset the Shunting Key in case of TLBI and then only cancel the block back under the exchange of private number.

(c) Double line section:- Work and Proceed (via Right line) :- Station Master shall and ensure-

(i) The station dispatching the Tower Wagon must obtain line clear from the station in advance.

(ii) Issue caution order indicating the number of Tower Wagon permitted to work in the block section and the time of block allowed including the speed restrictions, if any, in force in the section. This shall be got noted and signed by all the Driver of Tower Wagon if more than one Tower Wagon and handed over to the official in-charge of the Tower Wagon.

(iii) Take off the departing signals.

(iv) On completion of work Tower Wagon/wagons shall be received at station in advance by taking off reception signals, in case more than one Tower Wagon a competent railway servant shall display green hand signal at the foot of the first stop signal till last Tower Wagon enter the station.

(v) On arrival at station in advance official-in-charge shall hand over caution order and also certify to Station Master on duty that all the Tower Wagons have cleared the block section and stood clear of fouling mark at the end of the work. Then only Station Master should close the block section.

(d) **Double line section:- Work and Proceed (via Wrong line) :-** Station Master shall do and ensure-

(i) Obtain Line clear on block telephone from station in rear indicating the total number of Tower Wagon which will work from that station up to next station.

(ii) Issue caution order indicating the number of Tower Wagon permitted to work in the block section and the time of block allowed including the speed restrictions, if any, in force in the section. This shall be got noted and signed by all the Driver of Tower Wagon if more than one Tower Wagon and handed over to the official in-charge of the Tower Wagon along with Paper Line Clear Ticket. All the points over which Tower Wagon will pass shall be correctly set and facing points clamped and pad locked. In case of motor operated points both facing and trailing points are correctly set, clamped and pad locked.

(iii) There after the Station Master shall issue written authority (T/511) and Tower Wagon shall be piloted out of the station by a competent railway servant.

(iv) On approaching the next block station after completion of work, the Tower Wagon Driver shall bring their Tower Wagons to stop opposite the first stop signal pertaining to the right line or at the last stop signal pertaining to the wrong line (on which they are running) whichever comes first. Station Master also depute a competent railway servant at such place who shall stop the Tower Wagon on danger hand signal and there after pilot them in to the station on a written authority (T/509) issued by Station Master after ensuring that all points in the direction over which the Tower Wagon/wagons will pass, are correctly set, facing points clamped and pad locked. In case of motor operated points both facing and trailing points are correctly set, clamped and pad locked.

(v) On reaching the station at the other end of block section, official-in-charge shall hand over the paper line clear ticket along with caution order and also certify to Station Master that all the Tower Wagons have cleared the block section and stand clear of fouling mark at the end of the work. Station Master shall then only close the block section.

(e) Double line section:- Work and Return (via Right line) :- Station Master shall do and ensure-

(i) The station dispatching the Tower Wagon must block forward the section as per GR 8.14 and Rule No. 326 of Block Working Manual of N. F. Railway.

(ii) Issue caution order indicating the number of Tower Wagon permitted to work in the block section and the time of block allowed including the speed restrictions, if any, in force in the section. This shall be got noted and signed by all the Driver of Tower Wagon if more than one Tower Wagon and handed over to the official in-charge of the Tower Wagon.

(iii) Issue T/806 to pass the departing signals at 'ON' and handed over to the official-in-charge of Tower Wagon. In the case of starter being the last stop signal hand signal shall only be displayed at the foot of the starter signal.

(iv) On completion of work, the Tower Wagon drive shall bring the Tower Wagon to stop opposite the first stop signal pertaining to the right line or at the last stop signal pertaining to line (on which they are running) whichever comes first. Station Master also depute a competent railway servant at such place who shall stop the Tower Wagon on danger hand signal and there after pilot them in to the station on a written authority (T/509) issued by Station Master after ensuring that all points in the direction over which the Tower Wagon/wagons will pass, are correctly set, facing points clamped and pad locked. In case of motor operated points both facing and trailing points are correctly set, clamped and pad locked.

(v) On return at station in rear, official-in-charge shall hand over the T/806, caution order to Station Master on duty when last Tower Wagon clears the block section and stands clear of fouling mark and also certify in writing. Then only the Station Master shall cancel the block forward.

(f) Double line section:- Work and Return (via Wrong line) :- Station Master shall do and ensure-

(i) The station dispatching the Tower Wagon must block back the section as per GR 8.14 and SR thereto and Rule no.-324 of Block Working Manual of N. F. Railway.

(ii) All the points over which Tower Wagon will pass shall be correctly set and facing points clamped and pad locked. In case of motor operated points both facing and trailing points are correctly set, clamped and pad locked.

(iii) Issue caution order indicating the number of Tower Wagon permitted to work in the block section and the time of block allowed including the speed restrictions, if any, in force in the section. This shall be got noted and signed by all the Driver of Tower Wagon if more than one Tower Wagon and handed over to the official in-charge of the Tower Wagon along with T/806.

(iv) Thereafter Station Master shall issue written authority T/511 and piloted out of station by a competent railway servant after ensuring that all points in the direction over which the Tower Wagon/wagons will pass, are correctly set, facing points clamped and pad locked. In case of motor operated points both facing and trailing points are correctly set, clamped and pad locked.

(v) On completion of work Tower Wagon/wagons shall be received by taking off reception signals. In case more than one Tower Wagon a competent railway servant shall display green hand signal at the foot of the first stop signal till last Tower Wagon enters the station.

(vi) On return at station in rear, official-in-charge shall hand over the T/806, caution order to Station Master on duty only when last Tower Wagon clears the block section and stands clear of the fouling marks and also certify in writing. Then only the Station Master shall cancel the Block back.

17.09 - Additional rules for electrified sections:- Special instructions for working of trains on electrified sections shall be notified by the authorised officer.

S. R. 17.09/1.(a) Protection of train in electrified section : Switching off of OHE on the following lines:-

(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 the safety of the train/ passengers, the switchman/ Station Master shall immediately take steps to stop the train. In case they fail to steps to stop such train by normal means as laid down in G & SR, then they shall immediately inform the Traction Power Controller to switch off the power supply of the OHE of the affected section under exchange of the 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 an 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 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 reaching of the OHE shall be taken by the Section Controller on consultation with Dy. CHC, Guard, Assistant Loco Pilot and concerned Station Masters shall be advised accordingly. Necessary steps to be taken by Dy. CHC, thereafter, for clearance of the abnormality.

(iii) Restoration of OHE supply will be undertaken by Traction Power Controller under exchange of private numbers.

(b) If the switching off of the OHE takes place at a graded section and there is a chance that the staff should also follow the instructions laid down to avoid rolling down of train.

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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.

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