INDIAN RAILWAYS

(Open Lines**)**

GENERAL RULES (1976)

together with the

SUBSIDIARY RULES AND APPENDIX

of the

SOUTHERN RAILWAY

Corrected

Upto

Correction Memo

No.4/2015 dated 28.08.2015

(for the guidance of Railway Servants**)**

PREFACE

1. The **General Rules** for Indian Railways (Open Lines) 1976 together with the **Subsidiary Rules** of the Southern Railway are herewith published for the guidance of the staff.

2. (a) The **General Rules** are printed in bold type while the **Subsidiary Rules** are in smaller type and are further distinguished by prefixing letters **S.R.**
   (b) The **Subsidiary Rules** are not serially numbered but bear the same number as the **General Rules** which they explain or amplify.
   (c) The **Subsidiary Rules** shall be read in conjunction with the **General Rules** and are equally binding on the staff.
3. Every railway servant is bound by the terms of his employment and under Section 175 of the Railways Act, 1989 (Act No.24 of 1989) to obey the Subsidiary Rules, Special Instructions, General Rules and the Departmental Rules in force on the Railway upon which he is employed.
4. This Book of Rules is to be carefully studied and kept ready for use, and when issued to a Railway servant shall be retained by him throughout his service. All alterations or corrections that may be notified subsequent to the publication of this book shall be incorporated as may be directed from time-to-time.
5. This book is the property of the Administration and shall be returned by the holder on his leaving service.
6. Should any order not be fully understood by any railway servant, he should refer to his immediate superior for clarification. i
7. No order contained in this book shall be varied, superseded or suspended except under the express authority of the Chief Operations Manager in writing, and no railway servant of the Administration shall be excused for neglect of any rule herein laid down by reason of such rule having been allowed, either by himself or by his predecessors to fall into abeyance or disuse. Nor shall ignorance of a rule be accepted as justifiable plea for disregarding it.
8. This book supersedes all previous General and Subsidiary Rules Books of this Railway.

R. JAYARAM

Chief Operations Manager

(Authorised Officer)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAY

(Railway Board)

No. 69-RR/4

Dated New Delhi, the 11th February, 1976

RESOLUTION

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

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

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

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

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

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

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

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

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

Order - Ordered that this Resolution, with its enclosures, be published under a Notification in the Official Gazette as required by Section 47 of the Indian Railways Act, 1890 (9 of 1890), and that a copy thereof be kept open for inspection at railway stations as directed by sub-section (6) of the same section, also that a copy of this Resolution and of its enclosures be communicated to the Governments, Administrations and Officers, noted below, for information.

B.M.KAUL

Member Traffic, Railway Board,
and Ex-Officio Secretary
to the Government of India

Documents accompanying:-

General Rules for Indian Railways (Open Lines), 1976 administered by the Government.

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. 69 – RR / 4

Dated the 11th February, 1976

NOTIFICATION

In exercise of the powers conferred by section 47 of the Indian Railways Act, 1890 (9 of 1890), the Central Government hereby make the following General Rules for all the Railways in India administered by the Government and for the time being used for the public carriage of passengers, animals or goods.

ARRANGEMENT OF RULES

Rules	Subject

CHAPTER I

PRELIMINARY

1.01	Short title and commencement
1.02	Definitions
1.03	Classification of stations

CHAPTER II

RULES APPLYING TO RAILWAY SERVNTS GENERALLY

2.01	Supply of copies of rules
2.02	Upkeep of the copy of rules
2.03	Knowledge of rules
2.04	Assistance in observance of rules
2.05	Prevention of trespass, damage or loss
2.06	Obedience to rules and orders
2.07	Attendance for duty
2.08	Absence from duty
2.09	Taking alcoholic drink, sedative, narcotic, stimulant during or preparation
2.10	Conduct of railway servants
2.11	Duty for securing safety

CHAPTER III

SIGNALS

A. General Provisions

3.01	General use of signals
3.02	Kinds of signals
3.03	Use of night signals by day
3.04	Placing of signals and signal arms; painting of signal arms

B. Description of Fixed Signals

3.05	Use of fixed signals
3.06	Description of Warner signals and their indications
3.07	Description of Distant signals and their indications

3.08 Description of Stop signals and their indications
3.09 Kinds of fixed Stop signals for approaching trains
3.10 Kinds of fixed Stop signals for departing trains
3.11 Intermediate Block Stop Signal
3.12 Kinds of fixed Stop signals in Automatic Block territories
3.13 Calling-On Signals
3.14 Shunt signals
3.15 Co-acting signals
3.16 Repeating signals
3.17 Distinguishing markers and signs for Signals
3.18 Signals out of use
3.19 Placing of Stop signals at diverging junctions
3.20 Placing of Stop signals at converging junctions
3.21 Signals on bracket post or signal bridge or gantry
3.22 Placing of more than one signal on the same post
3.23 Electric repeater
3.24 Back-lights

C. Equipment of Signals

3.25 Obligation to provide fixed signals at stations
3.26 Commissioning of fixed signals
3.27 Minimum equipment of fixed signals at stations provided with manually operated multiple-aspect signalling
3.28 Minimum equipment of fixed signals at stations provided with modified lower quadrant signalling
3.29 Minimum equipment of fixed signals at other stations provided with two-aspect signaling
3.30 Additional fixed signals at stations generally
3.31 Signals at class ‘D’ stations
3.32 Provision of an Advanced Starter, Shunting Limit Board or Block Section Limit Board
3.33 Exceptions to Rules 3.27, 3.28, 3.29 and 3.32
3.34 Fixed signals at level crossings
3.35 Protection and working of points of outlying sidings

D. Working of Signals and Points

3.36 Fixed signals generally
3.37 Normal aspect of signals

3.38 Points affecting movement of train
3.39 Locking of facing points
3.40 Conditions for taking ‘off’ Home signal
3.41 Conditions for taking ‘off’ Outer signal
3.42 Conditions for taking ‘off’ Last Stop Signal or Intermediate Block Stop signal
3.43 Conditions for taking ‘off’ Warner signal
3.44 Conditions for taking ‘off’ Gate Stop signal
3.45 Conditions for taking ‘off’ Calling-on-signal
3.46 Use of fixed signals for shunting
3.47 Taking ‘off’ signals for more than one train at a time
3.48 Stoppage of trains out of course at stations provided with two-aspect signalling
3.49 Care and lighting of signal lamps
3.50 Traps, slip sidings and catch sidings
3.51 Points

E. Hand Signals

3.52 Exhibition of hand signals
3.53 Stop hand signal
3.54 Proceed hand signal
3.55 Proceed with caution hand signal
3.56 Hand signals for shunting
3.57 Banner flags
3.58 Knowledge and possession of hand signals

F. Detonating Signals

3.59 Description of detonating signals
3.60 Method of using detonators
3.61 Placing of detonators in thick, foggy or tempestuous weather impairing visibility
3.62 Placing of detonators in case of obstruction
3.63 Replacement of detonators on the line
3.64 Knowledge and possession of detonators

G. Flare Signals

3.65 Description of flare signals
3.66 Use of flare signals
3.67 Knowledge and possession of flare signals

H. Defective fixed Signals and Points

3.68 Duties of Station Master generally when a signal is defective
3.69 Duties of Station Master when an approach Stop signal is defective
3.70 Duties of Station Master when a departure Stop signal is defective
3.71 Warner or Distant signals defective in the 'off' position
3.72 Warner not to be used when Stop signal is defective
3.73 Passing of a Gate Stop signal at 'ON'
3.74 Absence of a fixed signal or a signal without a light
3.75 Passing of Intermediate Block Stop signal at 'ON'
3.76 Intimation to officials when defects remedied
3.77 Defective or damaged points etc.
3.78 Duties of engine crew in respect of signals
3.79 Duties of Loco Pilot in respect of a Calling-on signal
3.80 Duties of Loco Pilot when an approach Stop signal is 'on' or defective
3.81 Duties of Loco Pilot when a departure Stop signal is 'on' or defective
3.82 Permission before entering on or crossing a running line
3.83 Assistance of the engine crew regarding signals
3.84 Duties of Loco Pilot as to signals when two or more engines are attached to train
3.85 Reporting of defects in signals

CHAPTER IV

WORKING OF TRAINS GENERALLY

A. Timing and Running of Trains

4.01 Standard time

4.02 Adherence to advertised time

4.03 Setting watch

4.04 Time of attendance for train crew

4.05 Proper running line

4.06 Direction of running

4.07 Supply of Working Time Table and Schedule of Standard Dimensions

B. Speed of Trains

4.08 Limits of speed generally
4.09 Caution Order
4.10 Limits of speed over facing points
4.11 Limits of speed while running through stations
4.12 Engine pushing
4.13 Limits of speed with engine tender foremost

C. Equipment of Trains and Train Crew

4.14 Headlight and marker lights
4.15 Tail and side lights
4.16 Tail board or tail lamp
4.17 Responsibility of Station Master regarding tail board or tail lamp of passing trains
4.18 Means of communication
4.19 Guard's and Loco Pilot's equipment
4.20 Manning of engine in motion
4.21 Driving an electric train
4.22 Riding on engine or tender
4.23 Brake – Vans
4.24 Position of brake – van on train
4.25 Guards
4.26 Couplings

D. Vehicles and Cranes

4.27 Cranes
4.28 Loading of vehicles
4.29 Damaged or defective vehicles

E. Precautions before Starting Train

4.30 Loco Pilot and Guard to examine notices before starting
4.31 Examination of trains before starting
4.32 Examination of train by Loco Pilot
4.33 Examination of single and multiple units by Loco Pilot
4.34 Duties of Guard when taking over charge of a train
4.35 Starting of trains
4.36 Guard to be in-charge of train
4.37 Subordination of Guards in stations limits
4.38 Firemen and Assistant Loco Pilots to obey Loco Pilots

4.39 Loco Pilot to obey certain orders

F. Duties of Staff Working Trains during Journey

4.40 Loco Pilot and Fireman or Assistant Loco Pilot to keep a good look-out
4.41 Loco Pilot and Fireman or Assistant Loco Pilot to look back
4.42 Exchange of signals between Loco Pilot, Guard and station staff
4.43 Guard to keep a good look-out
4.44 Train held up at First Stop signal
4.45 Attracting attention of Loco Pilot
4.46 Assistance from Guard's hand brake
4.47 Application of Guard's hand brake
4.48 Permission of Guard to detach engine from train
4.49 Starting and stopping of train
4.50 Sounding of engine whistle
4.51 Bell signals between Loco Pilot and Guard
4.52 Throwing out water, fire or cinders
4.53 Hose or water crane
4.54 Passengers

G. Duties of staff on Arrival

4.55 Shutting off power
4.56 Guard to see that train is stopped clear of fouling marks
4.57 Detaching engine
4.58 Loco Pilot to see that train is stopped clear of fouling marks
4.59 Moving of train carrying passengers after it has been stopped at a station
4.60 Guard not to leave train till handed over
4.61 Loco Pilot not to leave engine when on duty

H. Working of Material Trains

4.62 Working of a Material train in a block section
4.63 Workers on Material train
4.64 Protection of Material train when stabled
4.65 Working of track maintenance machines

I Private Engines and Vehicles

4.66 Private engines and vehicles

CHAPTER V

CONTROL AND WORKING OF STATIONS

5.01 Responsibility of the Station Master for working
5.02 Supply of copies of rules and distribution or exhibition of other documents
5.03 Obedience to orders and keeping of books and returns
5.04 Signal cabins
5.05 Report of neglect of duty
5.06 Station Working Rules
5.07 Forms
5.08 Access to and operation of equipment
5.09 Reception of a train on an obstructed line
5.10 Reception of a train on a non-signalled line
5.11 Departure of a train from a non-signalled line
5.12 Departure of a train from a line provided with a common departure signal
5.13 Control of shunting
5.14 Responsibility for shunting
5.15 Shunting at stations under Centralised Traffic Control
5.16 Shunting during reception of trains
5.17 Shunting near level crossing
5.18 Drawing of a train to an advanced position at night or in thick, foggy or tempestuous weather impairing visibility
5.19 Obstruction of running line
5.20 Shunting on gradients
5.21 Loose shunting
5.22 Leaving vehicles in sidings outside station limits
5.23 Securing of vehicles at station

CHAPTER VI

ACCIDENTS AND UNUSUAL OCCURRENCES

6.01 Accident or obstruction
6.02 Working in case of accident or failure of communications
6.03 Protection of trains stopped between stations
6.04 Trains unusually delayed
6.05 Sending advice of accident or breakdown
6.06 Train in a block section without authority to proceed

6.07 Report of conditions likely to affect running of trains to Controller or Centralised Traffic Control Operator
6.08 Train parting
6.09 Portion of train left in a block section
6.10 Fire
6.11 Vehicles escaping from station

CHAPTER VII
SYSTEMS OF WORKING

7.01 Systems of working
7.02 Applicability of General Rules referring to the working of signals and trains

CHAPTER VIII
THE ABSOLUTE BLOCK SYSTEM
A. Essentials

8.01 Essentials of the Absolute Block System

B. Conditions for granting Line Clear

8.02 Conditions for granting Line Clear at a class 'A' station

8.03 Conditions for granting Line Clear at a class 'B' station

8.04 Conditions for granting Line Clear at a class 'C' station

C. Obstruction – Double Line

8.05 Obstruction on double line at a block station when a train is approaching

8.06 Obstruction on double line in the block section

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

8.08 Obstructing the block section at a class 'A' station on single line

D.2. Class 'B' Stations

8.09 Obstruction in the face of an approaching train at a class 'B' station on single line
8.10 Obstruction within station section at a class 'B' station on single line

8.11 Obstruction outside station section at a class ‘B’ single line station equipped with two-aspect signals
8.12 Obstruction outside station section at a class ‘B’ single line station equipped with manually operated Multiple Aspect signals
8.13 Obstruction outside the First Stop signal at a class ‘B’ station on single line

E. General Provisions

8.14 Block back or Block forward
8.15 Authority for shunting or obstruction in block section
8.16 lllustrative diagrams

CHAPTER IX
THE AUTOMATIC BLOCK SYSTEM
A. Rules applicable to Double Line

9.01 Essentials of the Automatic Block System on double line
9.02 Duties of Loco Pilot and Guard when an Automatic Stop Signal on double line is to be passed at ‘ON’

B. Rules applicable to Single Line

9.03 Essentials of the Automatic Block System on single line
9.04 Minimum equipment of fixed signals in Automatic Block territory on single line
9.05 Additional fixed signals in Automatic Block territory on single line
9.06 Conditions for taking ‘off’ Manual Stop signals in Automatic Block territory on single line
9.07 Duties of Loco Pilot and Guard when an Automatic Stop signal on single line is to be passed at ‘On’
9.08 Person in-charge of working trains on Automatic Block System on single line

C. Rules applicable to both Double and Single lines

9.09 Working of trains on Centralised Traffic Control territory
9.10 Protection of a train stopped in an Automatic block signalling section
9.11 Loco Pilot to report failures
9.12 Procedure during failure of Automatic signalling
9.13 Movement of trains against the direction of traffic on the Automatic Block System

9.14 Procedure when Semi-Automatic Stop signal is ‘on’
9.15 Passing a Gate Stop signal at ‘on’ in Automatic signalling territory
9.16 illustrative diagrams

CHAPTER X
THE FOLLOWING TRAINS SYSTEM

10.01 Essentials of the following Trains System
10.02 Report to the Commissioner of Railway Safety
10.03 Conditions to be observed in working trains on the Following Trains System
10.04 Delivery of authority to proceed to Loco Pilot or Guard on the Following Trains System
10.05 Authority to proceed on the Following Trains System
10.06 Responsibility as to proper preparation of authority to proceed on the Following Trains System
10.07 Obstruction in face of approaching train or trains on the Following Trains System
10.08 Cessation of working on the Following Trains System
10.09 Protection of trains on the Following Trains System

CHAPTER XI
THE PILOT GUARD SYSTEM

11.01 Essentials of the Pilot Guard System
11.02 Conditions to be observed for Following Trains on the Pilot Guard System
11.03 Pilot Guard’s dress or badge
11.04 Pilot Guard to accompany train or give authority to proceed
11.05 Pilot Guard’s Tickets
11.06 Protection of trains on the Pilot Guard System

CHAPTER XII
THE TRAIN – STAFF AND TICKET SYSTEM

12.01 Essentials of the Train – staff and Ticket System
12.02 System where applicable
12.03 Conditions to be observed for following trains on the Train Staff and Ticket System
12.04 Loco Pilot to have Train – staff or Train – staff Ticket

12.05 Train – staff or Train – staff Ticket ; by whom to be delivered to Loco Pilot
12.06 Train – staff or Train – staff Ticket ; when to be delivered to Loco Pilot
12.07 Train – staff to be kept on engine
12.08 Train not to be started until Train – staff returned
12.09 Train – staff or Train – staff Ticket to be given up and Ticket to be cancelled on arrival of train
12.10 Procedure when engine is disabled on the Train – staff and Ticket System
12.11 Train – staff Tickets ; how kept
12.12 Train – staff ; how kept
12.13 Distinguishing marks on Train – staff Tickets and boxes
12.14 Form of Train – staff Ticket
12.15 Record of Train – staff Ticket issued
12.16 Obstruction outside the Home signal
12.17 Protection of trains on the Train – staff and Ticket System

CHAPTER XIII

THE ONE TRAIN ONLY SYSTEM

13.01 Use of the One Train Only System
13.02 Essentials of the One Train Only System
13.03 Authority to enter the section
13.04 Procedure in case of accident or disablement on the One Train Only System

CHAPTER XIV

BLOCK WORKING

A. General Provisions

14.01 Means of granting or obtaining Line Clear
14.02 Provision of instruments
14.03 Consent required before interfering with block working equipment

B. Block Stations at which Electrical Block Instruments,

Track Circuits or Axle counters are provided

14.04 Certificate of competency
14.05 Bell code
14.06 Acknowledgement of signals
14.07 Train Signal Register

14.08 Authority to proceed
14.09 Loco Pilot to examine authority to proceed
14.10 Conditions for closing the block section
14.11 Responsibility of Station Master as to authority to proceed
14.12 Special responsibility as to electrical token instruments and to the token
14.13 Failure of electrical block instruments or track circuits or axle counters
14.14 Closing of Intermediate Block Post

C. Block Stations at which Electrical Block

Instruments are not provided

14.15 Transmission of signals
14.16 Train Signal Register
14.17 Forms for messages and written authority to proceed
14.18 Distinction of messages
14.19 Writing and signing of messages and written authorities to proceed
14.20 Completion of messages
14.21 Preservation of messages and written authorities to proceed
14.22 Cancellation of Line Clear
14.23 Loco Pilot to have authority to proceed
14.24 Authority to proceed ; when to be given to Loco Pilot

D. Line Clear Tickets

14.25 Line Clear Tickets

E. Use and Operation of Block Working Equipment

14.26 Use and operation of block working equipment

CHAPTER XV

PERMANENT WAY AND WORKS

A . Railway Servants employed on the Permanent Way or Works

15.01 Condition of Permanent Way and Works

15.02 Maintenance of line

15.03 Keeping of Material

15.04 Inspection of Permanent Way and Works

15.05 Patrolling of lines
15.06 Works involving danger to trains or traffic
15.07 Works in thick, foggy or tempestuous weather impairing visibility
15.08 Precautions before commencing operations which would obstruct the line
15.09 Showing of signals
15.10 Assistance in protection of trains
15.11 Gangmate in each gang
15.12 Knowledge of signals and equipment of gang
15.13 Inspection of gauges, signals, tools and implement
15.14 Responsibility of Gangmate as to safety of line
15.15 Blasting
15.16 Putting in or removing points or crossings
15.17 Duties of Gangmate and Gangman when apprehending danger

B. The Working of Lorries, Trollies and Motor Trollies

15.18 Distinction between trolly, lorry and motor trolly
15.19 Red flag or light to be shown
15.20 Equipment of trolly, lorry or motor trolly
15.21 Efficient brakes
15.22 Qualified person to be in-charge of lorry or trolly when on the line
15.23 Attachment to train prohibited
15.24 Time of running
15.25 Motor Trolly
15.26 Protection of trolly on the line
15.27 Protection of lorry on the line
15.28 Lorries and trollies out of use

CHDAPTER XVI

LEVEL CROSSINGS

16.01 Knowledge of signals
16.02 Supply and care of equipment
16.03 Road traffic
16.04 Gateman to observe passing trains
16.05 Channel for flange of wheels

16.06 Defects at level crossings

16.07 Obstructions at level crossings

16.08 Parting of a train

16.09 Trespassing

16.10 Transfer of charge of gate

16.11 Height gauges

CHAPTER XVII

WORKING OF TRAINS ON ELECTRIFIED SECTIONS OF RAILWAYS

17.01 Applicability of General Rules
17.02 Special definitions applicable to this Chapter
17.03 Inspection of electrical way and works
17.04 Permit-to-work on electrical equipment
17.05 Warning to staff and public
17.06 Alterations to track
17.07 Tripping of circuit breakers of locomotives and electrical multiple units at neutral sections
17.08 Tower wagon
17.09 Additional rules for electrified sections

CHAPTER XVIII

MSICELLANEOUS

18.01 Repeal and Saving

APPENDIX

INDIAN RAILWAYS
(Open Lines)
GENERAL RULES (1976)
Together with the
SUBSIDIARY RULES AND APPENDIX
of the
SOUTHERN RAILWAY
(Code: G.R.S.)
(Reprinted in 1999 incorporating Correction Memo
issued up to 01.10. 2003)
(for the guidance of Railway Servants)

PREFACE

1. The **General Rules** for Indian Railways (Open Lines) 1976 together with the Subsidiary Rules of the Southern Railway are herewith published for the guidance of the staff.

2. (a) The **General Rules** are printed in bold type while the **Subsidiary Rules** are in smaller type and are further distinguished by prefixing letters S.R.

   (b) The **Subsidiary Rules** are not serially numbered but bear the same number as the **General Rules**,
   which they explain or amplify.

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

3. Every railway servant is bound by the terms of his employment and under Section 175 of the Railways Act, 1989 (Act No. 24 of 1989) to obey the Subsidiary Rules, Special Instructions, General Rules and the Departmental Rules in force on the Railway upon which he is employed.

4. This Book of Rules is to be carefully studied and kept ready for use, and when issued to a railway servant shall be retained by him throughout his service. All alterations or corrections that may be notified subsequent to the publication of this book shall be incorporated as may be directed from time-to-time.

5. This book is the property of the Administration and shall be returned by the holder on his leaving service.

6. Should any order not be fully understood by any railway servant, he should refer to his immediate superior for clarification.

7. No order contained in this book shall be varied, superseded or suspended, except under the express authority of the Chief Operations Manager in writing, and no railway servant of the Administration shall be excused for neglect of any rule herein laid down by reason of such rule having been allowed, either by himself or by his predecessors to fall into abeyance or disuse. Nor shall ignorance of a rule be accepted as justifiable plea for disregarding it.

8. This book supersedes all previous General and Subsidiary Rules Books of this Railway.

R. JAYARAM

Chief Operations Manager
(Authorised Officer)

CHAPTER I

PRELIMINARY

1.01 Short title and commencement:-

1. **These rules may be called the Indian Railways (Open Lines) General Amendment Rules 2015.**

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

(C. Memo No. 3/2015 dated 01.07.15)

1.02 Definitions. –

In these rules, unless the context otherwise requires. –

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

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

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

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

(5) *Authorized 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)(i)- The Chief Operations Manager is the "Authorised Officer" for the Southern Railway.

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

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

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

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

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

Note. - <u>For limits of block section see Rule 8.16.</u>

(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 exercise 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 sunrise to sunset;**

S.R. 1.02 (17)(i)

(a) "Sunrise" means the time at which signals or other objects can be seen without the aid of a light.

(b) "Sunset" means the time at which signals or other objects cannot be seen without the aid of a light.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

S.R. 1.02(38)(i) The "main line" is the through line, as distinguished from the "loop lines" which take off from such through line. "Platform line" is the line nearest the platform; it need not necessarily be the "main line".

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

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

(41) ***"Multiple-aspect signaling"*** **means a signaling arrangement in which signals display at any one 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) ***"Point and trap indicators"*** **are not signals, but are appliances fitted to and working with points to indicate by day or by night the position in which the points are set;**

(47) ***"Running line"*** **means the line governed by one or more signals and includes connections, if any, used by 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 circumstances;**

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

(52) ***"Station limits"*** **means the portion of a railway which is under the control of a Station Master and is situated between the outermost signals of the station or as may be specified by special instructions;**

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

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

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

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

(b) On a single line-

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

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

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

Note. - To indicate the station section at non-crossing class `B' stations with Outer signals only, station section posts have been provided and station section at such stations means that section of station limits which is included between the station section posts.

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

(a) On a double line-

(i) Between the outermost facing points and the Last Stop signal of the station in either direction, or

(ii) Between the Block Section Limit Board where provided, and the Last Stop signal of the Station in either direction; or

(b) On a single line-

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

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

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

(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 cannot be readily lifted off the track;

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

(60) *"Two-aspect signalling"* means a signaling 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 permission to approach may not be given for a train, unless the whole of the last preceding train has passed complete at least 400 metres beyond the Home Signal, and is continuing its journey. This will also include an Intermediate Block Post.

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

S.R. 1.03(i) Any station which cannot be worked under `A', `B', `C' or `D' Class conditions is termed as "Special" Class. The Station Working Rules for a "Special" Class station shall have the approval of the Commissioner of Railway Safety.

CHAPTER II
RULES APPLYING TO RAILWAY SERVANTS GENERALLY

2.01. Supply of copies of rules. –

The Railway Administration shall supply-

(a) a copy of these Rules-

(i) to each station,
(ii) to each locomotive running shed, and
(iii) to such other offices as it may prescribe

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

(c) to any railway servant a copy of these rules or translation of the said rules or of such portions thereof as relate to his duties as may be prescribed by special instructions. (C.Memo No. 1 dated 07.04.09)

2.02. Upkeep of the copy of rules.-

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

(a) keep it posted with all corrections.

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

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

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

(C. Memo No. 1 dated 07.04.09)

2.03. Knowledge of rules:-

Every railway servant shall-

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

(b) pass the prescribed examinations, if any,

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

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

2.04. Assistance in observance of rules. -

Every railway servant shall render assistance in carrying out these rules and report promptly 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 times and places and for such periods as may be fixed in this behalf by the Railway Administration and shall also attend at any other time and place at which his services may be required.

2.08. Absence from duty. –

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

(2) If any railway servant while on duty desires to absent himself from duty on the ground of illness, he shall immediately report the matter to his superior and shall not leave his duty until a competent railway servant has been placed in charge thereof.
Note: Also Refer GR. 5.05

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(i) It shall be obligatory on the part of every supervisor to ensure that any staff working under his control are not allowed to join duty if they are in a state of intoxication/under the influence of liquor. The supervisor concerned shall be personally responsible to ensure that all such cases, which come to his notice, are reported by him at the earliest possible opportunity to the controlling officer. The subjective satisfaction of the supervisor shall be undisputed in this regard.

S.R. 2.09(ii) It shall be the duty of every Railway employee engaged in duties having a bearing on safety of trains to report any kind of confirmed or suspected intoxication on the part of his co-worker, including those belonging to different disciplines, if such employees are able to decide to their satisfaction that the confirmed or suspected intoxication on the part of the said co-worker is likely to influence adversely the safe and efficient handling of train operations in their mutual area of activities.

2.10. Conduct of railway servant. –

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.

2.11. Duty for securing safety:-

(1) Every railway servant shall-

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

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

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

(2) Every railway servant who observes:-

(a) that any signal is defective,

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

(c) anything wrong with a train, or

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

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

S.R.2.11 (i) Precautions to be taken for working trains during storm and strong wind.

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

(b) Should a train be caught on the run in a cyclone, storm or strong wind of 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 a stop at the first convenient place taking care as far as possible to avoid stoppage of the train at places like sharp curves, high embankment and bridges (including approaches thereof). In controlling the speed and bringing the train to a 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, storm or strong wind abates and it is considered safe to proceed.

(c) The Guard and Loco Pilot of the train in co-operation with the Railway staff traveling in the train shall try to see that doors and windows of the coaches are kept open by the passengers to allow free passages of the wind through the coaches.

S.R.2.11 (ii) Anemometers: -

In case of vulnerable locations and specially selected bridges where Anemometers are installed at one of the stations adjacent to bridges, the Station Master shall take the following actions:- If the Anemometer is indicating wind velocity higher than the danger level as prescribed by special instructions:

(a) The Station Master shall inform the Section Controller and the Station Master at the other side immediately about the need to control the movement of trains.

(b) 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.

(c) 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 the Special Instructions.

(d) (i) To avoid the danger of vehicles capsizing under high velocity winds, anemometers have been installed at the following selected stations/locations on this railway to indicate directly the velocity of wind in knots per hour: -

S.No.	BLOCK SECTION	BRIDGE No.	LOCATION OF ANEMOMETER
1	Chennai Beach – Chepauk	-	Chennai Beach & Chepauk
2	Chepauk – Thirumailai	-	Thirumailai
3	Thirumailai – Velacheri	-	Velacheri
4	Ariyalur - Sillakkudi	252	Sillakkudi
5	Valadi - Srirangam	375	Srirangam
6	Srirangam - Tiruchirappalli Town	383	Tiruchirappalli Town
7	Mandapam - Pamban	346	Pier No. 56 of the bridge

C. Memo No. 7 dated 15.11.07

(ii) The Anemometers are under the control of the Station Master. Whenever the Station Master notices that the wind velocity exceeds 41 knots an hour or 72 kmph, the Station Master shall suspend all train services on the concerned Block Section and inform the Controller on duty.

Note: - (1) An Anemometer is provided in a cabin near the 56 th Pier of the viaduct on the Pamban Bridge between Mandapam and Pamban.

(2) For working of trains into and across the Pamban viaduct, working instructions applying to "Scherzer Rolling Bridge" between Mandapam and Pamban stations at Km. 656/10-16 on the Pamban viaduct shall be referred to.

(iii) Detailed procedure of working anemometers shall be incorporated in the concerned Station Working Rules.

S.R. 2.11 (iii) If any Railway Servant notices that a train has parted he shall, in addition to taking action under the proviso to Rule 2.11 try to attract the attention of the Loco Pilot and Guard by shouting that the train has parted and at the same time, by day putting both his hands together above his head and separating them quickly and by night waving a white light vertically up and down as high and as low as possible.

CHAPTER III

SIGNALS

A. General Provisions

3.01. General use of signals. –

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

S.R.3.01 (i) (a) *"Aspect of a signal"* means the appearance (position of arm or colour of light) of a fixed signal as seen by the Loco Pilot of a train approaching it from the direction (Up or Down) to which it refers.

(b) *"Indication of a signal"* means the information or meaning conveyed by the aspect of a signal.

(c) *"In rear of a signal"* means any position on that portion of the line leading upto the signal, in the direction to which the signal refers to the line. The Loco Pilot of a train approaching the signal is said to be "in rear of the signal", so long as he has not passed the signal.

(d) *"In advance of a signal"* means any position on that portion of the line beyond the signal, as viewed from the direction in which the signal refers to the line. The Loco Pilot of an approaching train is said to be "in advance of the signal", after he has passed the signal. This portion of the line is protected by the signal, if it is a Stop signal.

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.

S.R. 3.02(i) A fixed signal is said to be at "on" when it displays its most restrictive aspect and at "off" when it displays any prescribed aspect other than its most restrictive aspect

3.03. Use of night signals by day. -

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

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

(1) Fixed signals shall be clearly visible to the Loco Pilots of trains approaching them and shall be placed

immediately to the left of or above the line to which they refer unless otherwise authorized 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 the arms.

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

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

B. Description of Fixed Signals

3.05. Use of fixed signals. –

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

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

Note: - In the illustrations given in this Chapter, which are not drawn to scale, the day aspect of the semaphore 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 45^{o} to 60^{0} below the horizontal in case of two-aspect lower quadrant

signals, and 45^0 or 90^0 above the horizontal in case of multiple-aspect upper quadrant signals.

3.06. Description of Warner signals and their indications.

(1) A semaphore Warner 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 signal may be placed either-

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

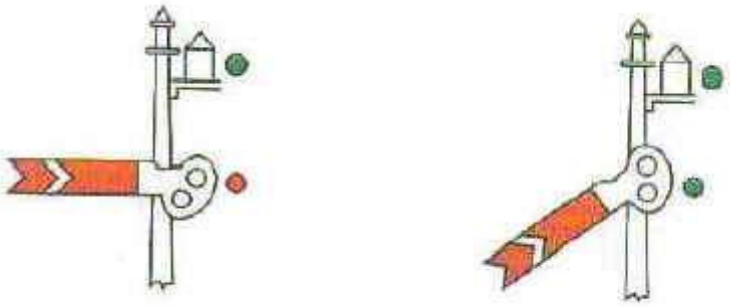
(b) on the same post below the First Stop signal or the Last Stop signal.

(4) When placed in accordance with clause (b) of 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 Signalling Territory-on a post by itself</u>

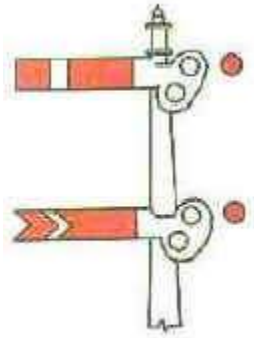
<u>"On" position</u> **<u>"Off" position</u>**

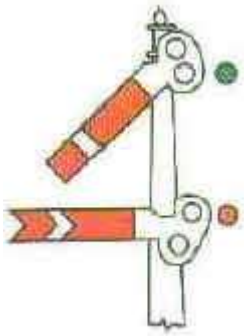


ASPECT		Proceed
INDICATION	Proceed with caution and be prepared to stop at the next Stop signal.	Proceed

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

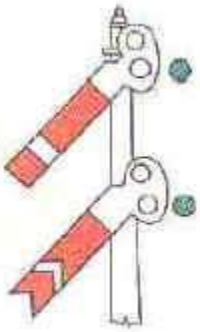
"On" Position **"Off" Position**





ASPECT	Stop	Proceed with caution
INDICATION	Stop dead	Proceed with caution and be prepared to stop at the next stop signal.

"Off " Position



ASPECT	Proceed
INDICATION	Proceed

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

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

"On" Position **"Off" Position**





ASPECT	Proceed with caution	Proceed
INDICATION	Proceed with caution and be prepared to stop at the next Stop Signal	Proceed

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

"On" position **"Off" position**







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

Note: - The "Proceed" aspect of a Warner which works in relation to the First Stop signal signifies that the block section ahead is clear.

(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.

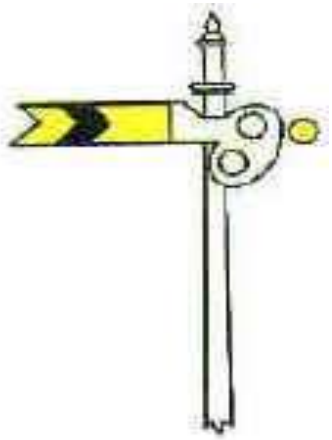
3.07. Description of Distant signals and their indications.

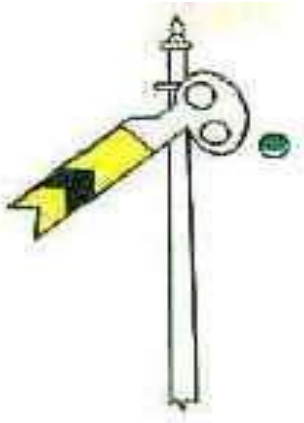
(1) A semaphore Distant signal has a fish-tailed arm.

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

Semaphore Distant signal in Two-Aspect Signalling Territory

"On" Position **"Off" Position**





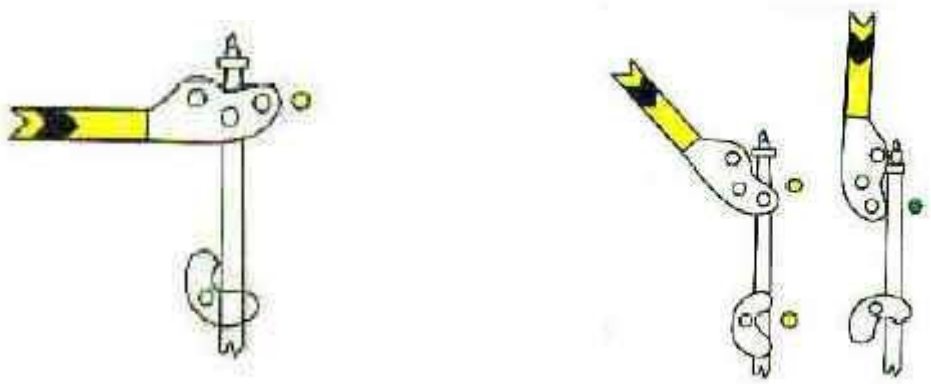
ASPECT	Caution	Proceed
INDICATION	Proceed and be prepared to stop at next stop signal	Proceed

Note.- This signal shall be provided only in Modified Lower Quadrant signalling.
N.B. – Modified Lower Quadrant signalling is not in force on Southern Railway.

(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 the next signal at such restricted speed as may be prescribed by Special Instructions. Train is being received either on Main line and is required to stop at the Starter Signal or on a Loop line required to stop at the Starter Signal or to pass run through via Loop Line	Proceed. Block section ahead is clear and the train is to pass run through the station via Main line.

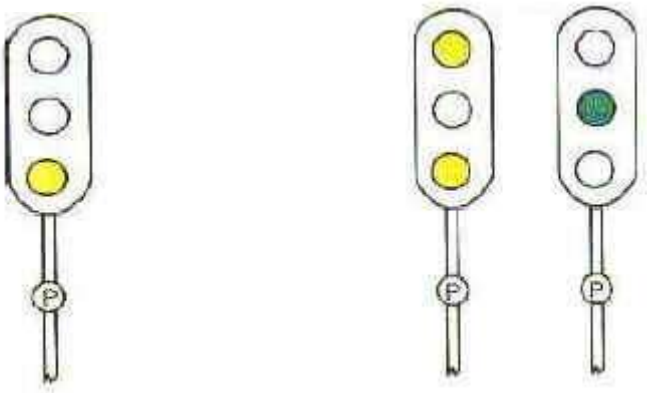
(Correction Memo No.1/2015 to GRS dated 29.06.2015)

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 the next signal at such restricted speed as may be prescribed by Special Instructions. Train is being received either on Main line and is required to stop at the Starter Signal or on a Loop line required to stop at the Starter Signal or to pass run through via Loop Line	Proceed. Block section ahead is clear and the train is to pass run through the station via Main line.

*(*Correction Memo No.1/2015 to GRS dated 29.06.2015*)*

(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.

S.R. 3.07(i) The Distant Signal referred in GR.3.07(6) shall be fixed at a distance of 2000 meters in rear of First Stop Signal/Gate Stop Signal.

To identify the Distant Signal and inner Distant Signal `D' and `ID' letter will be prefixed to the number of the signal.

(ii)(a) The change in aspect and indications of Distant Signal shall be applicable for single Distant territories in Absolute Block System only.

(b) The aspect and indications of Distant and Inner Distant Signals in Double Distant territories shall remain unchanged.

(c) There will be no change in aspect and indication of Distant signals provided before the Gate Stop signal and IB signals in both single as well as Double Distant territories.

S.R 3.07 (iii) In case of combination of signals, where the adequate distance is available between the Distant signal and Stop signal ahead, the indications shall be as under:-

1) <u>Gate-cum Distant signal</u>

a) When the LC gate is open to road traffic-Red

b) When the LC gate is closed and the train is required to stop at the Home signal-Yellow

c) When the LC gate is closed and the train is required to stop at the Main line starter or Loop line Starter or required to pass through via Loop line- Double Yellow

d) When the LC gate is closed and the train is required to pass run through via Main line- Green.

2) <u>Intermediate Block signal (IB)-cum Distant signal</u>

a) Whenever the block section ahead is not clear-Red

b) When the train is required to stop at the Home signal of the station ahead-Yellow

c) When the train is required to stop at the Main line starter or Loop line Starter or required to pass through via Loop line- Double Yellow

d) When block section ahead is clear, the train is required to pass run through the station via Main line- Green.

3) <u>Last Stop signal-cum Distant signal of LC gate</u>

a) When the line clear has not been obtained from the station in advance-Red

b) When the line clear has been obtained and the LC gate is open to road traffic - Yellow

c) When the line clear has been obtained and the LC gate is closed to road traffic – Green

4) <u>Last Stop signal-cum Distant signal of Intermediate Block signal (IB)</u>

a) When the block section is not clear for an adequate distance beyond Intermediate Block signal (IB) -Red

b) When the block section is clear for an adequate distance beyond Intermediate Block signal (IB) and the train is required to stop at Intermediate Block signal (IB) - Yellow

c) When the train is required to pass run through Intermediate Block signal (IB)- Green.

*(*Correction Memo No.1/2015 to GRS dated 29.06.2015*)*

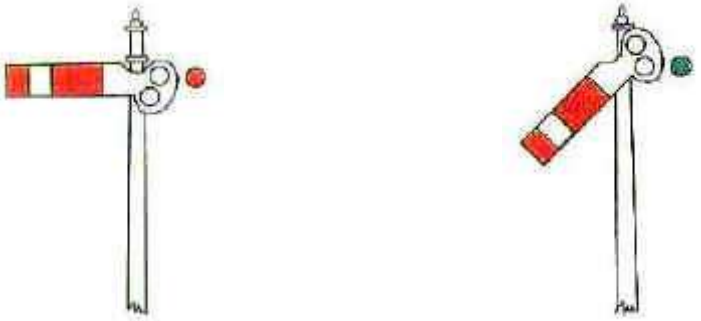
3.08. Description of Stop signals and their indications. -

(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 Signalling Territory

"ON" Position **"OFF" Position**

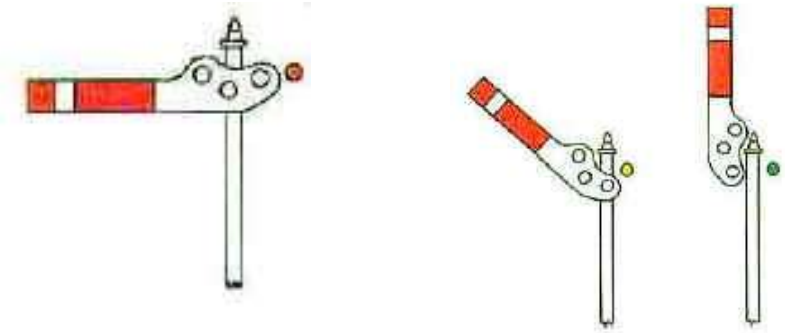


ASPECT	Stop	Proceed
INDICATION	Stop dead	Proceed

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

Semaphore Stop signal in Multiple-Aspect Signalling Territory

"On" position **"Off" position**



ASPECT	Stop	Caution	Proceed
INDICATION	Stop dead	Proceed and be prepared to stop at next Stop signal	Proceed

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

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

<u>"On" position</u> **<u>"Off" position</u>**



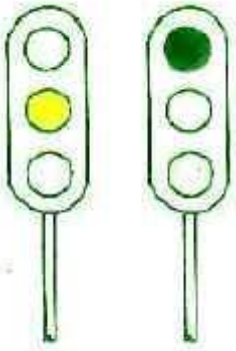


ASPECT	**Stop**	**Proceed**
INDICATION	**Stop dead**	**Proceed**

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

<u>"On" position</u> **<u>"Off" position</u>**

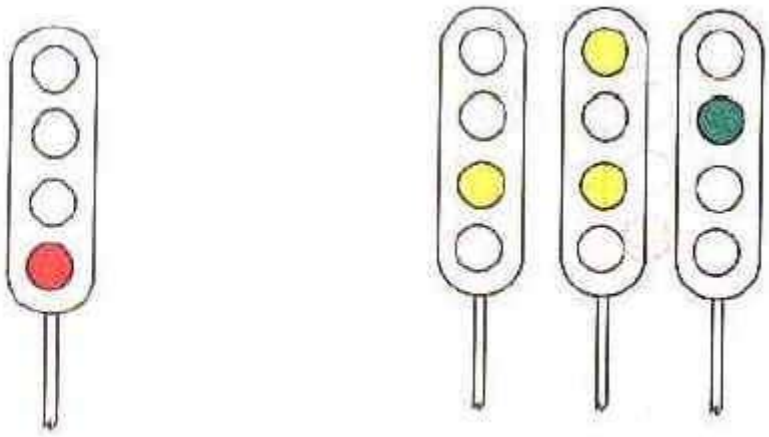




ASPECT	**Stop**	**Caution**	**Proceed**
INDICATION	**Stop dead**	**Proceed and be prepared to stop at next Stop signal**	**Proceed**

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

"On" position **"Off" position**

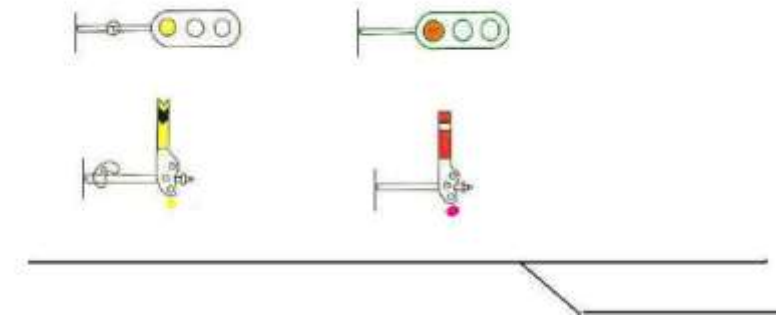


ASPECT	Stop	Caution	Attention	Proceed
INDICATION	Stop dead	Proceed and be prepared to stop at the next stop signal	Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by special instructions.	Proceed

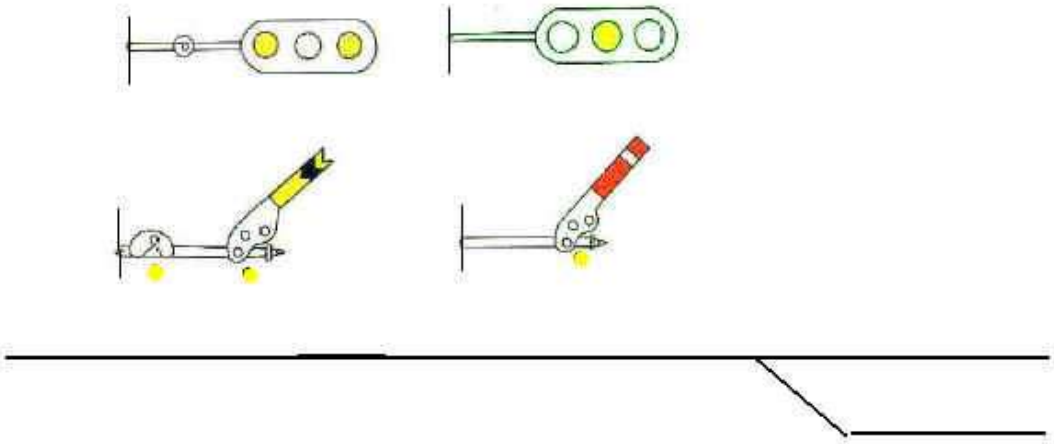
Note. - The aspects of colour light Stop signals in Two-Aspect and Multiple Three-Aspect Signalling Territory shall be the same as the night aspects of the semaphore Stop signals described above. Colour light Stop signals in Multiple Four-Aspect Signalling Territory are designed to display "Attention" aspect also.

S.R. 3.08(i) The following diagrams illustrate the speed limits indicated by the various combinations of aspects of Distant and Home signals at stations equipped with semaphore or colour light signal.

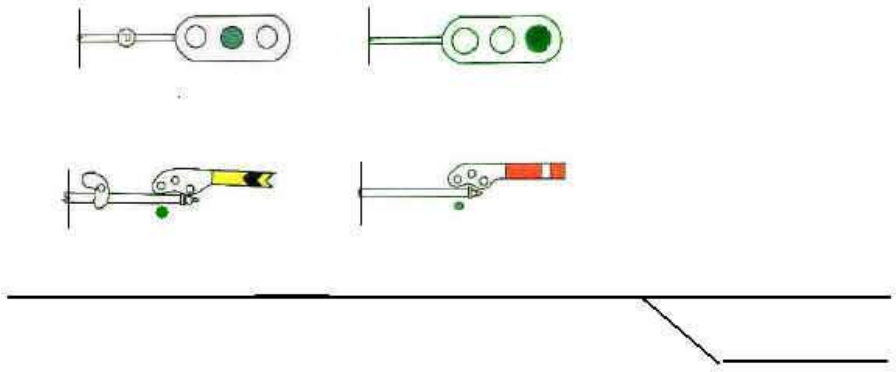
POSITION OF SIGNALS



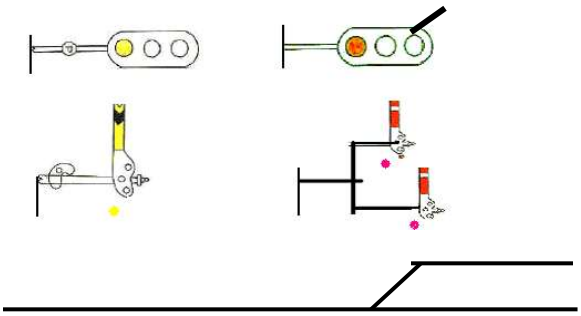
Stop at Home signal



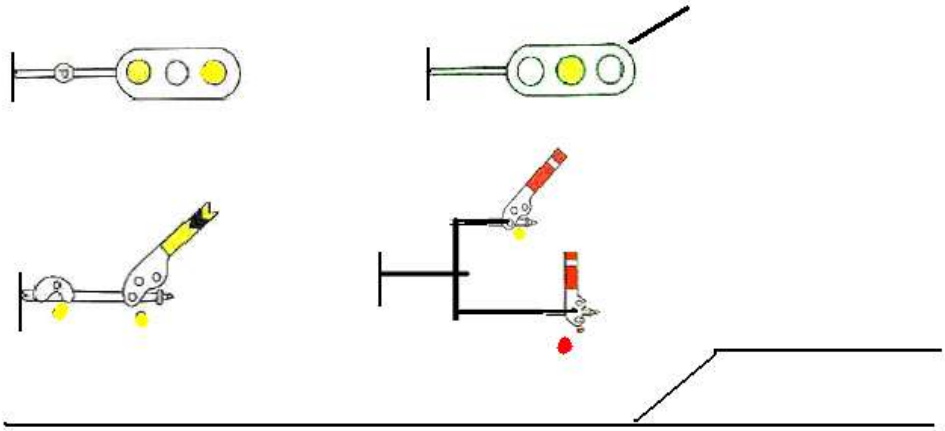
Aspect	Indication	Set for	Max. speed over facing points
Attention Double Yellow	Be prepared to stop at the Starter signal, if provided, or at the proper berthing place at the station.	Either Main line or Loop line.	15 KMPH or higher speed as prescribed under approved special instructions



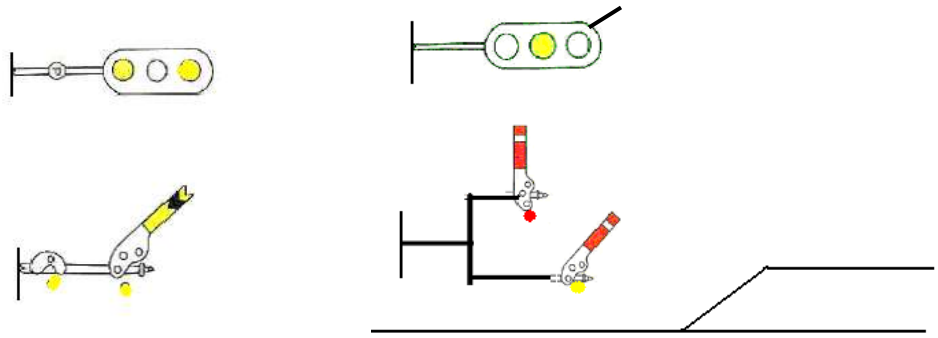
Aspect	Indication	Set for	Maximum speed over facing points
Proceed Green	Run through	Main Line only (With Point Indicator)	75 KMPH..



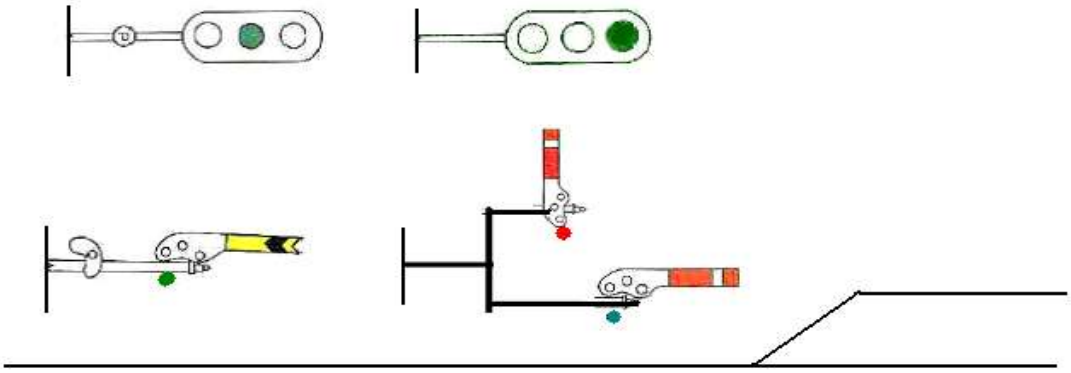
Stop at Home signal



Aspect	Indication	Set for	Maximum speed over facing points
Attention Double Yellow	Be prepared to stop at the Loop line Starter signal or pass run through on the loop line	Loop line	15 KMPH or higher speed as prescribed under approved special instructions



Aspect	Indication	Set for	Maximum speed over facing points
Attention Double Yellow	Be prepared to stop at the Main line Starter signal, or at the proper berthing place on Main line with a speed NOT EXCEEDING 50 KMPH over Facing Points.	Main line	50 KMPH



Aspect	Indication	Set for	Maximum speed over facing points
Proceed Green	Proceed. Block section ahead is clear and the train is to pass run through the station via Main Line.	Main line	Maximum speed permitted

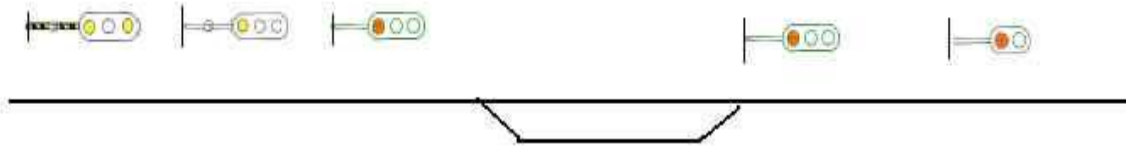
POSITION OF SIGNALS

RUN THROUGH



ASPECT OF SIGNAL
Green Green Green Green Green

STOP AT HOME SIGNAL



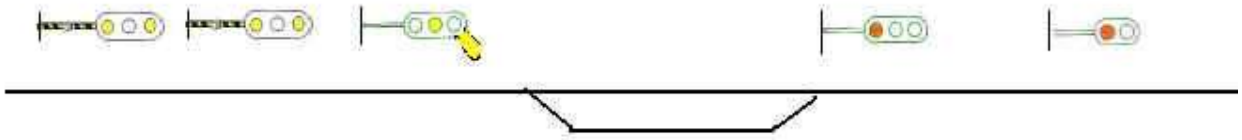
ASPECT OF SIGNAL
Yellow Yellow Yellow Red Red Red
SPEED: Be prepared to stop at Home

RECEPTION ON MAIN LINE



ASPECT OF SIGNAL
Green Yellow Yellow Yellow Red Red
SPEED OVER FACING POINTS - 50 KMPH

RECEPTION ON LOOP LINE



ASPECT OF SIGNAL
Yellow Yellow Yellow Yellow Yellow Red Red
SPEED OVER FACING POINTS - 15 KMPH

S.R. 3.08(ii) Under no circumstance, shall the speed of a train exceed the maximum permissible speed laid down in the Working Time Table or such reduced speed as may be prescribed by the Engineering Department, even if the combination of signals permit a higher speed.

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 the Loco Pilot which of two or more diverging routes is set for him, when the Home signal is, in consequence of its position, inconvenient for this purpose.

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

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

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

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

(4) The Starter, where only one such signal is provided, or the Advanced Starter, shall be fixed at the limit beyond which no train may pass, unless the Loco Pilot is given the authority to proceed required under the system of working, and shall be placed outside all connections on the line to which it refers except where otherwise allowed by approved special instructions. Shunting operations beyond this limit shall be carried out only in accordance with special instructions.

(5) Where an Advanced Starter is provided, the Starter referring to any line shall be placed so as to protect the first

facing points or fouling mark of the connections to another running line.

S.R. 3.10(i) For the despatch of trains signals shall be taken "off" in the following order, except when they have to be passed at "on"-

At stations with an Advanced Starter and a Starter, the Advanced Starter shall be taken "off" first and then the Starter. At stations with an Advanced Starter and more than one Starter, the Advanced Starter shall be taken "off" first, then the Starter immediately in rear of the Advanced Starter and so on.

S.R.3.10(ii) If, for any reason, the Loco Pilot has to Start his train from beyond the Starter or Advanced Starter, but within station limits, the Station Master after satisfying himself that the line is clear upto the next Stop signal, will take "off" the Starter or Advanced Starter and give a written memo to the Loco Pilot authorizing him to start. In cases where the Starter cannot be taken "off" either due to the track circuit section being occupied by the front portion of the train or due to any other cause, the Station Master shall personally verify that all the points over which the train will pass are correctly set and all the facing points locked and that the points are not damaged in any way before giving the written memo.

SR. 3.10(iii): Loco Pilots of all stopping trains (i.e. other than run through trains) shall be issued with starting permit in Form T.310 in addition to Authority to proceed during crossing (or) precedence at a station where there is no departure signal (or) where there is no separate Starter signal for each line (or) where there is no separate Gate signal for each line interlocked with points.

Whenever starting permit is issued, the Loco Pilot's acknowledgement shall be obtained in the duplicate copy except in cases where the outgoing token is authorized to be delivered to the Loco Pilot opposite to the Station Master's office. Loco Pilots are personally responsible for ensuring that they are in possession of the starting permit in all the above cases.

3.11. Intermediate Block Stop signal. -

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

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

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

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

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

(i) when a Semi-Automatic Stop signal works as an Automatic Stop signal, it assumes "on" and "off" aspects automatically according to the 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

(iv) A modified Semi-Automatic stop signal by converting one of the Automatic stop signal in midsection 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. Memo No. 2 / 2011 dated 17.10.11)

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

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

3.13. Calling-on signals. -

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

(a) a short square ended semaphore arm, or

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

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

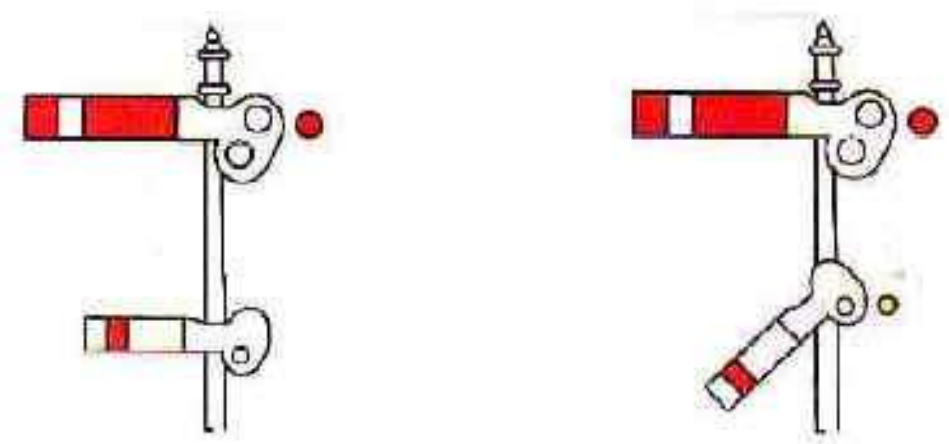
(3) **A Calling-on signal, when taken "off", calls on the Loco Pilot of a train to draw ahead with caution, after the train has been brought to a stop eventhough the Stop signal above it is at "on" and indicates to the Loco Pilot that he should be prepared to stop short of any obstruction.**

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

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

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

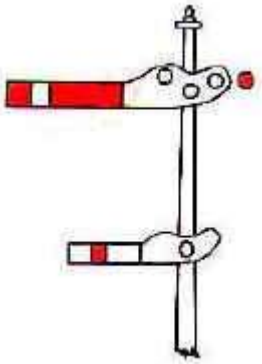
"On" position **"Off" position**

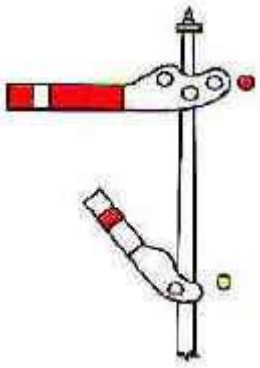


ASPECT	-	Proceed slow
Indication	Loco Pilot shall obey the aspect of the Stop Signal	Stop and then draw ahead with caution and be prepared to stop short of any obstruction

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

"On" Position **"Off" Position**



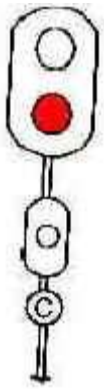


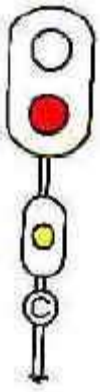
ASPECT	**-**	**Proceed slow**
Indication	**Loco Pilot shall obey the aspect of the Stop Signal**	**Stop and then draw ahead with caution and be prepared to stop short of any obstruction**

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

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

"On" position **"Off" position**

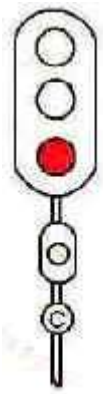


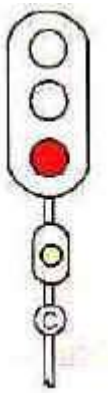


ASPECT	**-**	**Proceed slow**
Indication	**Loco Pilot shall obey the aspect of the Stop Signal**	**Stop and then draw ahead with caution and be prepared to stop short of any obstruction**

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

"On" position **"Off" position**





ASPECT	-	Proceed slow
Indication	Loco Pilot shall obey the aspect of the Stop Signal	Stop and then draw ahead with caution and be prepared to stop short of any obstruction

S.R 3.13(i)Whenever a Calling on signal is taken 'off' to authorize a movement, the interlocked points governed by the signal need not be clamped and padlocked even when Form S&T(T/351) is issued, except when the points to be disconnected are mentioned in the form and are in the route of the signal (Correction Memo 2/2008)

3.14. Shunt signals. -

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

(i) a white disc with a red bar across it, or
(ii) a position light signal.

(b) under special instructions, a Shunt signal may be a miniature semaphore arm.

(2) Shunt signals control shunting movements.

(3) A Shunt signal may be placed on a post by itself or below a Stop signal other than the First Stop signal of a station.

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

(5) When a Shunt signal is taken "off" it authorizes 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

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

"On" Position **"Off" Position**

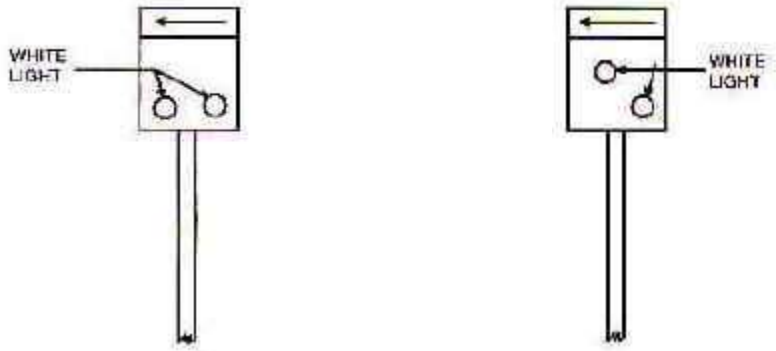


Aspect:	Stop	Proceed slow
Indication	Stop dead	Proceed with caution for shunting

(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

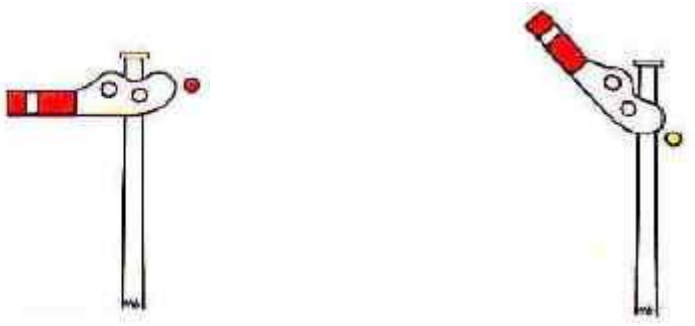
"On" position **"Off" position**



Aspect:	Stop	Proceed slow
Indication	Stop dead	Proceed with caution for shunting

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

"On" position **"Off" position**



Aspect:	Stop	Proceed slow
Indication	Stop dead	Proceed with caution for shunting

3.15 Co-acting signals.-

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

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

3.16 Repeating signals.-

(1) A signal placed in rear of a Fixed signal for the purpose of repeating to the Loco Pilot of an approaching train the 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 a banner type Repeating signal are shown below:-

Banner type Repeating signal in Two-Aspect Signalling Territory

"on" Position **"off" Position**



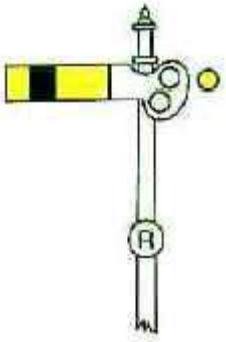


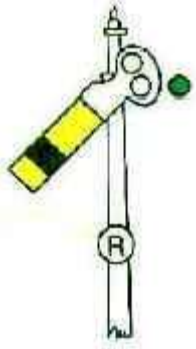
ASPECT	Signal "ON"	Signal "OFF"
ASPECT	Signal which it repeats is at "ON"	Signal which it repeats is "OFF"

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

Semaphore Arm type Repeating signal in Two-Aspect Signalling Territory

"on" Position **"off" Position**





ASPECT	Signal "ON"	Signal "OFF"
ASPECT	Signal which it repeats is at "ON"	Signal which it repeats is "OFF"

3.16(5) The aspects and indications of a colour light type Repeating signal are shown below:-

Colour light type Repeating Signal

"on" Position **"off" Position**





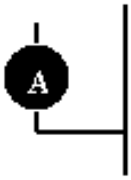
ASPECT	Signal "ON"	Signal "OFF"
ASPECT	Signal which it repeats is at "ON"	Signal which it repeats is "OFF"

Note.- In case of unwarned signals, Repeating signals shall be provided at a distance sufficient to enable the Loco Pilot to bring the train to a stop at the Stop signal.

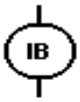
S.R.3.16(i) The Banner type repeating signal consists of a Black fringed yellow banner, pivoted in the middle against an illuminated back ground. It has two aspects namely "Caution" (horizontal) position of the banner, indicating "Proceed Cautiously and be prepared to stop at the signal in advance" which is "ON" (Red); and "Clear" (45^0 to 60^0 position of the banner) indicating "Proceed" the signal in advance is "OFF" (yellow or green). It has no danger aspect (stop indication). It is numbered in accordance with the signal it is repeating suffixed by the letter "R".

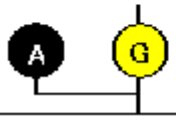
3.17. Distinguishing markers and signs for signals:-

(1) Where necessary, signals shall be distinguished by prescribed markers. Such markers shall be fixed on the signal post 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 signalling territory	Letter `R' in black on which circular disc
	Repeating signal in colour light signalling territory	White illuminated letter `R' against black background

Appearance	Provided on	Description
	Gate Stop signal	Letter `G' in black on yellow circular disc.
	Gate Stop signal in Automatic Block territory	Letter `G' in black on yellow circular disc and white illuminated letter `A' against black background.

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

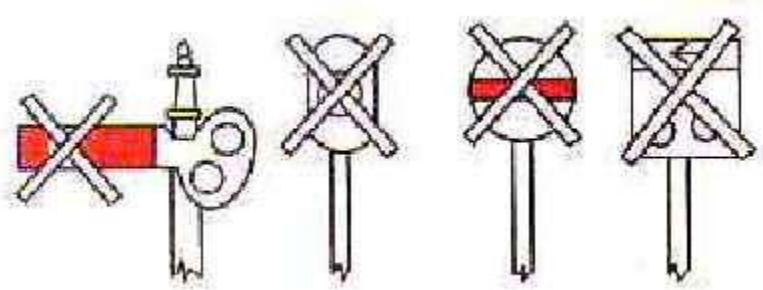
(2) Where necessary, signal arms shall be distinguished by prescribed signs as under:-

Appearance	Provided on	Description
	Approach Stop 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.

3.18. Signals out of use.-

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



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

3.19. Placing of Stop signals at diverging junctions:-

Unless otherwise permitted by approved special 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 Kmph 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 (i) Route Indicators: Route Indicators work in conjunction with Stop signals and show the route only when the signal is taken off. They are of three types namely, (a) Directional (b) Non-directional type (c) LED Matrix with Directional type route indicator.

S.R.3.19 (ii) Directional type route indicator indicates a route by a row of white lights either to the right or to the left depending upon the direction of the route when the signal is is taken off. It shall not show any route when the signal is taken off for the straight line. The signal shall be deemed to have failed if the route indication is shown without `off' aspect on the signal.

S.R.3.19 (iii) Non-directional type route indicators may either be-

(i) a stencil type where the route is shown by an illuminated stenciled letter or number: or
(ii) a multi-lamp type where route is shown by the burning of multiple miniature lamps in the form of a letter or number; or
(iii) a projector type where a number or letter is projected on an illuminated plate.
(iv) Signals working in conjunction with non-directional type route indicators shall be deemed to have failed if the route indicators show no route or incorrect route when the signal is "off".

S. R 3.19 (iv) LED Matrix with Directional type route indicator:-

a) It is a combination of both Directional and Non-Directional type route indicator. It is provided in Multiple Aspect Colour Light Signalling Territory, with more than 3 lines on one or both sides of the main line.
b) This type of route indicator will not show the road number and route when the signal is taken 'OFF' for the straight line.
c) When the signal is taken 'OFF' for the turn out, the road number will be displayed in the LED matrix along with the glowing of the Directional type indicator.
d) The signal shall assume 'ON' aspect if any one of the route indications has failed while receiving the train on turn outs.
(i) Directional type indicator or LED matrix glows without 'OFF' aspect of the signal.
(ii) Directional type indicator glows without LED matrix glowing or vice versa.

(iii) LED matrix shows incorrect road number

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 a gantry.

3.21. Signals on bracket post or signal bridge or gantry.-

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

(a) so grouped that the respective signals are easily distinguishable for each running line and are placed as nearly as possible over the running lines to which they refer,
(b) so placed that the signal referring to the main line is higher than the signal or signals referring to the other running line or lines, and
(c) so arranged that the extreme left hand signal refers to the extreme left hand line and the second signal from the left refers to the next line from the left and so on.

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

(1) Not more than one signal referring to trains moving in the same direction, whether on the same line or on separate lines, shall be placed on the same post, except-

(a) as prescribed in these rules for Calling-on, Shunt, Co-acting and Warner signals, or
(b) under approved special instructions.

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

Provided that in exceptional cases where two Home Signals are placed on the same post under approved special instructions, the top signal shall apply to the Main Line and the Lower signal shall apply to the other Line.

3.23. Electric repeater.-

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

S.R.3.23(i) Electric repeaters are of the following types:

(A) Arm repeaters for semaphore signals:

The "ON" and "OFF" aspects of semaphore signals shall be repeated as under:

1. ON" when the signal arm is "ON", "OFF", when the signal arm is "OFF" and "WRONG" when the signal arm is drooping or when there is defect in the apparatus.

or

2. RED/YELLOW Light lit when the stop/Distant signal arm respectively is "ON" and "Green" light lit when the signal arm is "OFF"

or

3. Where illuminated diagrams are provided, the same indications as described for item 2 above shall be exhibited for the different aspects near the signal as painted on the diagram.

Note:- (a) In the case of item (1) above, when the signal arm indicator displays "WRONG" indication or in the case of items (2) and (3) above, in the absence of both "ON" an "OFF" indications, the Station Master, shall test the signal if worked by wire by pulling the lever over and letting it back smartly so that the signal may get corrected in the absence of any basic defect, so as to enable it to assume "OFF" aspect by a subsequent operation to deal with the train on signals. If the signal is operated electrically, the operating knob or Station Master's slide or Lever should be operated again a few times to see if the signal responds satisfactorily.

(b) If, even after trying several times by pulling the lever over and putting it back smartly, or by operating the knob or Station Master's slide or lever again a few times, the repeater is found not displaying the indication corresponding to the position of the knob/Station Master's slide or lever, the Station Master shall go out and observe personally from a location reasonably close to the station or cabin whether the signal has been correctly taken "OFF" or restored to "ON". If the signal is observed as functioning properly it shall not be treated as defective but the concerned Electrical Signal Maintainer shall be advised to put the repeater right. In case it is not possible to observe the signal personally from a location reasonably close to the station or cabin the signal to which the repeater refers shall be treated as defective and action taken under GRs and SRs 3.68, 3.69, 3.70 and 3.71 and SR 8.03(ii) (a) until such time the repeater is set right by the Electrical Signal Maintainer".

SR.3.23(i)(B) Signal Light repeaters for semaphore signals:-

These repeaters shall be of needle type or luminous type. With needle type repeaters, the indications, shall be "IN" when the signal lamp is burning and "OUT" when the signal lamp is not burning.
With luminous type repeaters, a white/yellow light will be near the signal as painted on the illuminated diagram or near the lever or Station Master's Control Slide operating the signal, as the case may be, when the signal lamp is burning. It will not be lit when the signal lamp is not burning. If the repeater is not in working order, the Station Master shall observe personally the signal light by proceeding to a place from where the same can be seen. (See SR.8.03(ii) (a)).

(C) Luminous indications for Colour Light Signals:-

(i) The "ON" and "OFF" aspects of colour light signals shall be repeated by suitable luminous indications at the place of operation.

(ii) The signal shall be treated as defective and action taken under GRs and SRs 3.68 to 3.71 and S.R. 8.03(ii)(a) in the following circumstances:-

(a) When it is not possible to observe the signal personally from a location reasonably close to the station or cabin, or

(b) When the Station Master has satisfied himself after going out and observing that the signal arm is not functioning properly, the Station Master shall advise the concerned signal maintainer for early rectification duly giving copy of the message to section Signal Inspector and Transportation Inspector:

(iii) When the Signal repeater is rectified, the Station Master shall send a restoration message to all those who had been previously advised of the failure.

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) An 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(i) When the signal light is not burning or when the signal arm is "off" or drooping, the back light will not be visible. The Station Master shall immediately arrange to light the signal lamp or place the signal arm at "ON". The Station Master shall not give Line Clear for a train unless the back light is clearly visible or he has initiated action in terms of GRs and SRs 3.68 to 3.72.

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.

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(i) Every signal whether newly erected or resited on a section shall be inspected by a Sighting Committee, before being brought into use. The Sighting Committee shall satisfy themselves that the signal is correctly placed and focussed for day and night indications before certifying it as fit for use.

S.R. 3.26(ii) The Sighting Committee shall consist of the Transportation Inspector, Loco Inspector and Signal Inspector. Having satisfied themselves that the signal is correctly placed and focussed for day and night indications, they shall fill in and sign the report in the prescribed form provided for this purpose.

S.R.3.26(iii) Whenever there is a change in the complement of signalling at a station or on a section or whenever signals are newly erected or resited, a Caution Order shall be issued for a period of 10 days after the signal has been brought into use, drawing the attention of Loco Pilots. In addition, Loco Foremen concerned shall take assurance from Loco Pilots deputed to work trains on that particular section that they have been informed of the change in signalling arrangements.

Note: Refer S.R. 4 .09 (i) (15) (C.Memo No. 2/2014 dated 14.07.14)

S.R.3.26(iv) The visibility of signals on a section shall be jointly inspected both by day and night by the signal, Transportation and Loco Inspectors atleast once in every quarter. Joint reports pertaining to these shall be submitted to the D.S.T.E./D.S.O./D.M.E. concerned.

Note: - Also refer S.R. 4.22

3.27. Minimum equipment of fixed signals at stations provided with manually operated multiple-aspect signalling. -

The minimum equipment of fixed signals to be provided for each direction shall be as follows: -

(a)	**At class "B" stations…**	**A Distant, a Home and a Starter, and**
(b)	**At class "C" stations…**	**A Distant and a Home**

3.28. Minimum equipment of fixed signals at stations provided with modified lower quadrant signalling. -

Modified lower quadrant signalling may be introduced only where it is expressly sanctioned by a special order of the Railway Board. The minimum equipment of fixed signals to be provided for each direction shall be as follows:-

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

3.29. Minimum equipment of fixed signals at other stations provided with two-aspect signalling. -

The minimum equipment of fixed signals to be provided for each direction shall be as follows: -

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

3.30. Additional fixed signals at stations generally. -

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

3.31. Signals at class `D' stations. -

At a class `D' station, a train may be stopped in such a manner as may be authorized by special instructions.

S.R.3.31(i) Loco Pilots of trains carrying passengers shall stop their trains at class `D' stations where they are booked to stop within the platform or at the usual stopping place to enable the passengers to detrain and entrain.

S.R.3.31(ii) Station Warning Boards are provided at 1000 metres on Metre Gauge and 1200 metres on Broad Gauge short of flag/halt stations, to indicate to the Loco Pilots working trains during thick or foggy weather about the approach of the flag/halt station.

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 Starter shall mark the limit upto which shunting may be permitted.

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

3.33. Exceptions to Rules 3.27, 3.28, 3.29 and 3.32.-

Notwithstanding anything contained in Rules 3.27, 3.28, 3.29 and 3.32-

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

(b) on any section where traffic is light and speed 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 Kmph., a Distant signal and a Home signal only may be provided in each direction under approved special instructions.

S.R.3.33(i) With regard to Rule 3.33, the approved special instructions shall be embodied in the Station Working Rules.

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(i) Gate-cum-Distant signals in multiple aspect signalling shall be provided with `G' markers except in cases specified under S.R.3.34(ii).

S.R.3.34(ii) `G' markers shall be dispensed with in the following cases:-

(a) Gate Stop signals controlling entry of trains into rail-cum-road bridge;

(b) when there is a bridge between the Gate Stop signal and the gate; and

(c) Gate Stop signals protecting points.

3.35. Protection and working of points of outlying sidings.-

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

S.R.3.35(i) Detailed instructions regarding the working of points, signals and interlocking installations at, and the working of trains into and out of the outlying siding and action to be taken when signals fail shall be incorporated in the Station Working Rules of the stations controlling the siding.

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, to avert an accident.

(aa) Where Starter and Advanced Starter taken 'off' for departing trains, that is, train starting from station after coming to stop, are required to be put back for the purpose of movement of another train for precedence or crossing, shall be put back only after taking following precautions:-

(i) relevant Starter and Advanced Starter may be replaced to 'on' position and thereafter the Loco Pilot of the train for which the Signals had been taken 'off' shall be advised by on-duty Station Master through secured means of communication, specified under special instructions or where secured means of communication are not available, through a written memo to the effect that the said signals have been replaced to 'on' and that the Loco Pilot shall not start;

(ii) till the Loco Pilot has been advised through secured means of communication referred to in sub-clause (i) or through a written memo and his acknowledgement received, the route set shall not be altered except to avert an accident; or'

(C. Memo No.03/2015 dated 01.07.2015)

Note:

The following may be considered as "Secured means of communication" in regard to communication between Station Master and Loco Pilot in reference to G&SR 3.36-

i) GSM-R based Mobile Train Radio communication (MTRC) system.

ii) TETRA based mobile communication system; and

iii) Trunking Radio (MPT-1327) and CTCSS VHF system. *(C.Memo.No.03/2015 dated 01.07.2015)*

(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(i) (a) The staff responsible for working of signals at a Station/Cabin shall see that the signal arm obeys the lever actuating it. The Station Master / Cabin Assistant Station Master/ Cabinman shall ensure himself either personally or by means of the repeater where provided in all cases that the concerned signals governing the movement of a train are taken "OFF" for the train and that such signals are put back to "ON" immediately after the train has completely passed the signal.

(b) At all interlocked stations the Station Master in-charge of the station shall daily, when no trains are expected from any direction, test working of the reception signals in one direction from one line as for stopping train. For example, at a station with two running lines, the signals shall be tested as under-

(i) The Station Master shall arrange for the taking "Off" of the Up reception signal for Road No. 1. He shall then put back the signal (or the Station Master's control if any) and personally see whether the reception signals have gone back to "ON" position. The Station Master shall again arrange for taking "OFF" of Up reception signals for Road No. 1 and instruct the Cabin Asst. Station Master/Cabinman to put back the slot lever (wherever provided) to normal and personally see whether the reception signals have gone back to "ON" position.

(ii) The Station Master shall test on the second day the Down Reception signals for Road No. 1. On the third day, the Up reception signal for Road No. 2.

On the fourth day, the Down reception signals for Road No. 2 and so on every day repeating the procedure laid down in Para (i) above.

Note:- This rule will not apply to stations provided with Panel and Route Relay interlocking.

(iii)The Station Master shall immediately after each test record the results in the station diary. If the signals do not work properly, or if they do not respond properly to the Station Master's control or Cabin slot, the signal shall be treated as defective and action taken as laid down in Rule 3.69 without any delay.

S.R.3.36(ii) (a) 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 GR 3.36(2) (a) shall be deemed to exist when an accident is to be averted.

(b) If in an emergency, a signal has to be put back to the `ON' position before the movement of the train for which it was taken off, no points shall be moved until the train has come to a stand except to prevent an accident.

S.R.3.36 (iii) If in an emergency, a reception signal has to be placed to the 'ON' position before the arrival of the train to which it refers, no points shall be altered until the train has come to a stand except to prevent an accident.

(SR 3.36 (iv) has been deleted as per C.Memo No.03/2015 dated 01.07.2015)

3.37. Normal aspect of signals:-

(1) Unless otherwise authorized 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'.

S.R. 3.37 (i) Loco Pilots must stop their trains at stations where they are booked to stop irrespective of the indication of the signal immediately in advance.

(ii) The Stop signal provided at certain outlying siding taking off the running line is normally in the "off" position.

3.38. Points affecting movement of train:-

(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 blocked line except when shunting or any other movement is required to be done immediately in that direction on that line.

S.R. 3.38(i) With regard to Rule 3.38(a), the outermost facing points at non-interlocked stations shall be specially manned for the reception of a train besides being correctly set and locked. If the outermost facing points are not provided with Point Indicators, the Pointsman manning the facing points shall on the signals being taken "off", exhibit a green hand signal to the Loco Pilots of all incoming trains. The Loco Pilot of an incoming train shall not, under any circumstances, pass the outermost facing points even if the signals are taken "off" unless he sees that the facing points are manned and that a green hand signal is exhibited towards him from the points at stations not provided with Point Indicators.

S.R. 3.38(ii) With regard to Rule 3.38 (1)(b):-

(a) The trailing points shall be correctly set and when authorized by special instructions or where the interlocking installation requires it, also locked.

(b) <u>Setting of points when two trains are to be crossed on single line: -</u>
At non-interlocked stations, and at such interlocked stations on the single line where the lay-out and interlocking permits, in the event of a crossing, the facing points must be set and locked for the respective lines on which each train is to be received, before signals are cleared for either train.

S.R.3.38(iii) (a) Under special instructions, certain goods yards are declared as "terminal yards" for the purposes of reception and despatch of goods trains and regulating goods yard shunting. At such "terminal yards" , Stop Boards are provided on each goods reception line and adequate distance for reception is reckoned, with the condonation of the Commissioner of Railway Safety, from the Stop Board to the fouling mark at the trailing end. Wherever the Stop Boards is fixed at the fouling mark, the adequate distance for taking "off" Goods Home is reckoned as Zero. Speed of incoming trains inside the station section is restricted

to ten kilometers an hour and requisite speed restriction boards are duly exhibited below the respective goods Home signals.

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. The trailing points on the line on which a Goods train is to be received should be set and padlocked against the line, so that no conflicting reception or shunting movement is permitted. The Station Working Rules shall clearly specify the staff responsible to ensure this.

S.R.3.38(iii) (b) (1) Stop Boards may be provided in regular coaching terminals and baylines in coaching yards, wherever necessary. to indicate the place where the trains should normally come to a stop except at stations where standard buffers are provided at the terminal end of the lines.

(2) Stop Boards may be provided in temporary coaching terminals which care created as part of gauge conversion, doubling, new line work etc., where further movement beyond the place of stop is feasible and permitted.

S.R.3.38(iii) (c) The Stop Board shall be rectangular in shape and painted yellow with letters 'STOP' in black, Reflective material shall be provided for visibility during night. (C.Memo No.: 3/ 2008 dated 20.08.08)

S.R.3.38(iv) Except as specifically provided for in this book (G.R.S.) or the Block Working Manual, no train shall be received into or despatched from a station, by means of piloting unless authorised by the Divisional Railway Manager.

Note:- For reception or despatch of a train on or from a non-signalled line see Rules 5.10/5.11.

S.R.3.38(v)(a) At non-interlocked stations, bolts and cotters shall be provided for each switch-rail at all points on and giving access to running lines. One padlock with keys shall be provided for each set of points.

(b) At interlocked stations, bolts and cotters shall be provided for each switch-rail at all points on and giving access to running lines.

A Padlock and key shall be provided for each set of points locked by Key lock locking in one direction only and also for all non-interlocked points provided with bolts and cotters. Sufficient number of emergency padlocks shall also be provided for interlocked points fitted with locking bolts and cotters so that in the event of a failure or suspension of interlocking, the maximum number of facing points can be padlocked for train and shunt movements at a time. At stations where bolts and cotters with emergency padlocks are not provided for interlocked points, sufficient number of clamps and padlocks shall be supplied for use on maximum number of points for train and shunt movements.

(c)(1) The Divisional Engineer is responsible for the provision of bolts, cotters and padlocks and/or clamps and padlocks for the points when renewals and repairs are being carried out until the points are formally handed over to traffic.

(2) The Divisional Signal and Telecommunication Engineer is responsible for the provision of padlocks and/or clamps and padlocks at stations when disconnecting the interlocking gear for purposes of renewals and repairs.

S.R.3.38 (vi) Working at Non-interlocked station/Yards General. At all non-interlocked station/yards and at stations where non-interlocked working is introduced, the reception and despatch of train shall be based on one of the following procedures:

1. Procedure based on the "Line Label" and "Line Badge" system.
2. Procedure based on reception and despatch order book (Line Assignment book).
3. Procedure based on the principle of exchange of Private Number by Station Master with Yard Master/Cabin Assistant Station Master/Location Station Master/Switchman/Shunting Master/ Points Man/Bunk Jamedar.

(i) Procedure based on the `Line Label' and `Line Badge' system (i) the `Line Label' and `Line Badge' system of working otherwise called Station Master's `Line Label' and the points man's `Line Badge' system.

(ii) Description: (a) The designs of the Station Master's Line labels primarily for use at stations having two reception lines are reproduced in Diagram `A'. The designs of the Station Master's line labels for use of stations having more than two reception lines are reproduced in Diagram `B'.

(b) The Pointsman's Line Badges are of the same design as the label but are half the size of that of the Station Master's line labels.

(c) The line labels applying to UP Reception Loop lines have teeth cut on their periphery, while those meant for the Down Reception Loop lines have notches similarly cut. The Pointsman's line badges for UP and Down loop lines are similarly differentiated.

(d) Station code initials are printed in the space marked `A' on the designs.

(e) The line Label is only intended to be a tangible and visual indication to the Pointsman to indicate on which road a particular train is to be received.

(f) When there is change of duties of the Station Master, the Line Labels shall be handed over by the relieved Station Master to his successor under acknowledgement in a special register maintained for the purpose. Similarly on a Pointsman being relieved of his duties, he shall hand over the Line Badges to the Station Master on duty, who will in turn hand them over to the successor Pointsman, recording the transaction in the Special Register referred to. The Pointsman shall not, on any account directly transfer the Badges to his successor. During a spell of duty, these labels and badges shall remain respectively in the personal custody of the Station Master and the Pointsman.

(g) Whenever a Line Label or a Line Badge is lost or mislaid, an entry to that effect shall be made in the Station Diary. The Station Master shall immediately report the loss to the Divisional Operations Manager. The latter shall arrange for expeditious replacement of the lost line label or line Badge. During the period of the absence of the label or badge, the Station Master shall give verbal instructions to the Pointsman as to the particular line on which a train is to be received, and obtain his acknowledgement against the entry in Train Signal Register for that train.

(iii) Procedure: The Station Master shall advise the Pointsman the full particulars of the train to be received and also instructions to close and secure the level crossing gates, if any, across the road traffic. The following procedure shall then be followed in the sequence as indicated.

Sequence	Procedure	By whom to be followed.
i)	The Station Master shall-give verbal instructions to the Pointsman (one for the facing points) in the presence and hearing of each other concerning the number of line nominated for the reception of the train with the given description and from a particular direction and indicate to them whether the train is to be despatched or not.	Station Master.
ii)	The Station Master shall hand over the appropriate Line Label to the Pointsman detailed for duty at the outermost facing points.	Station Master
iii)	The other Pointsman shall proceed to the trailing points set them as instructed by the Station Master and display to the latter a `Proceed' hand signal.	Pointsman at the trailing points
iv)	After satisfying himself that he is in possession of the correct line label, he shall proceed to the outermost facing points, setting the route and locking the points on his way for the line assigned by the Station Master, as per the line label in his possession. Thereafter, he shall arrange to hand over his appropriate line badge either personally or through another railway servant to the Station Master. He shall then man the outermost facing points for the outer signal being lowered and exhibit a "Proceed" hand signal to the Station Master.	Pointsman at the outermost facing points.
v)	On receipt of the appropriate Line Badge from the Pointsman detailed for duty at the facing points and after seeing the hand signals exhibited by the two Pointsmen at the trailing and facing points, the Station Master shall exchange "All Ready" signal, first with the Pointsman at the trailing end and then with the Pointsman at the facing end. Before doing this, the Station Master shall satisfy himself that he is in possession of the correct Line Badge. Where Point Indicators have been provided, he shall satisfy himself, by observing them, that the points have been correctly set.	Station Master.
vi)	After making certain that the nominated reception line is clear and free from obstructions, the Station Master may take off, or authorize the taking `off' of the relevant Home and outer signals, observing the prescribed procedure	Station Master

vii)	If the Outer signal lever is situated near the facing points the Pointsman at the facing points may lower the Outer Signal. After satisfying himself that the Home signal has been fully lowered.	Pointsman at the facing points.
viii)	When the train is ready to start the Station Master shall exchange "All Ready" signal with the Pointsman at the trailing end for their correct setting for the despatch of the train. Before exchanging this signal the Station Master shall satisfy himself of the correct setting of the trailing points by observing the Point Indicators, wherever provided. He shall also satisfy himself that the gates of the level crossing, if any, intervening are closed and secured against road traffic, and that the road for the train is clear and free from obstructions. He may, thereafter, authorize the starting of the train under the normal rules appropriate to the station.	Station Master.
ix)	After the passage of the train the Pointsmen at the facing and trailing ends shall ensure that all the facing points and the trailing points are set in their normal position.	Pointsmen at facing and trailing Points.
x)	Pointsmen at the facing and trailing ends shall then come back to the station. The Pointsmen at the facing end shall return to the Station Master the Line Label and the points Keys and get back from the Station Master the Line Badge which had been delivered by him to the Station Master.	Pointsmen at facing and trailing points.

Note: - The Pointsman at the trailing end may, if necessary, be authorised by the Station Master to come back to the Station earlier, after correctly setting the trailing points for the despatch of the train.

iv) Reception and Despatch of Crossing trains at station using Line Label and Line Badges:

(a) The Station Master shall decide which of the two trains is to be received first into the station and then instruct the two Pointsmen (i.e., the Pointsmen detailed for duty at the facing and trailing ends) suitably in the matter. He shall hand over the appropriate Line Labels to each of the two Pointsmen.

(b) The points trailing for the train first to arrive shall be set and locked for the line assigned for the reception of the second train in accordance with S.R.3.38(ii)(b)

(c) Reception of the two trains shall be arranged under normal rules.

2. Procedure based on Reception and Despatch order Book (Line Assignment Book): -

(a) The Station Master / Yard Master as soon as Line Clear Permission has been given/obtained shall send the Reception and Despatch order Book to the

Station Master/Yard Master/Location duty Station Master/Shunting Master/Bunk Jamedar/Pointsman in charge at both ends of the yard (and also the shunting Master/Person in-charge of shunting operations) in the following order:

i) To the person in charge of the trailing end:
ii) To the person in charge of shunting operations in the yard, if any:
iii) To the person in charge of facing end i.e., at the end from which the train is expected to arrive.

(b) The person in charge at the trailing end shall sign the Order Book and return it to the Station Master. The former shall ensure that all points at his end of the yard are correctly set and locked for the reception of the train on the nominated line and that the reception line is clear and free from obstruction at his end of the yard. Thereafter, he shall stand at the outermost trailing points and exhibit a "Proceed" hand signal to the Station Master.

(c) The person in-charge of shunting operations shall sign and return the book to the Station Master and ensure that all shunting is stopped 10 minutes before the due arrival of the train, or in accordance with the Station Working Rules.

(d) The Person in-charge of that end of the yard from which the train is expected to arrive, shall ensure that all the points at his end of the yard are correctly set and locked and that the reception road is clear and free from obstructions then sign the Order Book and arrange to send the Order book to the Station Master. Thereafter, he shall take his stand at the outermost facing point and exhibit a "Proceed" hand signal to the Station Master.

(e) The Station Master/Yard Master/Asst. Yard Master/Shunting Master (C. Memo. 3 / 2009 dated 16.07.09) shall authorize the receptions/despatches of the train under normal rules after making certain that he has in his custody the Order Book duly signed by the Persons in charge at the Trailing end, of shunting operations and at the facing end and that the Level Crossings have been closed and locked against road traffic as per the procedure laid down in the Station Workings Rules.

3. <u>Procedure based on exchange of Private Number between Station Master and Yard Master/Cabin Station Master/Shunting Master/Pointsman in-charge of the Cabin/bunk/location:</u>
   i) Station Master/Yard Master as soon as Line clear has been given/obtained shall nominate the line of reception/despatch and call the person in charge of facing and trailing ends over telephone and inform them the train number and description, the line of reception/despatch and probable time of arrival/departure of the train.
   ii) The Person incharge at the facing and trailing ends shall set the concerned points and lock the facing points leading to the nominated line of reception/despatch and confirming that the portion under their jurisdiction is clear and free from obstruction shall exchange Private Number with Station Master/Yard Master.
   iii) All the shunting operation on or across the reception line shall be stopped as per the procedure given in the Station Working Rules.

iv) Only after exchanging Private Number with the person incharge of facing and trailing end and duly ensuring conflicting shunting operations are stopped as per the procedure given in the Station Working Rules, the Yard Master/the Person in charge of the yard, shall give his Private Number to the Cabin Station Master, who is in charge of clearing signals, duly releasing the reception/despatch plunger control (wherever provided) for the reception despatch of the train.

NOTE: Detailed instructions as applicable to individual stations, shall be incorporated in the respective Station Working Rules in amplification of the principles enumerated in these rules.

DIAGRAM 'A'

LINE LABEL AND LINE BADGE FOR USE AT STATIONS HAVING TWO RECEPTION LINES

DIAGRAM 'B'

LINE LABEL AND LINE BADGE FOR USE AT STATIONS HAVING MORE THAN TWO RECEPTION LINES

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.

3.40. Conditions for taking "Off" Home signal.-

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

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

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

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

(a) on a double line, the line is clear upto the starter, or (b) on a single line, the line is clear upto the trailing points or under approved special instructions upto the place at which the train 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 then-

(a) 180 metres at stations equipped with two-aspect lower quadrant or two-aspect colour light signals, or

(b) 120 metres in the case of stations provided with 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(i) The adequate distance for taking "off" signals shall be specified in the Station Working Rules. Wherever approved special instructions have been obtained, the same shall be indicated in the Station Working Rules.

SR.3.40(ii) At interlocked stations with two cabins at either end of the station yard provided with telephone communication between Station Master and the Cabins, the following procedure shall be adopted for the nomination of the line of reception for a train:-

(1) The Platform Duty Station Master shall nominate the reception line and advise the particulars of the train number, description and its probable time of arrival to the Cabin Assistant Station Master/Cabinman in both the cabins.

(2) The Cabin Assistant Station Master/Cabinman at the facing end must set and lock all the relevant facing points and set all the trailing points, if any, at his end correctly for the nominated reception line and give a categorical assurance to the Cabin Assistant Station Master/Cabinman at the trailing end that-

(a) the reception line nominated by the Platform Duty Station Master is clear and-free from obstructions over his jurisdiction.

(b) all the relevant facing points on the nominated reception line have been correctly set and locked; and

(c) all the trailing points at his end are correctly set for the nominated reception line.

(3) The Cabin Assistant Station Master/Cabinman at the trailing end on receipt of the above assurance from the facing end cabin, shall correctly set and lock all the facing points, if any, and correctly set all the trailing points at his end for the nominated reception line and after ensuring that the nominated reception line is clear and free from obstructions over his jurisdiction shall communicate a Private Number to his counter-part at the facing end and then release the slot on the concerned Home Signal.

(4) The Cabin Assistant Station Master/Cabinman at the facing end on receipt of the Private Number from his counter-part at the trailing end must communicate a Private Number to the Platform Duty Station Master repeating the nominated reception line in token of his readiness to receive the train.

(5) Platform Duty Station Master on receipt of the Private number from the Cabin Assistant Station Master/Cabinman at the facing end, shall ensure that the nominated reception line under his jurisdiction is clear and free from obstructions and that everything is ready for the reception of the train, shall communicate a Private Number to the facing end Cabin Assistant Station Master/Cabinman and then release his control on the concerned Home signal: in token of his readiness to receive the train.

(6) The Jurisdiction of station yard under each Cabin Assistant Station Master/Cabinman and Platform Duty Station Master shall be demarcated and legislated in the Station working rules and they shall be personally responsible to ensure that the reception line nominated is clear and free from obstructions as far as their jurisdiction is concerned.

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 single line, for an adequate distance beyond the first facing points.

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

S.R.3.41(i) The Outer signal shall not be taken "Off" until the Home signal has been taken "off". The Outer signal shall normally be put back to "on" before the Home signal. The Loco Pilot of an approaching train seeing the Outer signal "off" shall not assume that the Home signal also will be "off": but shall observe the aspect of the Home signal also. If a Loco Pilot finds the Outer signal "off" when the corresponding Home signal is at "on" or drooping, he shall treat both the Home and Outer signal as defective and stop his train at the Outer signal. If the Home signal cannot be seen owing to curve or other reasons sufficiently early to enable the Loco Pilot to stop the train at the Outer signal, the Loco Pilot shall, after passing the Outer signal, stop as soon as the Home signal is sighted.

S.R.3.41(ii) At stations equipped with Outer signals only on single line, the adequate distance for taking "Off" the Outer signal shall be not less than 180 metres beyond the outermost trailing points. The adequate distance shall be specified in the Station Working Rules. See also Rule 3.33.

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.

3.43. Conditions for taking "off" Warner signal.-

A Warner signal shall not be taken "off" for a train that is booked to stop or for a train that has to be stopped out of course.

3.44. Conditions for taking "off" Gate Stop signal.-

A Gate Stop signal shall not be taken "off" until the concerned level crossing or crossings is or are free from obstruction and the gates of such level crossing or crossings are closed and

locked against road traffic. Where a Gate Stop signal is interlocked with station signals it shall be worked in accordance with special instructions.

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 is provided.

3.46 Use of fixed signals for shunting.-

(1) The Outer, the 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.

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 signal 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.

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 stations provided with working Warner but not provided with Starters, the working Warner is kept at "on",

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

at stations 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.

(SR 3.48 (i) has been deleted as per Correction Memo No.03/2015 dated 01.07.2015)

3.49. Care and lighting of signal lamps.-

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

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

(a) approach lighted signals;

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

(c) the sections where no 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 backlights 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, cracked or missing he shall not light the lamp and shall report the fact immediately to the Station Master who shall treat the signal as defective.

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

Note.- See also Rule 3.03

S.R.3.49(i) All Kerosene lit signals shall be kept burning during the following hours:

1st April to 30th September from 18.00 Hours to 0600 Hours
1st October to 31st March from 17.30 Hours to 06.30 Hours.

The Divisional Safety Officer shall be empowered to issue instructions extending these hours depending on local conditions in exceptional circumstances, and to permit these lamps to be extinguished after the passage of the last train beyond the next Break Down/Medical Relief Van Depot in the direction of movement of that train. Signals at such stations will be re-lit 30 minutes before the passage of the next train if passage of such trains takes place within the hours mentioned above.

S.R.3.49(ii) The instructions regarding lighting and proper maintenance of the signal lamps shall apply to all fixed signals, indicators. Shunting Limit Boards and Block Section Limit Boards.

S.R.3.49(iii) (a) Trap Indicators indicate the position in which the trap is set. They show a red target by day and a red light by night in both directions when traps are set against the line which they are intended to isolate. They show the knife edge of the disc by day and a green light by night in both directions when the trap is set favourable for the train movement.

(b)(1) Point Indicators indicate the position in which points are set. They show a white target by day and a white light by night in both directions when the points are set for the straight. They show the knife edge of the disc by day and a green light by night in both directions when the points are set for the turn-out. The Station Master shall daily check the glasses of the Point Indicators whether they are intact by operating the concerned points after the indicator lamps have been lit and observing them. A record of this test shall be made in the Point Indicator Register.

Note: "Trap/point indicator in the Petroleum and other inflammable liquids train dealing Station yard should be provided with luminous strip in lieu of kerosene oil lit lamps. Wherever luminous strip is provided, indicator should not be kerosene lit".

(2) Responsibilities of the Station Master and Loco Pilot regarding the observation of Point Indicators:-

a) At non-interlocked stations and at stations provided with Rudimentary Interlocking, the Station Master on duty shall satisfy himself by observing the point

Indicator that the points over which the train will pass have been correctly set both for the reception and for the dispatch of trains.

b) At stations provided with single arm Home in multiple aspect upper quadrant signalled area, the Station Master shall observe the Point Indicator to make sure that the route has been correctly set as instructed by him before permitting the taking "off" of the Home signal.

c) At other interlocked stations, the Station Master need not observe the Point Indicator for the correct setting of points.-

i) during the reception of trains if bracketed Home signals have been provided: and
ii) during dispatch of trains if Starters have been provided.

d) At non-interlocked stations and at stations provided with Rudimentary Interlocking, the Loco Pilots of stopping and run through trains shall observe the Point Indicator at the trailing end, wherever provided, to satisfy themselves that the points are correctly set for the line on which they are proceeding.

e) At interlocked station not provided with Starters, the Loco Pilots of stopping trains or run through trains stopped out of course shall satisfy themselves before starting their trains by observing the Point Indicator at the trailing end that the points are correctly set for the line from which they are starting.

f) At all stations during failure of signals, the Station Master and Loco Pilot shall satisfy themselves by observing the Point Indicator that the facing and trailing points are correctly set.

g) Point Indicators, wherever provided, shall be observed during shunting operations also.

S.R. 3.49(iv) Shunting Permitted Indicator.- The Shunting Permitted Indicator is not a Stop signal but only an indicator which always works to conjunction with a Stop signal. It shows in both directions by day, a black disc with a yellow cross painted on it and by night, a yellow cross light in the case of disc type indicator, or a yellow cross light both by day and by night in the case of light type indicator when shunting is permitted in the direction to which it refers. The disc type Shunting Permitted Indicator shows the knife edge of the disc by day and no light by night and the light type Shunting Permitted Indicator shows no light both by day and by night when shunting is not permitted.

The person operating the ground lever of a Shunting Permitted Indicator for performing shunting shall personally ensure that the fouling marks of the points, the movement over which is controlled by the `Shunting Permitted' Indicator are clear, before returning the ground lever to normal.

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(i)(a) Traps may be either:-

(1) a Scotch Block

(2) a Haye's Derail,

(3) a Trap point with a single switch, or

(4) a Derailing Switch

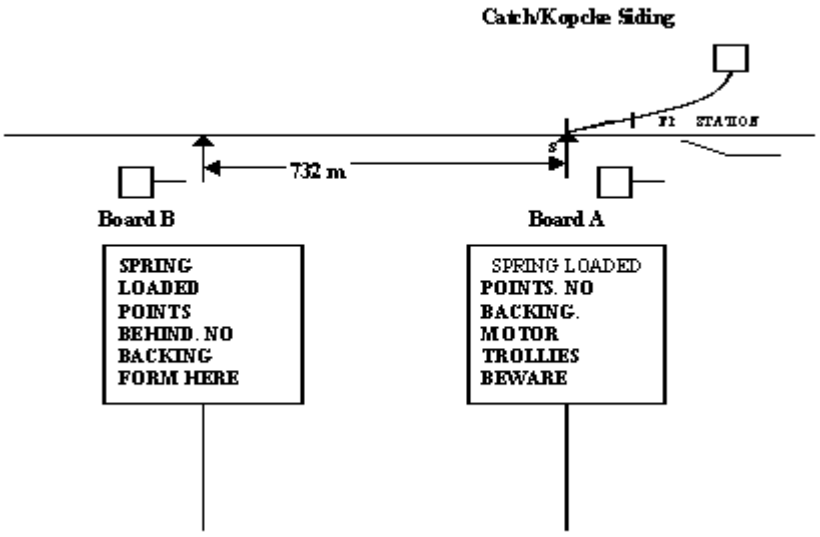
Note:- A Derailing Switch is a pair of points leading to a short dead end and used solely for the purpose of trapping the vehicles on the running line or siding. The staff in possession of the keys of the locks of taps shall be held personally responsible for carrying out the instruction under Rule 3.50.

(b)(1) Slip sidings are intended to prevent vehicles at stations from escaping on to the Main line. Shunting/Stabling of vehicles/wagons on slip siding is prohibited.

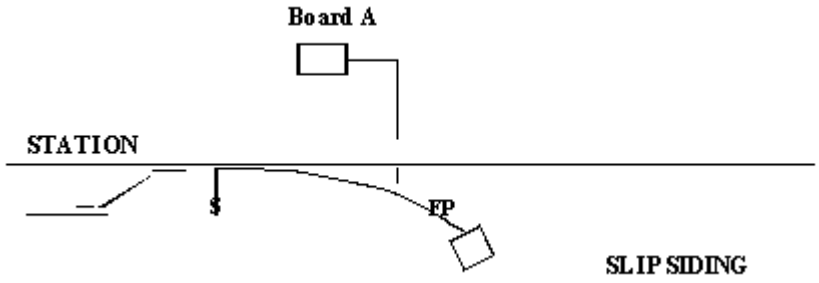
(2) Catch sidings/ "Kopcke" sidings are intended to catch vehicles or trains which have escaped from the adjacent station or parted portions of trains coming out of control from the adjacent block section. Shunting/Stabling of vehicles/wagons on Catch/ "Kopcke" sidings is prohibited.

Note:- `Kopcke' sidings are Catch siding of another design and serve the same purpose.

(3)(a) When the points at which Catch or Kopcke sidings take off are spring loaded, two Sign Boards, one (Sign Board 'A') clear of the fouling mark of the siding and another (Sign Board 'B') at a distance of 732 metres in advance of the spring loaded points are provided as indicated in the diagram below:-



(b) However, Sign Board `A' above is provided clear of the fouling mark of Slip-siding points when spring loaded as indicated in the diagram below:-



(c) When the spring loaded points of a Slip or Catch/"Kopcke" siding are set in their normal position, i.e., to the Slip or Catch/"Kopcke" siding, trains will trail through for all movements in the trailing direction. No trains shall be stopped on these points. Should a train stop on these points, the train shall not be moved over the points in the facing direction.

Note:- A competent railway servant shall be deputed to ensure that there is no obstruction between the stock rail and switch rail before a train is moved in the trailing direction.

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 interface 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(i) 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(ii) The Operating Staff are responsible to keep all the Non-interlocked Points at their stations clean and clear of stones or other obstacles. The parts requiring particular attention are the surface of the switches and chairs which are in contact with each other. They must be cleaned at least once a day with graphite powder as is necessary. The handles of levers operating points and signals must be kept free from rust and rubbed daily with an oiled rag.

S.R.3.51(iii) A points man 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(iv) Whenever a train trails through wrongly set points the Loco Pilot shall on realizing the situation, immediately stop his train. He shall then consult 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. Backing of trains over points which have been trailed through is prohibited.

S.R.3.51(v) A railway servant in-charge of a cabin, points or signals shall not leave his post. If it is necessary for him to do so in order to comply with the safety rules he shall specifically depute a responsible railway servant to remain in the cabin or he shall close and lock up the cabin.

S.R.3.51(vi) (a) To carry out work in connection with the lever frames, points, Track Circuits Points, signals etc. involving disconnection or removal of inter locking gear of any kind or for attending to failure, form S&T (T/351) shall be used by the S&T official. Entries in the form shall be made in ink and no duplicate copies are required.(C. Memo 1 / 2008 (2) dated 10.01.08)

(b) Before commencing the work, the person in charge of the work shall fill up and sign the disconnection notice and fill up the first part of the block copy and obtain thereon the Station Master's signature. The signature of the Station Master on the first part of the block copy is the authority for the signal branch to commence the work.

(c) Except under special instructions by the Divisional Railway Manager during the time the work is in progress, all signals (excepting those which control movements over lines which are not only isolated, by the setting of points, from the line affected by the work but are also maintained in the isolated condition by the interlocking during the passage of the train) shall be treated as out of order and placed at "on" by the signal branch staff. Rules 3.68 to 3.72 shall be observed for train movement past the signals which have been placed at "on".

Note – The above precautions shall also apply in case of disconnection of interlocking gear owing to an accident or other reasons.

(d) After the work is completed, the person in charge of the work shall fill up and sign the reconnection notice and fill up the second part of the block copy and obtain thereon the signature of the Station Master. The signature of the person in-charge of the work on the reconnection notice is the authority for the Station Master to resume normal working.

S.R.3.51(vii)(a) To carry out ordinary maintenance work of S&T equipments at station, form S&T/NM shall be used. The S&T official attending to the maintenance work shall prepare NOTICE portion of form S&T / NM with details of the equipment which will be taken for maintenance with time and hand it over to the Station Master. The Station Master shall give permission to the S&T official for undertaking the maintenance work as requested in the NOTICE portion by according his consent in the 'CONSENT OF SM' portion in the form. On completion of the work, the S&T official shall advise the Station Master through the 'COMPLETION REPORT' and get the acknowledgement of Station Master. An entry to the effect that maintenance work is taken up at the station with location and time shall be made in the station diary and TSR by duty Station Master. (C. Memo 1 / 2008 (3) dated 10.01.08)

(b) In the case of maintenance work at trailing points the person required by the Station Working rules to ensure the correct setting of the points for the reception or dispatch of a train, shall ensure that these points are not only correctly set but are also padlocked or clamped in that position except in cases where the

correct setting of the points is ensured by the taking "off" of a fixed signal. The Station Master shall also make necessary entries, in red ink, in the Station Diary.

S.R.3.51(viii)(a) Whenever it is necessary for an Inspector or a duly certified and competent signal maintainer to carry out test of signal appliances of any description he shall make an entry in the station or cabin diary stating the particulars of work to be done and the period during which it is anticipated to complete the test. The Station Master or Cabin Assistant Station Masters or Switchmen shall countersign this entry in token that they have been acquainted with the work to be done and they shall add any remark, they may consider necessary, regarding movement in the yard etc., before the work is taken on hand.

(b) After the Inspecting official has given notice to the Cabin Assistant Station Master where testing is to be carried out, the Cabin Assistant Station Master receiving the notice shall advise the Cabin Assistant Station Master at the other end of the yard, the platform Station Master and the yard Station Master and get their acknowledgements by obtaining a private number from each in token of their consent to carry out testing and record the private number in the station diary. No move which would lead to the end of the yard where the testing is in progress shall be carried out without the Cabin Assistant Station Master at that end being informed and his permission obtained. This permission shall not be given by the Cabin Assistant Station Master until the official carrying out the test has been advised and his acknowledgement obtained in writing and all testing relating to roads on which the movement will take place has been stopped. Such permission shall be confirmed by communicating a private number. The Cabin Assistant Station Master and the Station Masters shall record the private numbers given and received in the station diaries.

(c) The Loco shed shall be advised that engine movements towards the traffic yard shall not be attempted without the permission of the Station Master. A banner flag preceded by a Stop hand signal shall be arranged to be provided at the exit from the Loco yard under the orders of the official carrying out the test, in the absence of the fixed signal controlling such exit.

S.R. 3.51(ix) Trailable spring loaded non-interlocked points exist on passenger lines at the trailing end for the purpose of engine run round at certain terminal yards protected by Stop Boards. No movements over these points in the facing direction shall be permitted unless the points are properly set.

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 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.

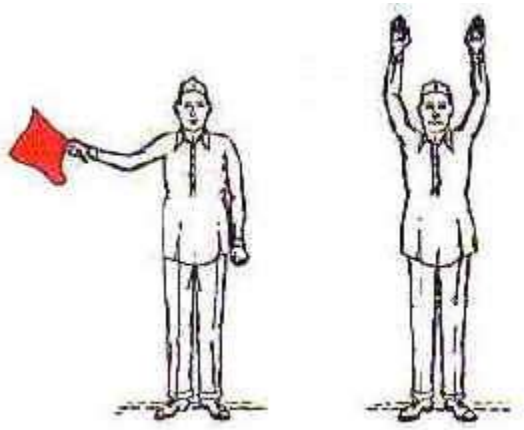
S.R.3.52(i) The arrangement of red and green slides in hand signal lamps shall be uniform. Holding the lamp with the front facing away, the green slide should be on the left hand side and the red slide on the right hand side. Every railway servant using a hand signal lamp shall see that the slides are on the correct sides and also verify everyday just before coming on duty that all glasses are in good condition.

3.53. Stop hand signals.-

Indication Stop dead

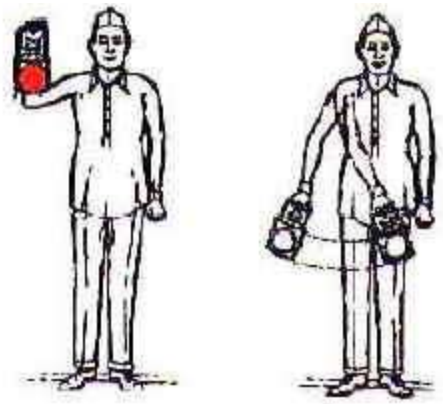
How given by day*:*

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



How given by night:

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

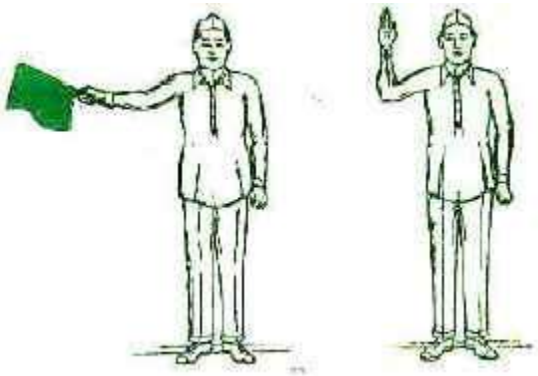


3.54 Proceed hand signal.-

Indication: Proceed

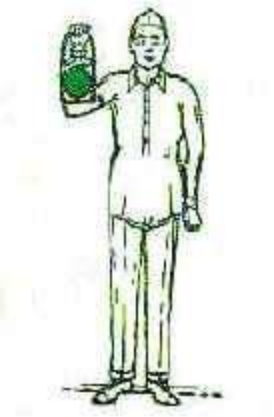
How given by day:

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



How given by night*:*

By holding a green light steadily as illustrated below:



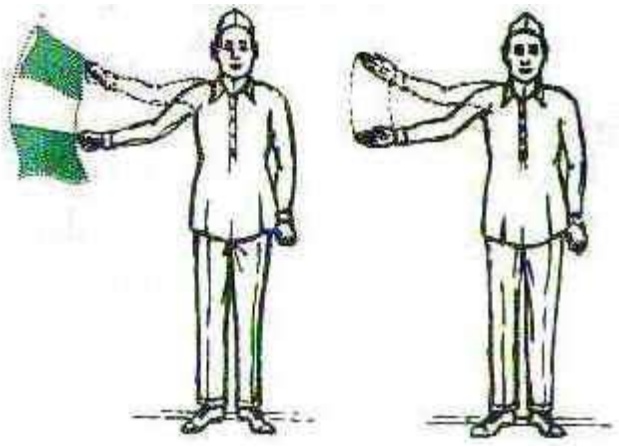
S.R.3.54(i) The "All Ready' signal is a signal indicating that all is ready for the train movement in connection with which it is given. It is given by day, by smartly waving a green flag three times overhead from side to side, pausing and waving it smartly two times, vertically up and down, and by night, by waving a green light in the same manner.

3.55. Proceed with caution hand signal.-

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

How given by day:

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



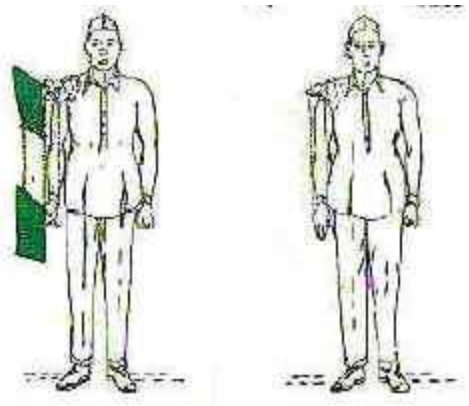
How given by night:
By waving a green light vertically up and down as illustrated below:



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

3.56 Hand signals for shunting.-
The following hand signals shall be used in shunting operations in addition to the stop hand signal:-
(a) Indication: Move away from the person signalling.

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



How given by night*:*

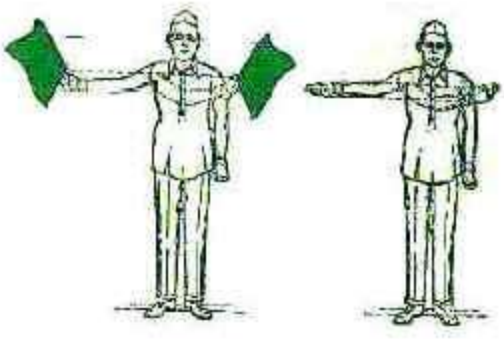
By a green light moved slowly up and down as illustrated below:



(b) Indication: move towards the person signalling

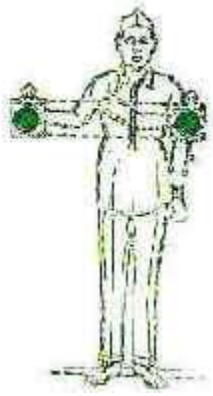
How given by day*:*

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



How given by night*:*

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

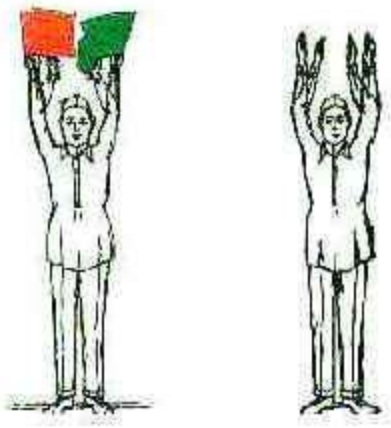


Note- The hand signals for `move away from the person signalling' and `move towards the person signalling' shall be displayed slower and slower, until the stop hand signal is given if it is desired to stop.

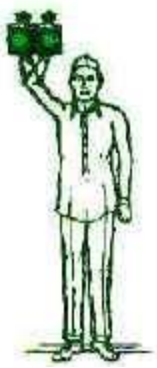
(c) indication: move slowly for coupling

How given by day*:*

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



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



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(i) Banner flags 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(ii) For "works of short duration" inside station limits if the line cannot be isolated, banner flags shall be fixed at an adequate distance from the spot which has to be protected. (C M 9 of 20.02.07)

S.R.3.57(iii) For "works of short duration" outside station limits, banner flags shall be fixed in accordance withy S.R.15.09(iii).

S.R.3.57(iv) In the following circumstances, inside and outside station limits, banner flags shall be used, with or without engineering indicators:-

(a) When rails are being renewed on the main line or in station yards.
(b) When points and crossings are being renewed.
(c) When a rail is being laid temporarily.
(d) When a longitudinal beam is being renewed on a bridge.
(e) When the line is being respaced or new extra sleepers are being inserted.
(f) 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.
(g) To protect a lorry when brought to a stand between stations to load or unload heavy material.

(h) To protect a lorry when it remains stationary in the station yard for more than 15 minutes.

(i) To protect vehicles which are being loaded or unloaded or lifted on traffic lines by the staff of the other branches.

(j) To protect a vehicle, when dangerous goods are being loaded into or unloaded from it.

(k) To protect vehicles under repair.

(l) To protect lorries loaded with heavy materials.

(m) To protect traveling cranes.

(n) Where points, signals or interlocking are disconnected at an outlying siding.

(o) In any other circumstances which warrant such special precautions being taken.

Banner flags shall be fixed at an adequate distance from the object or spot which has to be protected.

S.R.3.57(v) When a diversion is in use for the daily passage of trains and no work endangering the track is in progress on it or in its vicinity, banner flags need not be used in addition to engineering stop indicators. Banner flags shall not be used at night.

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.

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 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 gauge, detonators shall be placed on the common rail or on one rail of each gauge.

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

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

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

(b) The visibility test object may be-

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

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

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

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

(b) At stations situated in localities where fog, or dust storms or heavy rains are generally prevalent, such posts shall be provided separately.

(c) Visibility test post will be a vertical post painted alternately black and white and illuminated during night and fixed at 180 metres from the centre of the Station Master's office.

(d) In foggy or tempestuous weather or in dust storms 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 detonator (fog) signalmen, one in either direction, to the fog signal posts, which are erected at all stations at 270 metres in rear of First Stop signal. (C. Memo No. 1 /2011 dated 04.02.3011)

(e) Each of these men shall be provided with 20 detonating (fog) signals or such lesser number as may be as prescribed under special instructions. The fog signalmen shall place two detonators on the centre of the head of the rail, with the label or brand upwards, which shall be securely fastened to the rail by bending the clasps round the upper flanges of the rail, about 10 metres apart from each other, which on explosions under the wheels of an engine, will warn Loco Pilot of his proximity to the First Stop signal. (C. Memo No. 1 /2011 dated 04.02.3011)

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

SR.3.61(i) (g) When a railway servant has placed one or more detonators on the line, he shall withdraw beyond the safety radius of 45 metres from the detonator or detonators before they are exploded by an approaching engine or train. He shall be responsible for warning as far as circumstances permit, any person in the vicinity to stand beyond the safety radius.

Staff in observing the safety radius of 45 metres shall place themselves as far as possible in rear of the locomotive, train or wagon passing over the detonators.

(h) (i) Where not necessary to place Detonators:- It is not necessary to place detonators to indicate location of a Stop signal to the Loco Pilot in following circumstances.

(a) In sections where a reliable Fog Safe Device has been provided on locomotives.
(b) Where adequate pre-warning is provided; i.e. at stations where double distant signals are provided;
(c) Where maximum speed allowed in the station section is up to 15 kmph even at stations where pre-warning signal is not available, but a Warning Boards exists;
(d) Where speed of the section is less than 50 kmph (but more than 15 kmph) and the first signal of a Station is not a stop signal.
(e) In Automatic Signalling territory;
(f) On Gate Signal
(g) On departure signal
(h) At the site(s) of Temporary Speed restriction imposed due to maintenance of Track / OHE / Signal.

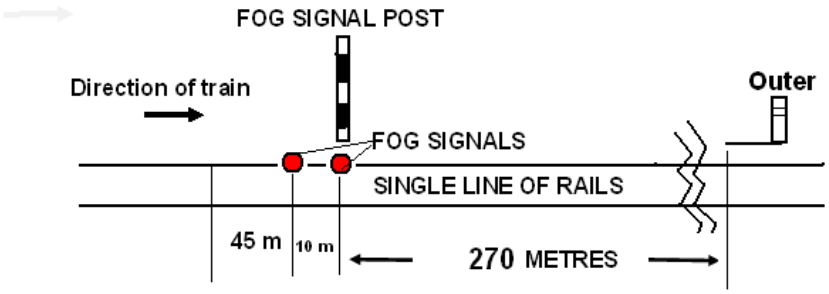
(ii) Where it is necessary to place Detonators:- The Detonators should be placed at 270 metres short of the First Stop signal at stations detailed as under:-

(a) At 'A' class stations where Warner exists - Detonators to be placed short of Home signal and not the Warner.
(b) At 'B' class stations equipped with Lower quadrant Signals - Detonators to be placed short of Outer signal.
(c) In Multiple Aspect Signalling. where single Distant Signal is provided - Detonators to be placed short of Home signal. (C. Memo No. 1 /2011 dated 04.02.2011)

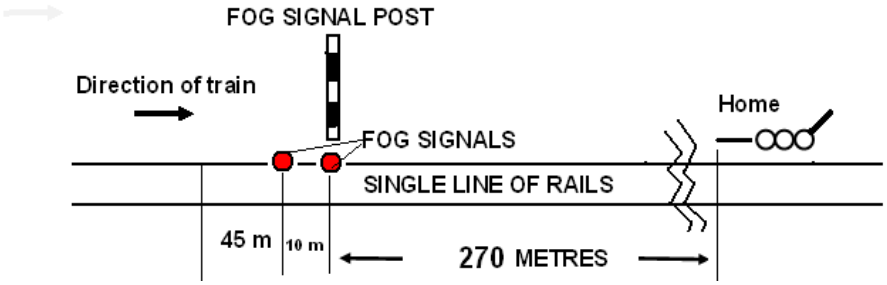
(i) The position of the Fog signal post, the fog signals and the Fog Signalman are shown in the diagram below:-

POSITION OF FOG SIGNAL MAN

Two Aspect Lower Quadrant



Multiple Aspect Colour Light



(i) 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" hand signal in accordance with General Rule 3.54.

(j) As soon as it is necessary for the Station Master on duty, to take action under S.R.3.61(d) he will immediately call on duty, two of the station Class IV 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 utilize, 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 shall be a regular employees of the Railway.

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

(i) Divisional Railway Manager will notify the names of stations at which fog prevails persistently. At each such station, two group 'D' staff shall be posted and detailed to act as Fog Signalmen one at each end. If Group 'D' staff is not available at the station, Gang men are to be deputed by Permanent Way Inspector to the station, required to act as fog signalmen. (C. Memo No. 1 /2011 dated 04.02.3011)

S.R (i)(l)(1)(ii) At a double line station if the fog appears for about 7 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(k), that is, he will immediately call out two of the station Class IV staff who are "Off" duty to work at the station as Porters and the staff who are "on" duty will be utilized for fog signalling 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 utilized on fog signalling duty. It, shall however, be noted that only regular employees will be utilized on fog signalling duty.

(iii) At single line stations where the station Porters are required for delivering tokens also, Divisional Railway Managers shall 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 be not necessary to have separate Fog Porters and the procedure stated in sub-paragraph (i) above shall 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 fog 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" shall be maintained at each station, and shall show the names of Fog Signalmen on duty, periods of duty, the stock of detonators, the number of detonators sent out with each Fog Signalman, the number of each train under which detonators have been exploded, and the number of unused detonators and used cases (including those which have failed to explode) returned each time by Fog Signalman to the Station Master on duty.

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

3.62. Placing of detonators in case of obstruction.-

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

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

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

Note.- (i) The distances referred to in General Rule 3.62 (1) shall be 500 metres and 1000 metres respectively on Metre Gauge and Narrow Gauge sections.

(ii) In the case of sharp curves and steep gradients, the distances for placing the three detonators mentioned above may be increased suitably as the circumstances of the case may warrant.

S.R. 3.62(i) The obstruction in Automatic territory consisting of a train/part of a train on the rails shall be protected as per Rule 9.10. Any obstruction in Automatic territory other than a train/part of a train on rails shall be protected as per Rule 3.62.

3.63 Replacement of detonators on the line.-

Every railway servant placing detonators on the line shall see that they are, when necessary, replaced immediately after a train has passed over them.

3.64. Knowledge and possession of detonators.-

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

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

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

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

S.R.3.64(i) (a)- A case containing 10 detonators shall form part of the equipment, when on duty, of every Guard, Loco Pilot on the foot plate, Station Master, Cabin Assistant Station Master, Cabinman, Permanent Way Gangmate, Keyman, Gateman, Bridge Watchman, Cutting Watchman, Patrolman and the official in charge of every push trolley, motor trolley and lorry.

(b) The Divisional Railway Manager shall prescribe the number of detonators which shall be kept in stock at stations, and the minimum number below which the stock shall not be allowed to fall.

(c)The Divisional Railway Manager shall prescribe the number of detonators which shall be kept in stock in each Permanent Way Inspector's office and Running Sheds respectively and also the minimum number below which the stock shall not be allowed to fall.

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

S.R.3.64(ii) (a) Station Masters shall supply detonators to Guards head quartered at their stations and to Gatemen working under their control.
(b) Permanent Way Inspectors shall supply detonators to Gangmates, keyman, Gatemen (not covered in (i) above), Bridge Watchmen, Cutting Watchmen and Patrolmen.
(c) Running Shed/Loco Foremen shall supply detonators to Loco Pilots.
(d) The users of push Trolley, motor Trolley, lorry etc. shall arrange for the supply of detonators either direct from the Divisional Railway Manager or through the Station Masters, Permanent Way Inspectors, or Running Shed Loco Foremen of their headquarters station, as may be convenient.

S.R.3.64(iii) (a) Detonators shall be carefully handled as they are liable to explode if roughly handled.
(b) Detonators shall be kept in tin 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, not exposed to dampness or steam or other vapours.

S.R.3.64(iv) (a) At stations, Loco Shed, etc., where stocks of detonating signals are kept for issue to Guards, Loco Pilots, Fog Signalmen or other railway servants, Station Masters, the Running Shed Loco Foreman or other railway

in charge of such stock shall test atleast one detonator from each tin case issued to the staff. The deficiency in each of these cases shall be made up by a detonator or detonators from another tin case from which one detonator has been tested.

(b) Traffic Inspectors, Station Masters, Running Shed/Loco Foreman and Permanent Way Inspectors are responsible to ensure that the detonators in possession of railway servants within their jurisdiction are tested once in 12 months.

SR.3.64(iv)(c)(i) The life of a detonator is seven years reckoning from the month and year of its manufacture. After expiry of this period two detonators in each batch / lot should be tested by the concerned supervisory official and if the results of these tests are satisfactory the life should be extended by 3 years and such tests on such stock whose life has been extended shall be repeated every year to test their efficacy. Where the results are unsatisfactory, the whole stock of the particular batch/lot should be withdrawn and replaced by fresh stock.

Note:-

1. This rule applies to all sections of the Railway

2. However the normal shelf life of detonators manufactured during 2010 and there after 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 of the end of 5 years and if the result of these tests are satisfactory, life of the detonators of that batch / lot should be extended by one more year on expiry of which similar tests should be conducted annually to extend the life of the detonators of that particular batch / lot up to a maximum of 8 years from the year of manufacture. (C. Memo No. 1 / 2012 dated 09.03.12)

(ii) All time expired fog signals (more than 10 years old) need not be returned to the Stores depots but shall be destroyed at the sites by the concerned stock holders in the presence of a Gazetted officer who shall give a certificate in the relevant records to this effect.

(d) Detonators bearing any sign of rust on the surface or appearing unsatisfactory in any way or those failing to explode during tests or in actual working shall be promptly destroyed as detailed in S.R.3.64(vii).

(e) While testing detonators from a tin case, the one which is the oldest as regards the date of manufacture shall be used.

(f) Detonators shall be tested under an empty wagon moving at 8 to 10 Kilometres an hour. The empty wagon shall be propelled by a steam or electric locomotive. Tests shall not be carried out by an official lower in rank than a Traffic Inspector, Permanent Way Inspector, Loco Inspector of Running Shed/Loco Foreman. Station Master at Guard's headquarters station are, however, authorised to test detonators in their charge or issued by them. Care shall be taken to ensure that test is not conducted in a crowded locality or near a level crossing where splinters from detonators may cause injury.

SR.3.64(iv) (g)Excepting the crew of the locomotive employed in the test, no person shall be allowed to remain within a radius of 45 metres from the detonator which is being tested. The staff shall, while observing the safety radius of 45 metres place themselves as far as possible in rear of the locomotive or train or wagon passing over the detonators as it has been found in practice that splinters from detonators seldom fly in a direction towards the rear of the wheel which explodes them. The engine crew shall also keep themselves well within the cab while passing over the detonator. The official-in-charge of the testing operation, shall, before commencement of the operation, be responsible for posting sufficient men to ensure that no person encroaches upon the 45 metres safety radius until the test is completed.

(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 the detonators shall not make any improper use of them.

S.R.3.64(v) Station Masters, Running Shed/Loco Foreman, 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 known how and when to use them. For Gateman within station limits, this responsibility lies with the Station Master or Traffic Inspector of the section. Such staff as are expected to use detonators shall be tested once in three months by the Inspecting officials and Senior Supervisors in regard to their knowledge of use of detonators.

S.R.3.64(vi) Each Station Master, Running Shed/Loco Foreman and Permanent Way Inspector shall 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(vii) The time-expired detonators shall be destroyed by the following methods:-

(i) By 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 operations.
(iv) By throwing them in deep sea.

The destruction of time-barred detonators shall be arranged in the presence of a Gazetted Officer and in no case below the rank of a Senior Supervisor. He shall ensure that during destruction every care is taken to see that the splinters of detonators do not cause any injury to life and property. In no case the detonators shall be buried or thrown in water at such places where they could be recovered by human beings.

S.R.3.64(viii) Relief.-Divisional Railway Manager will arrange for a relief force for relieving For Signalmen at stations in areas in which fogs are prevalent, when such men are absent on account of sickness or authorised leave.

S.R.3.64(ix) Acknowledgement of Rules.- The Station Master shall obtain the signature or thumb impression of Fog Signalmen in the "Station Detonator Register", as an acknowledgement that they know and understand the rules for fog signalling of trains.

S.R.3.64(x) Record if detonating (fog) signals and exploded cases.- (i) The Station Master on duty shall be responsible for ensuring that the Fog Signalman, before going out on duty to the fog signal posts, count the number of detonating (fog) signals issued to them. This number shall be entered in the "Station Detonator Register" in Form Annexure `A' and the Station Master on duty and the fog Signalmen shall jointly sign this entry.

(ii) As each train has passed over the detonating (fog) signals placed for it, the, Fog Signalmen shall collect the exploded cases (not omitting the cases of detonators which have failed to explode) and when his period of duty is over, or when he is recalled on the weather clearing up, he shall bring all the used detonators and any unused detonators he still has, and make them over to the Station Master on duty. The Station Master on duty shall enter in the "Station Detonator Register" in Form Annexure `A' the number of used detonators and unused detonators, and both the Station Master and Fog Signalman shall sign against this entry. If the Fog Signalman is illiterate, the Station Master shall take his thumb impression.

Annexure `A'

STATION DETONATOR REGISTER at… ….. …….

INSTRUCTIONS

1. This register contains the following parts:-

Part I- Particulars of Fog Signalmen posted at the station from time-to-time.

Part II- Particulars of receipt and stock of detonating (Fog) signals at the station, to be filled in whenever detonators are used or received.

Part III- Periods of fogs, Fog Signalman on duty, and details of detonators used.

Part IV- Particulars of Issue and Testing of fog signals at Depot, Station, Loco Shed, etc.

2. As soon as a man is posted to or detailed for duty at a station as a Fog Signalman, the Station Master shall satisfy himself that the man is fully acquainted with and understands the rules relating to the placing of detonating (fog) signals at stations during thick or foggy weather. As an assurance of this, the Station Master shall take the signature or thumb impression of such men in the appropriate column of part I of this register.

3. The Station Master shall ensure that the information to be maintained in this register is kept up-to-date and is accurate in all respects.

4. Traffic Inspectors shall check the register, as also the stock of detonators on hand, each time they visit a station and initial with date as an indication of their having done so.

SOUTHERN RAILWAY

PART I

FOG SIGNALMEN POSTED at……..Station.

Period for which worked at the station		Names of Fog Signalman	Substantive post of Fog Signalman	Assurance of Fog Signalman	Signature of the Station Master	Date of testing of the Fog Signalman in his duties by the Station Master	Signature of Fog Signalman	Signature of the Station Master
From	**To**							

SOUTHERN RAILWAY

PART II

STOCK OF DETONATING (FOG) SIGNALS

Date	Opening balance of fog signals	Stock received on date	Particulars of receipt	Stock used during day	Closing balance of detonators on hand	Signature of Station Master

SOUTHERN RAILWAY

PART III ……. Station. Up/Down Trains

Date	Duration of Fog		Name of Fog Signalman on duty	Time For Signalman sent out H. M.	No. of detonating (Fog) Signals issued			Signature/ thumb impression of Fog Signalman	Signature of Station Master on Duty	Trains for which used	No. of detonators returned to Station Master on duty				Signature of		Remarks
	Time commenced and Control advised H. M.	Time cleared and Control advised H. M.			To Fog Signalman	Sent out for renewal No.	Sent out for renewal Time H. M.				Unused detonator	Shells of exploded detonators and those detonators which failed to explode	Balance detonators not accounted by 12 and 13	Explanation for not accounted for detonators	Fog Signalman or thumb impression	Station Master on Duty	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

SOUTHERN RAILWAY

PART IV

…… Station/Shed/Office

Sl.No.	Name	Designation	Ticket No. and P.F. No.	Date of issue	No. of detonators issued	Year and month of manufacture of detonators	Number used	Date used	Month and year of manufacture of the replaced detonators	No. of detonators tested	Date of test	Date of test

G. SIGNALS TO WARN INCOMING TRAIN OF DANGER AHEAD
(C. Memo No. 1 / 2010 dated 23.02.10)

3.65. Description of flare signals.-

The signals to be used to warn the incoming train of an obstruction shall be a Red Flashing hand signal lamp at night or a red flag during day. (C. Memo No. 1 / 2010 dated 23.02.10)

S.R. (i) When it becomes necessary to protect an obstruction in a Block section and a Red flashing hand signal lamp is not provided, a fusee may be used while the Railway servant proceeds to place detonators. (C. Memo No. 2 / 2010 dated 23.02.10)

3.66. Use of flare 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. (C. Memo No. 1 / 2010 dated 23.02.10)

S.R.3.66(i)(1) An illuminating signal fusee burns with a bright red flame for about 7 minutes duration. The fusee once lighted continues to burn even in heavy rain without any difficulty. These fusees may be used during day also should circumstances warrant. Each fusee will have a protective tin plate cap at the end and will be held in position over the body by a piece of tape adhesive. The fusees with the protective caps will be packed in a moisture proof bag, the ends of which will be heat sealed to avoid ingress of moisture and consequent deterioration of the fusee.

(2) These fusees are to be used in emergencies as illuminating signal material to exhibit timely warnings in the form of danger signals to Loco Pilots of approaching trains of any obstruction particularly at nights, where Guards and Loco Pilots do not have adequate time to run forward and pin down fog signals to protect the obstruction in the normal manner.

(3) The Loco Pilot on observing a fusee burning shall stop his train immediately and act as per GR 3.78 (4) and (5).

(C. Memo No. 2/2010 dated 23.02.10)

SR.3.66(i)(4) Mode of lighting fusees.- A quick and intelligent survey shall be made to select a site in the vicinity of the obstruction for fixing the fusees so that the signal flame could be clearly seen by the Loco Pilot of the approaching train from as great a distance as possible.

The fusee can be very conveniently lighted even in heavy rain provided the striker is not made damp before it is rubbed against match composition. If possible the fusee shall be lit under cover e.g. under an umbrella, but once having lit it could be exposed head down in the rain. Directions for lighting the fusees are as under:-

(i) Expose friction composition and scratch surface of cap by pulling up tape.
(ii) Hold fusee near base and rub/scratch surface of strike card against head of fusee.
(iii) If flame is not immediately visible, pause before striking again.
(iv) Always point fusee away from face and body while igniting and while burning.
(v) After igniting hold for 5 seconds but not more than 10 seconds before dropping or fixing in position.

After lighting the fusee as described above, it shall be fixed to the staff by the nail attached to the fusee at an inclination with the head down and the staff fixed at a suitable position clear of any obstruction.

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 instruction 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 instruction 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 Gate man working on the Double / Multiple line, Ghat, Suburban or Automatic Block Territories with such signal as may be prescribed by special instruction under Rule 3.65.

(2) Every railway servant concerned with the use of signals as prescribed by special instruction 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 prescribed by special instruction under Rule 3.65, have a correct knowledge of their use. (C. Memo No. 1 / 2010 dated 23.02.10).

S.R.3.67 (i) Storage:-

(i) The fusees shall be kept away from fire.
(ii) The fusees shall not be stored in damp atmosphere after removing them from theirwrapping.
(iii) They shall be stored in bulk in the boxes supplied for the purpose and kept securely. The issuing officials shall count and keep a record of the number of fusees received and issued on each occasion, with full particulars.
(iv) The date and year of manufacture of fusees shall be stenciled on every fusee as well as on the package.
(v) When in the possession of railway staff concerned for use in emergencies, care shall 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(ii) Periodical Test and Replacements.- A representative fusee from the batches manufactured during a particular year shall be tested annually

during May at every station where they are stored in bulk and certificate issued to Chief Operations Manager/Chief Engineer through proper channels. 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 shall be considered successful. When the fusee fails to give the above results, two more fusees from the stock manufactured in the same year shall be tested to determine their efficacy.

In case, the tests are not successful, the whole stock of the particular year from the station where test was carried out shall be replaced.

S.R.3.67 (iii) Life of Fusees.- The normal life of a fusee is 7 years. Although this period has been given for general guidance, the fusees may be tried out in the manner prescribed even after the seventh year to see if they are serviceable, and if found serviceable, may be used. They should be scrapped and destroyed, if found unserviceable, in accordance with para (iv) below.

S.R.3.67(iv) Destruction of Fusees.- The unserviceable fusees shall 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 shall be removed before the fusee is burnt.

The fire shall be lit in a pit about half a metre below ground.

Note. – (i) In addition to illuminating signal fusees being lit, detonating signal shall also be placed on the line to protect an obstruction on the line.

(ii) Railway servants concerned with the use of illuminating signals fusees shall be tested once in 3 months regarding their knowledge of use as for detonating signal.

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 signals until he is satisfied that such signal has been put into proper working order;

(c) taken action in accordance with Rules 3.69 and 3.70 as may be required for movement of trains past the defective signals; and

(d) report the occurrence to the railway servant responsible for the upkeep of the signals, and if the section is controlled, the Controller also.

(2) When the Station Master receives information of any defect in a signal not pertaining to his station from the Loco Pilot or the Guard or any other railway servant, he shall immediately inform the Station Master concerned of the fact and keep the Controller advised, where the section is controlled.

(3) In case of signals becoming defective at stations situated on Centralised Traffic Control territories, the Centralised Traffic Control Operator on becoming aware of such defects, shall take action in accordance with special instructions.

S.R.3.68(i)(a) The signals which has been kept at "on" under the provisions of General Rule 3.68(1)(a) shall be lighted at night. If, however, the signal arm, cannot be kept at "on", the signal lamp shall be kept extinguished at night.

The signal lamp shall also be kept extinguished at night when cracks and breakages are noticed in the red roundel.

(b) Inspection of Signal Roundels.- The railway servant who lights the signals shall inspect the roundels for cracks or breakages and if any defect is noticed, report the matter immediately to the station Master on duty who shall enter the report in the Station Diary. Such signals shall be treated as defective during the period they are required to be kept burning and action shall be taken in accordance with the procedure prescribed in the General Rules 3.68 to 3.75 and Subsidiary Rules there under, provided that if there is any crack or breakage in the red roundel, the signal shall not be allowed to remain lit and a competent railway servant shall be deputed to show a Stop hand signal to the approaching trains from the foot of the signal.

S.R.3.68(i)(c)(1) At stations provided with colour light signals where lights cannot be kept burning due to power failure including failure of stand by arrangements, the Station Master must inform the Station on either side and the Section Controller immediately, who shall inform the Senior Divisional Electrical Engineer/Divisional Electrical Engineer and Senior Divisional Signal and Telecommunications Engineer/Divisional Signal and Tele communications Engineer concerned through their respective control cells apart from advising the Senior Divisional Operations Manager/Divisional Operations Manager and Chief Controller.

(2) Before despatching a train to such a station, Station Master of the station in rear shall issue 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 put out.

(3) Authority to pass defective signal should be issued to the Loco Pilot by the Station Master of the station where the failure has occurred, at the foot of the First Stop signal/Starter signal [T/369-(3b)].

Note: The issue of written authority [T/369(1)] to pass such defective signal by the Station Master in rear/the last nominated station is strictly prohibited in the above case.

(4) When power supply is resumed and signal is lit again, the advice as indicated in Para (a) above shall be cancelled and the Loco Pilot of the train shall be guided by the aspect of the signal.

Note: With regard to Semaphore signal refer to provision of SR. 8.03.

S.R.3.68.(ii)(a)(1) When the signals or points at interlocked stations, or at stations where points are detected by (or key locked with) the signals, become defective or cease to work properly, the Station Master shall personally inspect the points detected by the defective signal and satisfy himself that such points are correctly set and secured with cotter and bolt and padlocked or clamped and padlocked before authorizing movement of any train over them, and the padlock or clamp keys are kept in his personal custody; that all the trailing points over which the train will pass are correctly set; that the level crossing gates, if any, are closed and locked against road traffic and that the route governed by the defective signal is clear and free from obstructions.

Note. – During failure of signals/points all motor operated points lying on the route (i.e. both facing and trailing points) shall be correctly set and locked as above.

The Station Master shall complete the personal inspection of Points before granting Line Clear for a train to be received as per GR 3.69 (3)(a) and SR 3.69(ii); or before receiving a train vide GR 3.69(3)(b) and SR 3.69 (vii); or before authorizing the Loco Pilot on the signal post telephone, where provided, under special instructions; or before handing over the prescribed form to the Loco Pilot under GR 3.70.

"In the case of reception of a train, the Station Master shall also personally ensure that the adequate distance as provided for in General Rules 3.40 and 3.41 is clear and free from obstruction in all cases where the train is not stopped at the first Stop signal. In the case of a reception of a train which has been stopped at the First Stop signal before issuing the authority to enter into the station without taking "off" any reception signal, the line on which it is intended to receive the train should be kept clear upto the place at which the train is required to come to a stand".

The responsibility devolving on the Station Master under S.R.3.68(ii)(a)(i) shall not be delegated to any member of Station staff except in the case of Cabin Assistant Station Master/Switchmen when the Cabin Assistant Station Master/Switchmen can discharge the duties devolving on the Station Master.

(2) From the moment the competent railway servant/servants has/have been sent to hand-signal a train or to issue T/369-(3b) or the Calling-on signal has been taken "off" or the Loco Pilot has been authorised on the signal post telephone where provided, to pass the defective signal/signals at "on" the Station Master shall not authorize the taking "off" of signals for any other train or authorize hand-signalling

or piloting of any other train which would obstruct the line governed by the defective signal/signals on which the train has been authorised to be received at the first instance until such train has arrived and come to a stop at the station or passed through the station.

(3) Whenever a train is to be received into or despatched from a station, during failure or suspension of working of signals, the Station Master shall specially ensure that no conflicting train or vehicle movement is made towards the points over which the train will pass.

(b) At station with more than one cabin, manned by Cabin Assistant Station Master, the procedure for exchange or Private Numbers regarding reception of trains shall be followed in accordance with the Station Working Rules excepting release of slots and Station Master's control.

S.R.3.68(ii)(c)(1) Where part of the reception line is provided with Track Circuits or Axle Counters, the Station Master shall satisfy themselves by observing the track indicators that the above parts of nominated reception line under their jurisdiction is/are clear free from obstructions before authorizing clearance of reception signals for the trains.

(2) However, it is the responsibility of the Station Master to physically verify that those parts of the reception line under their jurisdiction which are not equipped with Track Circuits/Axle Counters is/are clear and free from obstruction before authorizing clearance of reception signals for the trains.

3)If there is a lapse of more than 24 hours between two movements on Track Circuited line, the Station Master shall personally check and ensure that the line is clear and free from obstructions.

(4) (i) Since Trolly, Lorry, Motor Trolly or Rail Motor Wagon may not actuate the Track Circuit or Axle Counter, the Station Master shall place on the relevant Signal Knob/Signal lever/Station Master's Control slide the "Line Blocked" Collars when he has reason to believe either by visual observation or on the advice received from the officials authorised to make use of such vehicles that the track is occupied by Trolly, Lorry, Motor Trolly or Rail Motor Wagon. The Station Master in such case, must personally ensure that the line is clear and free from obstructions of such vehicles before nomination of the line for reception of a train, although such line is provided with Track Circuit/Axle Counter. The Signal should be taken "off" and the train dealt with "on" signals. If the signal fails to respond, it should be treated as a case of signal failure and the train should be dealt in accordance with G.Rs.3.68 to 3.76 and Subsidiary Rules thereunder.

(ii) No Trolly, Dip-Lorry, Material Lorry, Ladder Trolly, Rail Motor wagon shall be placed within the station limits by any staff without the written permission from the Station Masters on duty. The duration shall be clearly indicated and the staff-in-charge of the Trolly, Dip-Lorry, Material Lorry, Ladder Trolly, Rail Motor wagon is personally responsible to provide written information about the clearance of the obstruction. The Station Master on duty shall ensure that he is in possession of such written confirmation of the clearance of the obstruction.

SR.3.68(ii)(5) During Failure/Disconnection of Axle Counter:- (i) Station Master shall physically verify that the reception line under their jurisdiction is clear and free from obstructions and the trains shall be dealt in accordance with G.Rs.3.68 to 3.76 and Subsidiary Rules there under.

(6) During failure/disconnection of Track Circuits:- During failure/disconnection of Track Circuiting, the signals shall be treated as having failed. The train shall then be dealt in accordance with the provisions contained in G.Rs.3.68 to 3.76 and Subsidiary Rules there under. The Station Master/Cabinman shall personally verify about the clearance of the reception line under their jurisdiction before allowing any train to move over the line.

(7)(a) In the case of signal failures mentioned in the above two paragraphs `Line Blocked' Collars shall be placed immediately on the relevant Signal Knob/Signal lever/Station Master's Control Slide and the trains piloted until the safe functioning of the Track Circuit/Axle counter is certified by the competent signal staff.

(ii)(7)(b) In case of defective Shunt signals, the Station Master shall personally ensure that all the facing points interlocked with the signal are correctly set and locked and all the trailing points interlocked with the signal are correctly set, before issuing the prescribed authority to the Loco Pilot to pass the signal at "on".

Where more than one Shunt signal reading over a particular route becomes defective and the movement past the signals does not involve opposing or conflicting routes, only a single form shall be issued for passing all such Shunt signals but a `Proceed' hand signal shall be shown at the foot of each such Shunt signal.

Note.- At station where Reception and Despatch Order Books are in use or where Line Label and Line Badge exchange procedure is in force, the staff responsible for the correct setting and locking of points and for ensuring that the line is clear and free from obstruction for the reception and despatch of trains during normal working i.e., when signals are in working order, shall also be similarly responsible during the failure of signals or points.

(c) Regarding defective gate Stop signals, the procedure detailed under Rule 3.73 shall be followed.

S.R.3.68(iii) Wherever Stop signals have been provided to protect outlying sidings, the action to be taken when such signals become defective shall be incorporated in the Station Working Rules of the station controlling such sidings.

S.R.3.68(iv) When a signal has become defective, it shall not be taken "off" on any account of any train until it is put into good working order by the authorised official.

S.R.3.68(v) The signal wires expand during the heat of the day and contract during the cool hours of the night and where means of adjustment for the wire are provided, the wire regulator shall be tightened-up every time before the signal is taken "off" and slackened off every time after the signals has been put back

to "on" so as to ensure that the signal arm assumes the prescribed "on" and "off" positions

S.R.3.68(vi)(1) As soon as the Station Master becomes aware that any signal at his station governing the movement of trains has been defective, he shall immediately report such defects with complete particulars, either in writing or by telegraph to the Signal Inspector with copy to the respective Signal Maintainer. A copy of the report of failure of signal/signals shall also be endorsed to the Traffic Inspector, Divisional Signal and Telecommunication Engineer, Divisional Safety Officer, Controller and other authorities as may be specified in the Station Working Rules.

(2) Failure of the signal apparatus shall be recorded in the Signal, Block, Telecommunication Failure and Inspection book. A copy of this book shall be kept in the Station Master's Office. The Station Master on duty is responsible for the correctness of the particulars entered therein.

(3) Before, however, attending to the reported defect, the S&T official shall issue a Disconnection Memo and obtain the acknowledgement of the Station Master and take such other precautions as may be necessary in terms of General Rules 3.51 and 15.08 and Subsidiary Rules there under to ensure that while the reported defect is being attended to, no movement can take place over the affected portion.(C.Memo No. 02/2014 dated 14.07.14)

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

S.R.3.68(vii) The competent railway servant deputed to hand signal trains past a defective signal shall return to the station immediately the train has cleared the signal and obtain instructions from the Station Master as to what should be done for subsequent train or trains.

3.69. Duties of Station Master when an approach Stop signal is defective.-

(1) In the event of an Outer or a Home or a Routing signal becoming defective, the Station Master shall advise the station in rear and the nominated station in rear, save in a case where a signal post telephone or a Calling-on Signal is provided on the defective signal, in order that the Loco Pilots of approaching trains may be warned of the defective signal and issued a written authority to pass such signal on receipt of Proceed hand signal at the foot of the defective signal.

(2) The Station Master in rear as referred to in sub-rule (1), on receiving the advice of the defective signal, shall immediately acknowledge it and advise the Station Master of the station where the signal has become defective of the

number of the first train which will be notified of the defective signal and again on receipt of the advice that the defective signal has been put into proper working order, shall advise the number of the train so notified last.

GR.3.69(3) The Station Master of the station where the signal has become defective shall, before authorizing a train to pass the defective signal, ensure that the conditions for taking "off" that signal have been fulfilled. He shall then authorize the Loco Pilot to pass the defective signal at "on" in one of the following manners-

(a) ***When the Loco Pilot of an approaching train has been advised of the defective signal at a station in rear (-)*** **by deputing a competent railway servant in uniform under clause (b) of sub-rule (1) of Rule 3.68, to exhibit Proceed hand signal at the foot of the defective signal to the approaching train. In such cases, the Station Master shall not give Line Clear to the station in rear unless the conditions for taking "off" the signal which has become defective, have been complied with; or**

(b) ***When the Loco Pilot of an approaching train has not been advised of the defective signal at a station in rear (-)*** **by having a written authority, authorizing the Loco Pilot to pass the defective signal at "on" delivered at the foot of the defective signal through a competent railway servant; or**

(c) by taking "off" the Calling-on signal where provided; or

(d) by authorizing the Loco Pilot to pass the defective signal at "on" over the signal post telephone where provided, in accordance with special instructions.

(4) When the Home signal becomes defective, the Outer shall also be deemed to be out of order and the procedure prescribed in sub-rules(1),(2) and (3) shall be followed.

S.R.3.69(i) In Multiple-aspect territories; the Distant shall be treated as defective in relation to the Home signal which has become defective.

Note.- When a Routing signal becomes defective, the Home and Outer signals also shall be deemed to be out of order and treated as defective in relation to the Routing signal which has become defective. The Outer and Home signals shall be

worked as usual in relation to the other Routing signals which are in proper working order.

S.R.3.69(ii) (a) In regard to Rule 3.68(b) and 3.69(3)(a) as soon as the Station Master becomes aware, that any Stop signal governing the reception of a train has become defective, he shall advise, except in a case where a signal post telephone or Calling-on signal is provided on the defective signal and subject to S.R.3.69(iii), particulars of the same, by telephone to the Station Master of the block station immediately in rear, who shall, after acknowledging the advice, issue the prescribed written authority to all stopping trains at his end and a reminder authority to all trains running through his station wherever practicable. The Station Master of the station where the defective signal is situated shall also include in the above advice the Station Master of the nominated station as applicable, who shall, after acknowledging the advice, issue the prescribed written authority to all trains.

(b) If the provisions of clause (a) above has been complied with the Station Master, before granting Line Clear for a train, ensure that the conditions for taking "off" signal for the reception of the train on the intended line are complied with. The Station Master shall, for the reception of trains from the direction governed by defective signal/signals, post competent railway servant/servants at the signal/signals concerned with detonators as may be required and hand signals and with necessary instructions (regarding train number and description, arrival time, crossing etc.), to hand signal trains past the signal/signals in accordance with S.R.3.69(iii) and S.R.3.69(viii).(a). The Loco Pilot of a train holding the prescribed written authority shall not pass the reception signal/signals concerned even if they are "off" except in accordance with these rules or as provided for in S.R.3.69(iv). If the nominated stations or the station in rear fail to acknowledge the advice see clause (a) above-but issue the prescribed written authority to the Loco Pilot of a train, the train shall only be piloted on the prescribed written authority delivered at the foot of the defective signal.

Note. – The nominated station in rear for the issue of the prescribed written authority shall be the last stopping stations in the order as given in the Working Time Table for different trains. All these stations shall be advised and acknowledgements obtained; for all goods trains as are not specifically exempted and so indicated in the Working Time Table, Light engines. Material trains and Special trains, the station in rear shall be considered as the last stopping station.

S.R.3.69 (iii) If there is more than one Home signal governing the reception of a train in a-particular direction, the provisions of S.R.3.69(ii)(a) shall be complied with only when all the Home signals applicable to that direction become defective. In such case, before giving Line Clear to a train from that direction, the Station Master shall ensure that the conditions for taking "off" signals for the line on which

It is intended to receive the train are complied with. For the reception of a train coming with the prescribed written authority the Station Master shall post a competent railway servant at the Home signal and also at the Outer signal, if any.

showing a Stop hand signal towards the Loco Pilot. If everything is ready for the reception of the train, the Station Master shall show a "Proceed" hand signal towards the competent railway servant at the Home signal. The competent railway servant at the Home signal shall then show a "Proceed" hand signal towards the Loco Pilot of the approaching train. The competent railway servant at the Outer signal shall, after observing the "Proceed" hand signal exhibited at the Home signal also show a "Proceed" hand signal towards the Loco Pilot. The Loco Pilot of an incoming train in possession of the prescribed written authority in respect of any defective approach Stop signal shall not pass such signal unless a "Proceed" hand signal is shown at the foot of each such defective signal (Outer, Home, Routing signal as the case may be).

S.R.3.69(iv) If trains approach with the prescribed written authority after the signals have been rectified, the Station Master shall send a competent railway servant with a written memo (in duplicate) to the Loco Pilot in the following form:-

Date …….
Time……..
To
The Loco Pilot of Train (no. and Description) ……..
The ……..signals have since been rectified and will, therefore, be taken "off". Come into the station observing the signals as usual.
…….
Station…… Station Master

S.R.3.69(iv) If trains approach with the prescribed written authority after the signals have been rectified, the Station Master shall send a competent railway servant with a written memo (in duplicate) to the Loco Pilot in the following form:-

The signals shall be taken "off" only after the train has come to a stand at the First Stop signal. The Loco Pilot shall, after stopping the train at the First Stop signal, receive the written memo, retain the original, sign the duplicate and return it to the competent railway servant, restart and enter the station.

The signals shall be taken "off" only after the train has come to a stand at the First Stop signal. The Loco Pilot shall, after stopping the train at the First Stop signal, receive the written memo, retain the original, sign the duplicate and return it to the competent railway servant, restart and enter the station.

S.R.3.69(v) If all the Home signals in a particular direction are not defective (i.e. one or more Home signals are in working order) the Station Master shall not advise any station in rear about the defective approach Stop signal for the issue of the prescribed written authority. For receiving a train on the line governed by the Home signal which is in working order, the Home and Outer shall be taken "off" as usual. For receiving a train on the line governed by the defective Home signal, the train shall be received in accordance with S.R.3.69(vii).

Note.- (1) In the case of a Routing signal becoming defective, the Station Master shall post competent railway servants at the Routing signal, the Home signals and the Outer signal showing a Stop hand signal towards the Loco Pilot. Thereafter if everything is ready for the reception of the train, the Station Master shall show a "Proceed" hand signal towards the competent railway servant at the Routing signal. The competent railway servant at the Routing signal shall then show a "Proceed" hand signal towards the Loco Pilot of the approaching train. The competent railway servants at the Home

and Outer signals shall, in turn, show "Proceed" hand signals to the Loco Pilot. The Loco Pilot of an incoming train in possession of the prescribed written authority in respect of the defective Routing signal, shall not pass the Outer, Home and Routing signals unless a "Proceed" hand signal is shown at the foot of each such signal.

(2) At stations where the Home signal is the First Stop signal, a competent railway servant shall be posted at the defective Home signal, showing a Stop hand signal towards the Loco Pilot. Thereafter, if everything is ready for the reception of the train, the Station Master shall show a "Proceed" hand signal towards the Loco Pilot of the approaching train.

(3) In the case of defective Routing signal, when the station in rear has not been advised for the issue of the prescribed written authority and when a train has to be received on the line governed by the defective Routing signal, the train shall be piloted in accordance with S.R. 3.69(vii). For receiving a train on the line governed by the Routing signal which is in working order, the Routing signal, Home and Outer shall be taken "off" as usual.

S.R.3.69(vi) For the reception of trains when the Home signal is defective at stations where Centralised Traffic Control is in force, the procedure detailed in S.R.9.06 shall be followed. The issue of the prescribed written authority by the Station Master of the station in rear is dispensed with a Centralised Traffic Control territory.

S.R.3.69(vii) If for any reason, the Station Master has not advised the Block station immediately in rear or the last stopping station or if he has not received the acknowledgement for his advice, he shall arrange to receive the trains concerned by Form T/369 – (3b). The Station Master shall, for the reception of trains on the line governed by the defective approach Stop signal, prepare Form T/369-(3b) and send it to the Loco Pilot through a competent railway servant with detonators (as may be required) and hand signals, with necessary instructions regarding train number and description, arrival time, crossing, etc. After the train has come to a stand at the first Stop signal, the competent railway servant shall hand over the Form T/369-(3b) to the Loco Pilot who shall keep the original and return the duplicate signed to the competent railway servant.

S.R.3.69(viii) *When the Outer signal is defective and the Home signals are in working order-*

(a) When trains approach with the prescribed written authority issued at a station in rear, the Station Master shall post a competent railway servant at the Outer signal showing a Stop hand signal towards the Loco Pilot. The competent railway servant shall show a "Proceed" hand signal towards the Loco Pilot only after seeing that the relevant Home signal is "off".

(b) When trains approach without the prescribed written authority, the Station Master shall post a competent railway servant at the Outer signal, showing a Stop hand signal towards the Loco Pilot in a case where no signal post telephone or Calling on signal is provided below the Outer signal. The competent railway servant shall, after the train has stopped at the Outer signal, deliver Form T/369-(3b) at the foot of the defective signal only after seeing that the Home signal is "off".

S.R.3.69(ix) On sections where Push Button Type Tokenless Block Instruments are in use, as no Line Clear is asked for and obtained, in case of defective approach Stop signals not provided with Calling-on signal or signal post telephone, the Station Master of the block station immediately in rear shall not allow a train to enter the block section with the prescribed written authority unless the Station Master of the station where the defective approach Stop signal is situated confirms by giving a Private Number that he has complied with the conditions for taking "off" of reception signals.

S.R.3.69(x) Procedure for the reception of the train over the signal post telephone:-

1. The Loco Pilot of the train shall bring his train to a halt at the foot of the signal which is at "ON".
2. If the signal is provided with a signal post telephone connected to the Station receiving his train, the Loco Pilot shall contact the Station Master over the Phone.
3. If the train has been stopped for reasons other than the failure/suspension of the signal(s), the Station Master shall inform the Loco Pilot the reason for the delay and the probable time at which the signal(s) will be cleared. If the signal(s) is (are) not cleared at the time indicated by the Station Master, the Loco Pilot shall contact the Station Master once again for information and further instructions.
4. If the train has been stopped owing to the failure/suspension of the signal(s), the Station Master shall authorize the Loco Pilot to pass the Signal(s) by issuing a message in the following pro forma:

From	To
Station Master Station …….	The Loco Pilot of Train No. and description.
No.	
Owing to the failure/suspension of UP/DOWN reception Signal(s) ……. (Number and description of the reception signal(s) you are hereby authorised to pass the UP/DOWN…….. signal(s) (Number and description of the reception signal(s) at "ON") and enter road Number …….. at a restricted speed of 15 KMPH. Private Number ……. (in Figures)……(in words).	

Note:- If a lesser speed is mentioned in the Station Working Rules, such lesser speed shall be advised.

5. The Loco Pilot shall record the message, including the Private Number in his rough journal book. This message is the authority for the Loco Pilot to pass the signal(s) at "ON".
6. The Station Master shall record the message in the Train Signal Register below the entry for the train. The Station Master who is authorizing the Loco Pilot on the signal post telephone to pass the reception signal(s) at "ON", is solely and personally responsible to ensure that the reception line is clear and free from any obstruction upto the Starter or the trailing points as the case may be on the intended reception line and also that all the facing points over which the train will pass are correctly set and the facing points are secured with bolt and cotter and padlock or clamp and padlock after personal inspection and the padlock keys are kept under his custody. He is also responsible to ensure that all conflicting signals are kept at 'ON' and no conflicting movement is authorized by him and level crossing, if any, are closed and locked against road traffic and gate keys are under his personal custody. Only after the above conditions have been fulfilled, the Station Master shall authorize the Loco Pilot over the signal post telephone to pass the signal(s) at 'ON'. *(C M 9 dated 20.02.07)*
7. This procedure shall be incorporated in the Station Working Rules of the station clearly.

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 authorize the Loco Pilot to pass such signal by a written authority which shall be handed over to the Loco Pilot at the station where the defective signal is located and in addition thereto, a competent railway servant shall show hand signals to the departing train in accordance with the 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 signals may be dispensed with and the Station Master may authorize 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 trains hall be stopped at the station where the defective signal is located. The written authority to pass a defective departure Stop signal shall not be handed over to the Loco Pilot unless all the conditions for taking "off" such signal have been fulfilled.

(4) Where under approved special instructions a Calling-on signal has been provided below a departure Stop signal, other than the Last Stop signal, the Calling-on signal shall not be taken "off" unless the conditions for taking "off" the departure Stop signal above it have been fulfilled.

S.R.3.70(i). If the Last Stop signal of the station in rear is also the First Stop signal of the station in advance and if such a signal becomes defective, the written authority shall be issued by the Station Master for whose station the signal acts as the Last Stop signal after he has personally satisfied himself that all the conditions for taking "off" the Last Stop signal have been fulfilled. The Loco Pilot in possession of the above written authority shall proceed upto the last Stop signal, stop and whistle. The Station Master for whose station the above signal acts as the first Stop signal, after he has personally satisfied himself that all the conditions for taking "off" reception signals have been fulfilled shall arrange to receive the train into his station by-

(a) authorizing the Loco Pilot on the signal post telephone, where provided to pass the Stop signal at "on" in accordance with special instructions: or

(b) authorizing the Loco Pilot to pass the Stop signal at "on" by taking "off" the Calling-on signal, where provided; or

(c) By delivering the prescribed written authority [T/369-(3b)] at the foot of the defective signal by a competent railway servant.

S.R.3.70(ii) In case of failure of Starter/Inter Starter/Advanced Starter, Form T/369-(3b) shall be issued to the Loco Pilot to pass the signal at `ON'. In case of failure or defective Gate signal(s) Shunt signal/shunting permitted indicator, Form T.370 shall be issued to the Loco Pilot to pass the signal at `ON'.

Note: In case of failure/suspension of departure signals, Form T/369-(3b) shall be issued to the Loco Pilot at the station.

S.R.3.70(iii) Form T/369-(3b) shall also be used in case of suspension of the Outer/Home/ Routing signal/ Starter / Intermediate Starter / Advanced Starter/Intermediate Block Stop signal. The reason for the failure/suspension of such signals shall also be written on the face of the authority.

S.R.3.70(iv) After passing a Last Stop signal at "On" on the authority of Form T/369-(3b) either due to failure or suspension, the Loco Pilot shall resume normal speed subject to other speed restrictions in force only after ensuring that the last vehicle of the train has passed over all points and connections.

S. R.3.70(v)(a) A separate authority for passing departure signals at `ON' need not be given in the following circumstances:

(a) When authority to proceed for relief engine/train into an occupied block section (T/A.602) is issued.

(b) For opening communication during total interruption of communication on single line section (Form T/B 602)

(c) For working of trains during total interruption of communication on double line section (Form T/C 602).

(d) For temporary single line working on double line (Form T/D 602)

(e) When stub portion of written permission (T/609) issued by the Station Master to the Loco Pilot to enter into the occupied block section.

(f) When authority to proceed without line clear on Automatic Block signaling territories (Form T/B 912) is issued.

(g) When authority to proceed on automatic block system during prolonged failure of signals (Form T/D) is issued

S. R. 3.70(v)(b) A separate authority for passing the Last Stop signal at 'ON', need not be given when paper Line Clear Ticket (T/C 1425 or T/D1425) is issued. (C.M 1/ 2008 (4) dated 10.01.08)

S.R.3.70(vi) When the Last Stop signal alone fails and the Block Instrument / Track Circuit / Axle Counter is otherwise in good working order in double line and single line Tokenless territories, Form T/369-(3b) shall be issued to the Loco Pilot as an authority to proceed to enter the block section duly making the following endorsement on the Form T/369-(3b).

"Last Stop signal No. --------- could not be taken 'OFF'. However, Line Clear has been obtained through Block Instrument / Track Circuit /Axle Counter from ---------- station. You are authorized to pass the Last Stop signal at 'ON' and treat this as an authority to proceed and enter the block section. Private No. received (in figures) ---------- in words) ----------.
(Correction No. 6 dated 06.11.06).

3.71. Warner or Distant signals defective in the "Off" position:-

(1)(a) If a Warner signal on a post by itself or a Distant signal is out of order and cannot be kept in the "ON" position, a Stop hand signal shall be shown at the foot of the signal. At night, the light or lights of the signal shall be extinguished and the train, after being first brought to a stand may then be hand-signalled past the signal. Advice of the defective signal shall be given to the Loco Pilots of trains at the station in rear warning them to stop at such signal.

(b) If a Warner signal placed below a Stop signal becomes defective and cannot be kept in the "on" position, the stop signal above it shall be treated as defective and by night the light of the Warner signal shall be extinguished.

(2) If the Warner or Distant signal of an Intermediate Block Post is defective and cannot be kept in the "on" position,

the Intermediate Block Stop signal also be kept at "on" and treated as defective and action taken as per Rule 3.75.
Note.- The advice mentioned above shall be given through a Caution Order.

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 Warner, the Warner applying to the line to which the defective Stop signal applies shall be kept at "on" until the defective Stop signal is rectified.

3.73. Passing of a Gate Stop signal at "on":-

(1) When a Loco Pilot finds a Gate Stop signal at "on" he shall sound the prescribed code of whistle and bring his train to a stop in rear of the signal.

(2). (a) If the Gate Stop signal is provided with a 'G' marker, the Loco Pilot shall wait at the signal for one minute by day and two minutes by night and if the signal is not taken 'OFF' within this period, he may draw his train ahead cautiously up to the level crossing and
(b) If the Gate man is available and exhibiting hand signal, proceed further past the gate cautiously, or
(c) If the Gate man is not available, or is available but not exhibiting hand signals, he shall stop short of the Level Crossing, where he shall then be hand-signalled past the gate by the gateman. If there is one of in the absence of a Gateman, by one of the members of the engine crew of the train after ascertaining that gates are closed against road traffic. (C. Memo No. 5)

(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 (i) The Loco Pilot shall give on long continuous whistle while coming to a stop at the Gate Stop signal with 'G' marker. When he passes the Gate Stop signal at 'ON', he may draw his train ahead cautiously up to the Level Crossing and if the Gateman is available and exhibiting hand signals, proceed further past the gate cautiously and otherwise he shall stop 30 meters short of the Level Crossing. Whenever he is hand signalled past the level crossing by the Guard or one of the members of the engine crew, the Loc Pilot shall stop his train with the last vehicle clearing the Level Crossing by two vehicles length to enable the Guard or engine crew to open the gate for road traffic and then board the train. The Guard and Loco Pilot shall report the occurrence at the next block station. (C. Memo No. 5)

S.R.3.73(ii) When the Loco Pilot stops at a Gate Stop signal without "G" marker at "on" protecting a Level Crossing inside station limits, he shall give one long continuous whistle and arrange to inform the Station Master through Gateman or Assistant Loco Pilot/Fireman about the gate Stop signal being at "on" had the Station Master himself not initiated action earlier. He shall not pass such signal when it is at "on" or defective unless he receives the prescribed written authority from the Station Master

and a "Proceed" hand signal is shown by the Gateman at the foot of the signal as an assurance that the route is clear and free from obstruction.

S.R.3.73(iii) (a) When a Loco Pilot of a train finds a Gate Stop signal protecting a level crossing gate outside station limits without a "G" marker at "on" he shall bring his train to a stop and give one long continuous whistle and wait for the Gateman to come over and pilot the train past the level crossing. If the Gateman does not turn up within a reasonable time, the Loco Pilot shall attract the attention of the Guard by giving two long and two short whistles. The Guard will come over and after consultation with the Loco Pilot proceed to the level crossing gate to ensure that the gates are closed against road traffic and hand signal the train past the level crossing. The Loco Pilot shall stop his train with the last vehicle clear of the level crossing by two vehicles to enable the Guard to board the train after opening the level crossing gate for road traffic. The train shall be restarted on the hand signals of the Guard.

SR 3.73 (iii) (b) In case of gate Stop signals without 'G' marker provided with signal post telephone which is connected with telephone at the gate lodge of the level crossing which the gate Stop signal protects, the loco pilot after bringing his train to a stop at the signal which is at `ON' shall contact the Gateman through signal post telephone immediately to find out the reason for the signal being at `ON'. The Gateman shall inform the Loco Pilot the reason and the probable time at which the signal will be taken `OFF' if it is not a case of signal failure.

If it is a case of signal failure, the Gateman after closure of the Gates against road traffic shall authorize the Loco Pilot to pass the Gate stop signal at `ON' cautiously by communicating a Private Number which shall be recorded by the Loco Pilot in his Rough journal book. The Loco Pilot shall then pass the gate Stop Signal at 'ON' and proceed past the level crossing gate cautiously. The Gateman shall record the Private Number in a register separately maintained for this purpose.

In case the Loco Pilot is unable to contact the Gateman through the signal post telephone, the procedure mentioned in SR.3.73(iii)(a) shall be followed. (C. Memo No.5/2008 dt. 23.12.2008.)
This occurrence shall be reported at the next block station, run through trains being stopped out of course for this purpose.

S.R.3.73(iv) The Loco Pilot shall pass a Gate-cum-Distant signal when it is 'ON' or defective by following the procedure given in sub clause (i) above when there is "G" marker or sub-clause (iii) above when there is no "G" marker.

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

(1) (a) If there is no fixed signal at a place where a fixed signal is ordinarily shown, or
(b) if the light of a signal is not burning when it should, or
(c) if a white light is shown in place of a colour light, or
(d) if the aspect of a signal is misleading or imperfectly shown, or
(e) if more than one aspect is displayed, the Loco Pilot shall act as if the signal was showing its most restrictive aspect:

Provided that during night, if in the case of a semaphore Stop signal for approaching trains only, the Loco Pilot finds the signal light extinguished, he shall bring his train to a stop at such signal. If he finds that the day aspect of such signal is clearly visible and is satisfied that the signal is in the "off" position, he shall proceed past it upto the station cautiously at a restricted speed obeying all intermediate Stop signal, 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 (i) When a Loco Pilot comes across a signal which is flickering/bobbing he should consider that signal to be showing the most restrictive aspect and bring his train to a stop short of it. If the signal assumes a steady aspect and remains steady for 60 seconds he should 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 60seconds he should treat the signal as defective and take further action accordingly. If the signal shows more than one aspect simultaneously it should also be treated as defective in the case of manual Stop signal.

"However in the case of an Automatic Stop signal showing more than one aspect simultaneously, the most restrictive aspect of that signal (i.e. "ON" aspect) shall be obeyed".

Note. – Bobbing indicates appearance and disappearance of different aspects of a signal on and off, while flickering means vibrating or unsteady illumination of any one particular aspect.

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 authorize the Loco Pilot to pass the Intermediate Block Stop signal, if defective, as prescribed by special instructions.

(3) If the telephone is not provided or is out of order, the Loco Pilot after waiting for 5 minutes at the signal shall pass it at "on" and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding 15 kilometres an hour if he has a good view of the line ahead, otherwise at a speed not exceeding 8 kilometres an hour and report the failure to the Station Master at the Block station ahead.

(4) The Station Master of the block station working the Intermediate Block Stop signal on becoming aware that such a signal is defective shall, before despatching a train, treat the entire section upto the block station immediately ahead of the Intermediate Block Post as one block section and issue a written authority to the Loco Pilot to pass the defective Intermediate Block Stop signal at "on", without stopping at the signal, in accordance with the procedure prescribed by special instructions.

S.R.3.75(i) The written authority specified under G.R 3.75(4) to pass the Intermediate Block Stop signal at `ON' shall be in Form T/369-(3b).

S.R.3.75(ii) When the Loco Pilot has to pass an Intermediate Block Stop signal at ON, he shall proceed cautiously as laid down in G.R 3.75 (3) and will continue to proceed cautiously until he reaches the foot of the next First Stop signal of the station in advance and even if that signal is "OFF", the Loco Pilot shall continue to look out for any possible obstruction short of the same and will act upon its indication only after he has reached it. The Loco Pilot shall also observe and obey the aspect of Gate Stop Signals, if any, between the IBS signal and FSS of the station in advance. In case any non-Interlocked LC is available between the IBS signal and the Home Signal of the block station ahead, the Loco Pilot shall observe the precautions as stipulated in SR 16.03 (iii) (b) (2), in addition to observing the precautions enshrined in GR 3.75 (3).

SR 3.75 (iii) (a) In case there is no response from the Gateman of a Non Interlocked LC situated between the IBS signal and the FSS of the Block station in advance, the SM of the Block station in advance, under whose control the LC is available, shall before granting Line Clear for a train exchange a message supported by a PN with the SM of the Block station in rear of the IBP to the effect that there is no response from the Gateman of NI LC No._____ at km _____ between the IBS signal and _____ station and to advise the Loco Pilot through the SPT to observe special caution. The SM of the Block station in rear, before taking off the IBS signal, shall advise the Loco Pilot of the train by the following message through SPT at the IBS signal - "Observe Special Caution at the Non Interlocked LC No._____ at km _____ as there is no response from the Gateman". Only then the SM shall clear the IBS signal. The SM shall record this message in the TSR in red ink, below the entry made for the train and the Loco Pilot shall record the same in his Rough Journal Book.

In case the Non-Interlocked LC is under the control of the SM of the Block station in rear of the IBP, he shall before taking off the IBS signal issue the message as indicated above. Exchange of messages between the Station Masters is not required in this case.

In both the cases, the SM in rear shall issue message, as indicated above to the Loco Pilot supported by a Private Number and the Loco Pilot shall acknowledge the same by issue of a Private Number to the SM as a token of having understood the instructions given by the SM.

SR 3.75 (iii) (b) In situations as referred in SR 3.75 (iii) (a), in the case of failure of IBS signal, the SM of the Block station in rear, while authorizing the Loco Pilot of a train through SPT at the IBS signal, in terms of para No. 3.0 of Special Instructions to pass the IBS signal at 'ON', the following shall also be included in the message given to the Loco Pilot:- *"Observe Special Caution while passing the Non Interlocked LC* No._____ at km _____ *as there is no response from the Gateman".*

The SM in rear shall record this message in the TSR in red ink, below the entry made for the train and the Loco Pilot shall record the same in his Rough Journal Book.
(Correction Memo No.2/2015 to GRS dated 30.06.2015)

S.R. 3.75 (iv) After stopping and then passing an Intermediate Block Stop signal at 'ON', the Loco Pilot of the following train hauled by and locomotive shall ensure that a minimum distance of 75 metres or one clear OHE span is maintained between his train and the preceding train or any obstruction on the line, In special circumstances like floods, etc., after stoppage, the Loco Pilot of the following train may draw his train still closer to the preceding train or the obstruction. (*C. Memo No. 6 dated 06.11.06).*

S.R. 3.75 (v) The station Master of the block station working the Intermediate block stop signal on becoming aware of the failure of the Intermediate Block Stop due to failure of the stop signal itself, the Block instrument, Track Circuit, Axle Counters etc, shall before despatching a train, treat the entire section up to the block station immediately ahead of the Intermediate Block Post as one block section and issue a 'Line Clear Ticket' as the authority to proceed along with Form T / 369-(3b) to pass the Intermediate Block Stop Signal at 'ON' without stopping at the signal.
(C.M 1/ 2008 (5) dated 10.01.08)

In such cases, the Loco Pilot shall pass the IBS signal at 'ON' at normal speed subject to other speed restriction in force.

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(i) The intimation referred to in Rule 3.76 shall be sent to all those who where originally advised of the defect and acknowledged immediately, by telephone. The stations acknowledging the intimation shall state in the acknowledgement the number and description of the last train to which the prescribed written authority was issued by them.

3.77. Defective or damaged points etc. –

(1) Whenever points, crossings or guard rails are defective or damaged, the railway servant incharge 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 engine crew in respect of signals.-

(1) (a) The Loco Pilot shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not –

(b) The Loco Pilot shall not, however, trust entirely to signals, but always be vigilant and cautious.

(2) (a) The Loco Pilot shall whistle intermittently when his engine explodes detonator (s) and take every possible caution including reduction of speed as necessary, so as to have the train under his control and be able to stop short of any obstruction on the line.

(b) After proceeding 1.5 kms from the place where his engine exploded detonator (s), if his engine does not 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 will 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 for day and two minutes by night to ascertain the location and /or cause of the warning, he shall proceed cautiously up to the next Block station, keeping a sharp lookout.

(6) The Loco Pilot shall acquaint himself with system of working, location of signals and other local conditions affecting the running of trains on a section or sections of the railways 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. (C. Memo No. 1 / 2010 dated 23.02.10)

S.R.3.78(i)(a):- Every new Loco Pilot/Fireman/Diesel Assistant/Assistant Loco Pilot should be given three trips (Up and Down direction separately) for learning road, out of which one must be by night, to familiarize himself with the section(s) on which he is rostered for duty.

(b) If the Loco Pilot/First Fireman/Diesel Assistant/Assistant Loco Pilot has not operated on a section for over three months, he should be given road learning trips as per the schedule given below –

Duration of absence	No. of trips in plains	No. of trips On Ghat section and Automatic territories
(1) 3 to 6 months	One trip	Three trips
(2) 6 months to 2 years	Two trips	Do.
(3) Over 2 years	Three trips	Do.

Any additional trips considered necessary should be provided with the approval of the controlling Branch Officer of the division.

(c) The scale of trips provided as above would apply to all systems of working including sections having One Train only System.

(d) A register should be maintained at the crew booking points. Before a Loco Pilot/First Fireman/Diesel/Assistant/Assistant Loco Pilot takes over, he should certify that his previous trip on the section was performed within the last three months/he has received learning Road trip/trips as his previous/trip on the section was performed more than three months ago. Also, the base depot should keep a record of the date of the last trip performed by a Loco Pilot/First Fireman/Diesel Assistant/Assistant Loco Pilot on different sections and up-date it every first of the month. On the basis of these records, shed in-charge should book the Loco Pilot/First Fireman/Diesel Assistant/Assistant Loco Pilot for learning road on a section where it is required.

S.R.3.78(ii) In order to ensure that the Guards know the road before they are detailed to work on a section, at least two trips, one by day and one by night shall be the minimum on each section for learning the road to be given to them. On difficult sections the Divisional Railway Manager may locally increase the number of trips, if considered necessary. A Guard shall be deemed to be not acquainted with any portion of the railway if a period of over 3 months has elapsed since he had last worked over that portion and he shall again learn the road as above.

S.R.3.78(iii) (a) Warning Board for Passenger Trains shall be provided at not less than 1000 m in rear of the First Stop signal of a station, Intermediate Block Stop signal and Gate Stop Signal outside station limits. The Passenger Warning Board need not , however, be provided where the First Stop signal / Intermediate Block Stop Signal / Gate Stop signal is preceded by a permissive Warner or Distant signal and distance between them is 1000 m or more.

Self reflecting sheets of approved type or reflectors shall be provided on the Warning Board as per approved drawings.

(b) Goods Warning Board shall be provided at a distance of not less than 1400 m in rear of the First Stop signal of a station, Intermediate Block Stop signal and Gate Stop signal outside station limits in all BG sections.

Self reflecting sheets of approved type or reflectors shall be provided on the Warning Board as per approved drawings.

Note:- The provision of Warning Board for goods trains shall be dispensed with where Inner Distant Signal is provided.

(c) The object of providing these Warning Boards is to give the Loco Pilot adequate warning depending upon the breaking distance. The Loco Pilots shall clearly understand that if no signal indication is available from the Warning Boards as applicable to their train (passenger train or goods train as the case may be) they should control the speed of their trains as if the Stop signal ahead is at "on" so that they can stop short of the Stop signal, if at "on". If the Loco Pilot subsequently gets the indication of the signal after passing the Warning Board by the Stop signal itself coming in sight or through the Distant or Warner or Repeating signal as the case may be that the Stop signal ahead is "off", he shall suitably increase his speed depending upon the signal indication.

(iv) (i) During fog when the Loco Pilot in his judgment feels that visibility is restricted due to fog, he shall run at a speed at which he control the train so as to be prepared to stop short any obstruction; this speed shall in any case not be more than 60 kmph.

(ii) Loco Pilot to whistle frequently to warn the gateman (where provided) and road users of an approaching train at level crossings.

(iii) In Absolute Block System the speed should not exceed 60 kmph as detailed at item (a) above.

(iv) In Automatic Block Territory the speed will be subject to the judgment of the Loco Pilot as mentioned in item (a) above and shall not exceed as under:-

(a) After passing Automatic stop signal at 'Green' the sped not to exceed 60 kmph
(b) A After passing Automatic stop signal at 'Double yellow' the sped not to exceed 30 kmph
(c) After passing Automatic stop signal at 'Yelloe' the Loco Pilot to run at a further restircted speed so as to be prepared to stop at the next stop signal.

NOTE: First Stop signal location kilomter chart of every station be provided to each Loco Pilot either as an easy to carry Card or in the Working Time Table. (C. Memo No. 1 / 2011 dated 04.02.2011)

3.79. Duties of Loco Pilot in respect of a Calling-on signal:-

The Loco Pilot of a train shall be guided always by the indication of the Stop signal below which the Calling-on signal is fixed. If this Stop signal is at "on" he shall bring his train to a stop. If he finds that the Calling-on signal is taken "off", he shall, after bringing his train to a stop, draw ahead with caution and be prepared to stop short of any obstruction.

S.R.3.79 (i) In colour light signalling territories whenever the indication/aspect of a Stop signal is at "ON" below which a Calling-on-signal, is provided, the Loco Pilot of an approaching train must draw his trains ahead close upto the foot of the Stop Signal. A board to read "Loco Pilots to pull up to signal number …… if the same is at "ON", is provided at site for this purpose.

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(i) Whenever 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 fitted with Automatic vacuum brake/Air brake to find out whether they are hot warn or cold. He shall also measure the distance overshot in terms of vehicle or wagon length or rail 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 to restart observing the "oft" 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 thereon observe the "off" aspect of the signal ahead and move into 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 Combined Train Report.

S.R.3.80(ii) The procedure detailed in S.R.3.80 (i) shall also be followed when the Loco Pilot passes an approach Stop signal at "on" partly or completely due to the signal assuming its 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 Station Master, in addition, in the case of a Starter, or Advanced Starter protecting points, he shall not pass such signals, when "ON" or defective, unless he also receives a "Proceed" hand signal from a duly authorised member of the station staff posted at the signal, or

(b) by taking "off" the Calling-on signal, if provided under approved special instructions, vide sub-rule (2) of Rule 3.13.

(2) In the case of Last Stop signal, he shall not pass such signal, when "on" or defective, unless he is also in possession of a proper authority to proceed under the system of working.

S.R.3.81(i)(a) Before the issue of the written permission *vide* GR 3.81 (1)(a) above, the Station Master shall personally inspect the points lying on the route of despatch and ensure that they are correctly set and facing points locked.

Note. – In case of motor operated points, both facing and trailing points on the route shall be set and locked.

(b) In the case of a Starter always and in the case of an Advanced Starter interlocked with any slip siding points or cross-overs , he shall post a competent railway servant with a "Proceed" hand signal at the foot of the signals.

(c) The detailed procedure to be adopted whenever slip siding points become defective at stations provided with slip sidings shall be incorporated in the Station Working Rules.

S.R.3.81(ii) When leaving a station, if a train is brought to a stand after passing partly or completely, the Starter or Advanced Starter at "ON" without proper authority, the Guard shall inform the Station Master. The Station Master shall measure the distance overshot 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 authorising him to restart observing the "off" position of the departure Stop signal ahead, if any, which has not been passed. The Guard shall, then, restart the train. In cases 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 block instrument working shall be suspended. The train shall be started on the authority of Line Clear Ticket. Block Instrument Working shall be restored by the competent official of the Signal department. (C. Memo 1 / 2008 (6) dated 10.01.08)

S.R.3.81. (iii) The procedure detailed in S.R.3.81 (ii) shall also be followed when a Loco Pilot passes a departure Stop signal at "on" partly or completely due to the signal assuming its most restrictive aspect in the face of an approaching train.

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 (i) The Station Master's permission shall be conveyed by the taking "off" of fixed signals or, in the absence of Fixed signals by hand signals exhibited by a competent railway servant.

3.83. Assistance of the engine crew regarding signals.-

(1) The Loco Pilot and the Assistant Loco Pilot, as the case may be, shall identify each signal affecting the movement of the train as soon as it becomes visible. They shall call out the aspects of the signals to each other.

(2) The Assistant Loco Pilot shall, when not otherwise engaged, assist the Loco Pilot in exchanging signals as required.

(3) The provisions of sub-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.

3.84. Duties of Loco Pilot as to signals when two or more engines are attached to train.-

When two or more engines are attached to a train, the Loco Pilot of the leading engine shall be responsible for the observance of and compliance with the signals and the Loco Pilot or Loco Pilots of other engine or engines shall watch for and take signals from the Loco Pilot of the leading engine, except in cases where special instructions are issued to the contrary.

S.R.3.84 (i) On all Ghat sections, Banking engines are permitted to be attached in the rear of all ascending trains for giving effective assistance.

S.R.3.84. (ii) When two engines are employed to work a train, it shall be ensured that the engine with the higher grade Loco Pilot is always leading and he shall be held responsible for the safe working of the train.

(iii) Whenever trains are double-headed, the Loco Pilot of the leading engine shall be responsible for observing signals and shall invariably start first after sounding his whistle and obtaining acknowledgement from the Loco Pilot of the other engine. The Loco Pilot of the rear engine, after sounding his whistle, shall not open the

regulator until the leading engine has tightened the coupling. In shutting of steam, the Loco Pilot of the leading engine shall do so first and then the Loco Pilot of the rear engine.

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 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.

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 Standard time shall be transmitted to all stations at 16.00 hours by Controller. For stations, which are not connected to the control, the specified stations shall pass on this information through the Block telephone.

At all class "D" stations where there is no telephone or telegraph connections either with the adjacent station or Control, the Clerk-in-charge shall check their station clocks daily with the time of the Guard of the first stopping train for the day.

4.02. Adherence to advertised time

No passenger train or mixed train shall be despatched from a station before the advertised time.

4.03. Setting watch:-

Before a train starts from a terminal or crew-changing station, the Guard shall set his watch by the station clock or the clock at the authorised place of reporting for duty and communicate the time to the Loco Pilot who shall set his watch accordingly.

4.04. Time of attendance for train crew:-

Every Guard, Loco Pilot, Assistant Loco Pilot shall be in attendance for duty at such place and at such time as may be prescribed by special instructions.

S.R.4.04(i) "Guards and Assistant Guards of Express, Mail and Passenger trains shall appear on duty thirty minutes before the booked departure of the trains". Guards and Assistant Guards of road vans, Mixed. Goods and Departmental trains, also shall appear on duty thirty minutes before the booked or notified departure of the trains.

S.R.4.04(ii) When Guards and Brakes men report for or break off duty, they shall sign in the Guards "ON" and "OFF" duty Register entering the time.

4.05. Proper running line:-

The Loco Pilot shall take his train along the proper running line.

S.R.4.05(i) Except as provided for in the Station Working Rules, the berthing of a train on a non-running line for crossing purposes is prohibited. However, light engines may, after being received into the station on a running line in the usual manner, be shunted on to and berthed on a non-running line. Whenever necessary without any special instructions. When a light engine is so berthed on a non-running line, is shall not be reckoned as a crossing train for the purpose of computing the number of trains to be crossed at the station.

S.R.4.05(ii)(a) The Goods Home signal shall not be taken "off" for a train carrying passengers. If so, the Loco Pilot of a passenger train shall stop short of the Goods Home signal, inform the Guard and send his Assistant or Fireman to the station to inform the Station Master. The Station Master shall put back the Goods Home signal to "on" and take "off" the Passenger Home signal and give a memo to the Loco Pilot (countersigned by the Guard) authorizing the Loco Pilot to enter the station observing the "off" aspect of the Passenger Home signal. In such cases, the Guard shall send a special report to the Divisional Operations Manager along with the Combined Train Report.
(b) A goods train may be received either into the Coaching or Goods yard by taking "off" relevant signals according to operational convenience.

4.06. Direction of running:-

(1) On a double line, every train shall run on the left hand line unless otherwise prescribed by special instructions.
(2) If there are two or more parallel lines, the direction in which trains are to run on each line shall be prescribed by special instructions.

S.R.4.06(i) The Up and Down direction of traffic on the various sections are given in the Working Time Table.

4.07. Supply of Working Time Table and Schedule of Standard Dimensions:-

(1) A copy of the Working time Table for the time being in force shall be supplied to each station, Guard, Loco Pilot, Inspector of Way or Works, and any other railway servant requiring the use of the Working Time Table during the course of his duties.
(2) A copy of the Working Time Table shall, on issue, be supplied to the Commissioner of Railway Safety.
(3) A copy of the schedule of Standard Dimensions for

the time being in force shall be supplied to each Inspector of Way or Works and Train Examiner.

B. Speed of Trains

4.08. Limits of speed generally:-

(1) (a) Every train 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 permissible speed and booked speed of coaching trains shall be reduced by ten per cent 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(i) No locomotive shall be turned out from the shed with deficient or defective speedometer. In case, the speedometer becomes defective enroute, the Loco Pilot shall work the train at speed 10% less than the permissible speed by estimating the speed with the help of his watch, kilometre posts and inter-station running time given in the Working Time Table.

S.R.4.08 (ii) The Maximum permissible speed of Goods trains and Mixed Trains in Broad Gauge is 75 kmph except in case of trains with rolling stock where a higher speed is permitted as indicated 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 stopping station immediately short of the place where such precautions are necessary, or at such other stations, and in such manner, as prescribed under special instructions.

(2) Sub-rule (1) does not apply in the case of long continued repairs when fixed signals are provided at an adequate distance short of such place and have been notified to the running staff concerned.

(3) The Caution Order referred to in sub-rule (1) shall be on white paper, with green font and be made out and signed in full.

S.R.4.09 (i) ISSUE OF CAUTION ORDERS

1	Circumstances	When a token of the Block section is extracted in connection with the work involving disconnection of points at the outlying siding.
	Particulars of caution	Token handed over to Signal & Telecommunication department official for disconnection of points at the outlying siding. "Observe special caution as necessary and lookout for hand signals at site".
	Reference	

2	Circumstances	Whenever Loco Pilots report about Slack or Rough Running or heavy lurch or any abnormal condition in the track over which his train has passed.
	Particulars of caution	Loco Pilot's message shall be repeated and the clause, "Observe Special Caution, reduce speed as necessary and do not in any case, exceed a speed of 10 KMPH and stop dead sufficiently short of the affected portion of the track before taking necessary action" to be added.
	Reference	SR.6.07(i) (d) and (e)

Note: - The Loco Pilot of the first train entering into the Block section shall stop at the spot indicated in the caution order, inspect the track and follow the instructions contained in SR.6.07(i) (d) and (e) (C.Memeo No. 2 / 2008 dated 09.06.2008)

3	Circumstances	When unsafe condition of the bunds of tanks or rivers is reported, and where danger is suspected to the Railway track, bridges and other fixed installations from sabotage, and the location remaining vague.
	Particulars of caution	Particulars of the river or tank bund reported to be unsafe/information regarding danger apprehended from sabotage, shall be given and add observe special caution. "Do not in any case exceed a speed of 15 KMPH during day and clear weather and 10 KMPH during night or when the view ahead is not clear".
	Reference	SR.6.07 (iv)
4	Circumstances	When water reaches danger level mark at bridges.
	Particulars of caution	"Water reached "danger" level mark at bridge No. ----------at KM ----------between ----------station and ----------station Proceed cautiously and observe engineering hand signals at site. Speed shall not exceed 15 KMPH during day and clear weather and 10 KMPH during night or when the view ahead is not clear".
	Reference	SR.15.05 (10) (C.m 9 dated 20.02.07)
5	Circumstances	When Trolley is on line under caution order protection on form T/ 1518.
	Particulars of caution	Trolley on line caution order T/C 409 to be issued.
	Reference	SR.15.24 (i) a & b.

6	Circumstances	If the gateman's acknowledgement of a non-interlocked level crossing gate (outside the First stop signals of the station) provided with communications, is not received for a train to enter the block section from either end.
	Particulars of caution	"Gateman's acknowledgement has not been received". Location of the level crossing shall be notified.
	Reference	SR.16.03 (iii) (b).
7	Circumstances	For the last train mentioned in the line block order to enter the block section before imposition of line block.
	Particulars of caution	"Lookout for a stop hand signal from the engineering official in-charge at KMs for the issue of Last Train Certificate".
	Reference	S.R.15.06(18)(7).
8	Circumstances	For traffic train to enter a block section on the expiry of Line Block period when the Line Block "Removal Advice" or the Line Block "Extension Advice" has not been received from the engineering official-in-charge.
	Particulars of caution	"Line Block Removal/Extension Advice not received. Be prepared for stop or caution signals at km----------"
	Reference	S.R.15.06(18)8c(ii).

9	Circumstances	When any patrolman does not report within 15 minutes of his scheduled arrival.
	Particulars of caution	"Beat No. ----------Patrolman between ----------station and ----------station who was due to arrive at ----------station at ----------hours has not arrived yet. Restrict the speed to 40 KMPH during day when visibility is clear & 15 KMPH during night and during day when the visibility is poor".
	Reference	S.R 15.05 7c(i).
10	Circumstances	On Twin Single line sections when line clear is obtained for a train by any means of communication other than the Block Instrument / Track Circuit / Axle Counter or Telephone attached to Block Instrument duly cross checking the private numbers given for Line clear for the preceding three trains.
	Particulars of caution	The speed of first train shall not exceed 25 kmph over the entire section
	Reference	S. R 14.01 (ii) (c) (Correction Memo No. 6 dated 20.10.07)

11	Circumstances	When there is a doubt or suspicion from the condition of a run through train or observations made that the block section in rear might have been obstructed or affected during the passage of train.
	Particulars of caution	"Proceed cautiously and lookout for any obstruction on the line".
	Reference	Part I Chapter III 1.3.3(d)

12	Circumstances	When engineering Gate signal is reported as defective.
	Particulars of caution	Information about the failure of gate signal notifying its location shall be given.
	Reference	S.R. 16.06(ii) b.
13	Circumstances	Engineering works or repairs on the track.
	Particulars of caution	T.409B or T.409D shall be issued. Details, as per the contents of the caution order advice of the engineering official.
	Reference	S.R. 15.08(i) (e).

14	Circumstances	When emergency patrol is put on.
	Particulars of caution	"Emergency patrolling in force".
	Reference	S.R. 15.05(7) (f).
15	Circumstances	When there is a change in the complement of signals or where signals are newly erected or resited.
	Particulars of caution	Notify the change in signaling arrangements in detail.
	Reference	S.R. 3.26(iii)
16	Circumstances	When Warner or Distant or First Stop signal becomes defective in the OFF position.
	Particulars of caution	"---------- signal of ---------- station failed in the off position. Observe stop hand signal shown at the foot of the defective signal".
	Reference	G.R. 3.71.

17	Circumstances	When spring loaded points lie against the path of a Motor Trolley in the trailing direction.
	Particulars of caution	Warning with regard to presence of the spring loaded points and its location shall be given.
	Reference	S.R. 15.25(x)(c) (2).
18	Circumstances	Whenever a train is piloted into the station on a written authority to enter a Non-signalled/non-running line.
	Particulars of caution	Speed of incoming trains shall not exceed 15 kmph or lesser speed as mentioned in Station Working Rules.
	Reference	GR 5.10
19	Circumstances	Whenever Alarm chain apparatus is blanked off on a coach/compartment of a train.
	Particulars of caution	Notify the coach number and its position with an instruction to look back frequently and exercise special vigil.
	Reference	

20	Circumstances	Whenever engine pushing a train.
	Particulars of caution	"The speed shall not exceed 15 KMPH with the Guard traveling in the leading vehicle and 10 KMPH with the Guard traveling in any other vehicle.
	Reference	S.R. 4.12(b) (2)
21	Circumstances	When train movements are permitted over the fractured rail/failed weld, once the emergency repairs have been completed.
	Particulars of caution	Notify the location of fractured rail/failed weld and "Speed over the spot shall not exceed 20 KMPH when certified fit, by an engineering official not below the rank of keyman and 30 KMPH when certified fit by Permanent Way Inspector, pending permanent repairs".
	Reference	S.R. 6.01(ii)(c).
22	Circumstances	When trains delayed unusually, running on double/multiple line sections.
	Particulars of caution	"Train on the adjacent line is delayed unusually, proceed cautiously and ascertain the where about and the condition of the delayed train.
	Reference	G.R. 6.04(i).

23	Circumstances	When a train has to be started after the occurrence of train parting and the clearance of obstruction.
	Particulars of caution	"Report on the conditions of the track such as misalignment or distortion if any due to parting of previous train, to the Station Master at the other end.
	Reference	S.R. 6.08(vii).
24	Circumstances	When trains hauled by steam/Diesel locomotives are permitted to enter the section during Power Block period.
	Particulars of caution	"Power Block in force between ---------- and ---------- station. The speed restriction and/or special precautions if any to be observed as per the advice of Traction Power Controller to be included.
	Reference	S.R. 17.02(iv) S.R. 4.09 (iii)(7)
25	Circumstances	When short distance pilots/goods trains are permitted to run without Guard or Guard and Brake-vans.
	Particulars of caution	Specify the non provision of a Guard or Guard and Brakevan and advise the Loco Pilot to carryout the duties of Guard. "Speed shall not exceed 25 KMPH by day and 15 KMPH by night. (C.Memo No. 4 / 2010 dated 10.06.10)
	Reference	S.R. 4.25 *(ii) (c) (ii) & (iii).

26	Circumstances	During temporary single line working on a double line section worked under the Automatic Block System.
	Particulars of caution	a) the speed of all trains running in the wrong direction and the speed of the first train running in the right direction is restricted to 25 KMPH. b) An endorsement to the Loco Pilot of the first train in the wrong direction to inform all gatemen and gangmen on the way about the introduction of temporary single line working. c) Caution order shall contain: 1. the line on which to run. 2. the kilometrage between which the obstruction exists. 3. any other speed restrictions imposed. 4. the Automatic stop signals shall be considered out of use.
	Reference	S.R. 9.12 Part I 12. S.R. 9.12 Part I (11). S.R. 9.12 Part I 10 (a)
27	Circumstances	During the period of overhauling of Interlocking lever frames.
	Particulars of caution	"restrict the speed of train to 15 KMPH at the station".
	Reference	S.R.15.06(1) (VI)c(ii). G.R. 4.10.
28	Circumstances	When temporary neutral section is provided.
	Particulars of caution	Indicate the temporary neutral section and the location where the Loco Pilot has to lower and raise pantograph.
	Reference	S.R. 17.07(ii)

29	Circumstances	When there is an overhead equipment break down on double/multiple line section.
	Particulars of caution	Caution order to the Loco Pilot of the first train shall contain "observe" a speed restriction of 20 KMPH by day and 10 KMPH by night and keep sharp lookout for any defects/obstructions on the line/lines and to stop short of obstruction or at the next station and report the condition of track and over head equipment or any other infringement to the section controller/Traction power controller".
	Reference	S.R. 17.09(vi) 2&3.
30	Circumstances	When emergency feeding arrangements are being introduced on account of failure of overhead equipment power supply.
	Particulars of caution	Specify structure number to lower & raise pantograph.
	Reference	S.R. 17.02(iii)(c)
31	Circumstances	When the Station Master is sending 6-2 bell code signal on double/multiple line sections.
	Particulars of caution	Caution order to the Loco Pilots of trains running on the adjacent line/lines "Train parting is suspected proceed cautiously and stop short of any obstruction". In thick, foggy weather or in cuttings reducing visibility to very low levels etc; the speed shall not exceed 15 KMPH.
	Reference	S.R. 417.

32	Circumstances	Before despatching a train to a Station where the colour light signals are not burning due to power failure.
	Particulars of caution	Advise the Loco Pilot of the absence of any light on the signal and therefore for keeping a good vigil and lookout and to stop at the foot of the First Stop signal post of the station.
	Reference	S.R. 3.68 (i) (c)
33	Circumstances	When goods stock is attached to passenger trains, after duly certified fit by the train examiner, to run on passenger trains.
	Particulars of caution	"Speed not to exceed 75 KMPH on Broad Gauge and 50/40 KMPH on Metre Gauge.
	Reference	S.R. 4.34(iv)(ii)
34	Circumstances	Any other condition or circumstances which may require the issue of a caution order or caution order issued under local or special instructions

S.R. 4.09(ii) Sending of information.-

(1) Whenever in consequence of the line including overhead equipment being under repairs or for any other reasons, special precautions are necessary or when any danger to safety of trains is apprehended the Station Master receiving such information shall immediately inform the Station Master at the other end of the affected block section, the Controller, the Power Controller, the centralized Traffic Control Operator, the Traction Loco Controller, the Traction Power Controller, the Loco Foreman, other railway servants concerned and the Notice station or stations (to be specified in the Working Time Table) of such conditions under exchange of Private Numbers.

(2) The Controller, the Centralised traffic Control Operator, the Traction Power Controller, the Traction Loco Controller, the Power Controller shall in turn ensure that all the Station Masters and the Loco Foremen concerned have been advised of such conditions.

S.R.4.09(iii) Procedure for issue of Caution Order:- (1) *BY THE STATION MASTERS AT EITHER END OF THE AFFECTED BLOCK SECTION.*

(i) The Station Master receiving advice about the line being under repairs or any other eventuality endangering safety of trains necessitating exercise of caution, shall not permit any train or any vehicle running under "block protection" to enter the affected block section either from his station or from the other end; unless-.

(a) the Station Master at the other end has acknowledged receipt of such information;

(b) he has warned the Loco Pilot and the Guard of the danger ahead and its location by the issue of a Caution Order except in case of permanent speed restrictions which are notified in the Working Time Table; or

(c) he has ensured that Caution Order has been issued by the Notice station concerned; or

(d) he has received advice about restoration of normal working.

(ii) The Station Master at the other end of the affected block section shall also take action in accordance with sub-clauses (b) to (d) of clause (1) (i) of S.R. 4.09 (iii)

(iii) Run through trains shall be stopped out of course for issue of Caution Order till such time it has been ensured that a Caution Order has been issued by the Notice station concerned.

(iv) Whenever work is taken up by overhead equipment staff under Power Block, they shall advise the Station Masters on either side of the block section to issue Caution Orders, if necessary, to the Loco Pilots of trains entering the block section.

(2) BY THE STATION MASTER OF NOTICE STATION-

(a) On receipt of advice of the line being under repairs or any other eventuality endangering the safety of trains necessitating exercise of caution, the Station Master of the notice station shall acknowledge the same and shall not allow any train which has to pass though the affected block section, to leave his station, unless he has warned the Loco Pilot and the Guard of the danger and its location through the issue of a caution order in Form T/409. He shall also advise the Station Master of the station in rear of site of restriction of the particulars of the first train to which the caution order has been issued

"The name of the Notice station upto which the Caution Order has been given along with the total number of cautions to be observed shall be clearly written on the face of the Caution Order (T/409)."

(b) The Station Master of a Notice station shall issue "Nil" Caution Order in Form T/A 409 to the Loco Pilots and the Guards of all trains leaving his station if he has received no intimation or any special precautions to be observed between his station and the next notice station of the train, in the direction of movement.

Note.- The Loco Pilot shall not start the train and the Guard shall not give signal to start the train from a notice station until they have received the caution order containing caution advice or `nil' caution advice.

(*3*) *In case of trains originating from stations other than Notice stations.*- In case of a train originating from a station which is not a Notice station, the Station Master shall consult the Controller or the Centralised Traffic Control Operator or the Traction Power Controller or the Notice station in rear or the notice station in advance (on single line section only) and issue Caution Order up to the Notice station in advance. However when such information cannot be collected by the station due to failure of communications with Control or the Notice station in rear or the Notice station in advance (on single line section only) and it becomes absolutely necessary to start the train originating from the station, the train should be started after issuing a Caution Order for restrictions, if any or a `Nil' caution Order upto the block station in advance and act upon the instructions available there. This procedure will be followed till a station is reached which can obtain particulars of all restrictions upto the Notice station in advance.

Note: The Caution Order to be issued for trains originating from stations other than notice stations shall also be in Form T/409. The "Nil" Caution Order referred herein shall be in Form T/A. 409.

(4) *Change of train crew en-route.*- In case of change of train crew enroute the Loco Pilot/Guard taking over charge shall take over all Caution Order relating to his train to acquaint himself of the conditions on the line giving due acknowledgement to the Loco Pilot/Guard who is being relieved.

(5) *Attaching of Assisting /Banking engine en-route.*- In case of an assisting or a banking engine being attached at a station en route, the responsibility for acquainting himself about restrictions shall lie on the Loco Pilot of such an engine who shall contact the train engine Loco Pilot or the Guard as the case may be and get the necessary information.

(6) *During failure of communications.*- During failure of communications, the Stations Master of the Station immediately in rear of the affected block section shall issue caution Order to trains of all descriptions irrespective of whether it is a single line section or a double line section and irrespective of the system of working in force on the section.

(7) *In case of Power Blocks on electrified section.*- In case it becomes necessary to permit movement of vehicles hauled by steam or diesel locomotives on a section, under Power Block for a running line, a Caution Order shall be issued as per rules. While asking for the Power Block, the Traction Power Controller concerned shall invariably mention the duration of the Power Block, the Block stations and the exact kilometrage between which the work is to be done, the nature of work, the speed at which the train shall travel, and other special precautions required to be observed by the Loco Pilot.

(8) *In case of Local/Suburban trains.*- In the case of trains running on suburban sections, Caution Order shall be issued to be Loco Pilots and Guards by the Station Masters of only such stations as are specified in the Working Time Table except in case of emergency necessitating sudden imposition of speed restrictions. In respect of these trains, the Caution Orders may be either typed, cyclostyled or printed as considered necessary, covering the entire section on which the train is to run and shall be issued only once unless some speed restriction/restrictions is/are required to be cancelled or some further speed restriction/restrictions is/are required to imposed.

(9) *In case of stations where no train is booked to stop.*-

(a) A Caution Order shall normally not be issued except in an emergency necessitating sudden imposition of speed restrictions; and

(b) If any information warranting issue of a Caution Order received by the Station Master of such a station, he shall immediately advise the adjoining Block Stations, for the issue of Caution Order and only after obtaining their acknowledgements in this regard under exchange of Private Numbers, shall acknowledge the message requiring imposition of speed restrictions.

(c) On receipt of such information, the Station Master of the adjoining station who receives the information first shall act as if he had himself received the message for imposition of the restrictions.

S.R.4.09(iv) Description and preparation of Caution Order.-

(a) All forms should be serially numbered and the name of the station issuing it shall be stamped on each foil. It should be in three foils-one each for the Loco Pilot, the Guard and the station Record. When more than one engine is attached to a train, additional foils of Caution Order shall be prepared for delivery to such Loco Pilots in addition to the leading Engine Loco Pilot.

(b) The printing of Caution Order forms should be bilingual .i.e., in English and Hindi/regional language.

(c) Station codes shall not be used. Names of the stations concerned, should be written in full, as given in the Working Time Table. No entries should be made on the back of the Caution Order. If more than one Caution Order form is used. Pages should be serially numbered as page 1, page 2, page 3 etc.

(d) Caution Order shall be specifically made out for each train separately except at specified stations and for specified trains e.g., Rajdhani Express, through goods trains with long runs, local/suburban trains etc., in which case it may be typed. Cyclostyled or printed provided, that it shall be checked up again at the time of service to ensure that all locations where caution is required to be observed have been incorporated therein. Necessary provisions in this regard shall be made in the Station working Rules of stations concerned and such stations/trains shall be specified in the Working Time Table. Wherever speed restrictions are required to be observed at two or more locations the kilometrage of all such stations shall be indicated in geographical order in relation to the direction of movement.

(e) It shall always be dated and signed in full.

(f) In case of any error or over-writing, it shall be cancelled and a fresh one prepared.

(g) "Reminder" Caution Order in Form T/B. 409 shall also be issued by the Station Master of the block station immediately in rear of the affected block section to the Loco Pilots of all scheduled stopping trains and of those trains stopping out of course. On single line sections, where a tangible "Authority to proceed" is given, "Reminder" Caution Orders shall also be given to the Loco Pilots of run through trains.

Issue of "Reminder" caution order may be dispensed with if the Station Master on duty is able to establish communication with the Loco Pilot of the stopping train through VHF and ensure that the Loco Pilot is in possession of the advice issued at the notice station with regard to caution in force in the section in advance. "Reminder" Caution Order may not be issued on suburban sections under special instructions.

SR 4.09 (iv)(h) Every issue of a Caution Order shall be recorded in the "Remarks" column of the Train Signal Register against the entries for the train quoting the progressing number of the Caution Order. (C. Memo No.5/2008 dt. 23.12.2008.)

S.R.409(v) Service of Caution Order.-

(1) The Caution Order shall be delivered to the Loco Pilot and Guard of a train by the Station Master either personally or through a competent railway servant deputed by him and the signatures of Loco Pilot and Guard obtained on the Record foil in token of their having received and understood it. When more than one foil is served, each counter foil will be signed by the Loco Pilot and Guard.

(2) In case a Loco Pilot is unable to understand the contents of the Caution Order, he shall call upon the Station Master to have it explained. Under special instructions, the responsibility for explaining the contents of the Caution Order may be entrusted to the Guard of the train in big yards.

(3) In the case of ascending trains on the Nilagiri Railway, the Caution Order shall also be shown to the leading Brakesman and his signature obtained on the Loco Pilot's foil and Record foil. The Loco Pilot of the train before accepting such Caution Order shall satisfy himself that the signature of the Guard (and also that of the leading Brakesman on the Nilagiri Railway) has been obtained a both the foils.

S.R.4.09(vi) Method of notifying cancellation of special precautions:-

(1) when a competent railway servant finds it necessary to impose any speed restriction or any special precaution on a portion of a line, including overhead equipment due to repairs or work or for any other reason, he shall-

(i) (a) advice in writing the Station Master of the nearest block station (preferably the block station controlling entry into the block section concerned) the exact kilometrage and the station and the station at which or the stations between which the restriction or special precaution is to be observed, its nature and likely duration, the method of protection of the place of restriction together with the location where engineering indicators are to be exhibited etc., and also advise other railway servants concerned as per clause (i) of S.R.4.09(ii) who are required to be notified in this regard; and

Note:- Refer S.R. 15. 08 (i) (e) also

(b) not commence such operations until written acknowledgment is received form the Station Master.

(ii) The Station Master receiving the advice shall not acknowledge it until he has advised the Station Master of the block station at the other end of the block section, to be affected and obtained his acknowledgement.

(2) When the cause of such restriction or special precaution has been removed, the competent railway servant shall advise the fact to the Station Master of the nearest block station under written advice and other officials concerned who were notified earlier of the imposition of restriction.

S.R.4.09 (vii) Action by the Station Master after Cancellation of the speed restriction,-

(1) The Station Master receiving advice regarding the removed of the restriction, shall advise this fact to the Station Master at the other end of the block section concerned. Station Master of Notice stations and other railway servants who were advised about it earlier. After issue of the advice regarding cancellation of the Caution Order the Station Master shall discontinue the issue of the Caution Order.

(2) If no train is booked to stop at the station, the advice regarding the removal of restriction shall be sent to the Station Master of one of the adjoining block stations who should take action in accordance with S.R. 4.09 (vii)(1).

Wherever the issue of Caution Orders has to be continued, the Station Master who is to be relieved, shall make an entry in the following form in the Station Diary, for the guidance of his reliever and ensure his reliever notes and signs for his entry before he breaks off duty:-

Handed over charge to Station Master ……. (Name) at ……. Hrs …….Mts. His attention is drawn to caution Order Advice/Message No ……. of ……. on file regarding issue of Caution Order for trains entering ……. section

S.R.4.09 (viii) Record of Caution Orders:-

(a) At all stations where Caution Orders are issued, the Station Master shall keep an up-to-date record of all the speed restriction imposed with the dates of their enforcement and cancellation, authority, nature, etc., in the Caution Order Register and bring forward every Monday, in geographical order in relation to the direction of movement, the Caution Order due to be issued. No code shall be used, except station codes in this register.

(b) Similar records shall be kept at other places like Control offices, Loco sheds, etc., also where information in this regard is received.

(c) The Loco Pilots and the Guards shall hand over the Caution Orders to the Loco Foreman and Station Master respectively at the end of their journey along with other train papers except in case of change of crew en route.

S.R. 4.09 (ix) Preservation of Caution Orders.- Record foils of the Caution Orders shall be preserved for a period of twelve months after issue.

4.10. Limits of speed over facing points:-

(1) The speed of trains over non-interlocked facing points shall not exceed 15 kilometres an hour in any circumstances, and the speed over turn-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. (C. Memo No. 5)

S. R. 4. 10(i) The speed of trains over the facing points on the Main line at a station shall not exceed the limit laid down for each station in the working Time Table for passengers trains.

4.11.Limits of speed while running through stations:-

(1) No train shall run through an interlocked station at a speed exceeding 50 kilometres an hour or such less speed as may be prescribed by approved special instructions

Unless the line on which the train is to run has been isolated from all other lines by the setting of points or other approved means, and interlocking is such as to maintain this condition during the passage of the train.

(2) In every case in which trains are permitted to run through on a non-isolated line, all shunting shall be stopped and no vehicle unattached to an engine or not properly secured in accordance with Rule 5.23 may be kept standing on a connected line which is not isolated from the through line.

S.R. 4.11 (i) No train shall be allowed to run through on a loop line with 1 in 8 ½ turn out, in facing or trailing direction. This restriction applies not only to run through trains but also to stopping trains which have to be passed through on the Loop line to the outermost trailing points for crossing purposes.

4.12. Engine pushing.-

Provided that this sub-rule shall not apply to a train, the leading vehicle of which is equipped with driving apparatus and which may be operated under approved special instructions

Provided further that this sub-rule shall not apply to an engine assisting in rear of a train, which may be permitted under approved special instructions to run without being coupled to the train;

Provided also that no train which is not equipped with continuous vacuum/air brake shall be pushed outside station limits except in case of emergency:

Provided also that a "Patrol" or "Searchlight" 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 right 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 headlight 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(i)(a) An engine may push a train outside the Station Limits in the following circumstances:

(1) In regular working with ascending trains on the Mettupalaiyam – Udagamandalam Section under Special Instructions.
(2) In regular working with material trains.
(3) In special circumstances, under Special Instruction.
(4) In any unexpected circumstances, such as the inability of the engine to haul its load, the train meeting with an obstruction etc., and
(5) In emergency working with relief trains. Passenger special trains, for clearing stranded passengers from accident spots, etc.

(b) On such occasions, the following precaution shall be observed:

(1) Caution Order shall be issued to pushing trains in accordance with Rule 4.09.
(2) (i) The Guard of a pushing train shall travel in the leading vehicle if it is fitted with a vacuum brake air brake valve or hand brake. If the leading vehicle is not so fitted, the Guard shall travel in the nearest vehicle thereto which is so fitted. The speed of the train, with the Guard traveling in the leading vehicle, shall not exceed 15kilometres an hour with the Guard traveling in any other vehicle shall not exceed 10 kilometres an hour.

(ii) The Guard of a pushing train shall keep a good look-out and continuously exhibit a "proceed" hand signal to the Loco Pilot. The absence of a "proceed" signal may be due to an obstruction and the Loco Pilot shall stop the train at once. The Loco Pilot shall keep a good look-out, especially in the direction in which the train in running, and be prepared to stop the train short of any obstruction.

Note.- In thick, foggy or tempestuous weather impairing visibility for at least 1200 metres on Broad Gauge and 1000 metres on Metre gauge and Narrow Gauge, and Guard shall walk at least 600 metres in advance of the train on Broad Gauge and 500 metres in advance of the train on Metre Gauge and Narrow gauge plainly showing a stop hand signal to stop any approaching train and the train behind him shall follow at walking speed.

(3)(i) On the single line, a train pushing back in unexpected circumstances, for example due to the inability of the engine to haul its load or the train meeting with an obstruction shall be brought to a stand at the First Stop signal. The Guard shall make use of the signal post telephone if provided at the

First Stop signal to advice the Station Master (or) the Guard then proceed to the station exhibiting a Stop hand signal towards the station, advice the Station Master and return to the train. The reception signals shall then be taken "off" where upon the Loco Pilot shall restart and go into the station.

Note.- The signals shall be taken "off" as usual for trains pushing in regular working and for relief trains, etc., pushing back in emergency working and the train shall enter the station as usual.

(ii) On the double line, a running train pushing back, for any reason, shall be brought to a stand short of the Last Stop signal of the line on which he is backing or opposite to and short of the First Stop signal of the other line whichever is farther away from the station. The Guard shall then proceed to the station exhibiting a stop had signal towards the station, advise the Station Master and return to the train. The Station Master shall send a written memo, in duplicate, through a competent railway servant permitting the Loco Pilot to enter the station. The competent railway servant shall hand over the memo to the Loco Pilot, who shall keep the original and return the duplicate signed. The competent railway servant shall then pilot the train into the station, traveling on the engine.

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 authorized officer; or

(ii) in a case of unavoidable necessity, to be established by the Loco Pilot.

(b) When any such train is so drawn, the speed shall not exceed 25 kilometres an hour, or such higher speed, not exceeding 40 kilometres an hour, as May be authorized by approved special instructions.

(2) In cases of unavoidable necessity, goods trains may run with steam engines tender for most 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 clause (a) of sub-rule (1) and sub-rule (2), the head light and marker lights as prescribed in Rule 4.14 shall be provided on the tender.

S. R. 4.13 (i)(a) **Trains carrying passengers:-**

(1) Specified trains carrying passengers can run with the engine tender foremost on the sections sanctioned by the Commissioner of Railway Safety at the speed laid down by him, subject to a maximum speed of 40 Kmph. The sanction for the trains to run with the engine tender foremost, the section and the speed limit are indicated in the Working Time Table for passenger trains. On Occasions like festivals etc., specified trains may be run with the engine tender foremost on the temporary sanction of the Commissioner of Railway Safety. Such sanctions are specially notified to staff.

(2) In emergencies, if it found necessary to start a train carrying passengers, not coming under S.R.4.13 (i)(a)(I), from any station on any section with the engine running tender foremost, the Station Master shall give a written authority to the Loco Pilot in the following form: -

Station…… Date…….

To

The Loco Pilot of train (No. and description)…….

You are hereby authorised to run with your engine tender foremost at a speed not exceeding 25 kilometres an hour.

……

Station Master

(b) Trains not carrying passengers. : - The speed of trains not carrying passengers when worked by engines with tender foremost, shall not exceed 40 Kmph. This will also apply to light engines when running tender foremost.

Note: - (1) A train worked by a tank engine with the tank-side foremost may run at the normal speed. This will also apply to light engines when running tank-side foremost.
(2) In all the above cases, it shall be ensured that the tender or tank-side is fitted with cowcatcher by day and cowcatcher as well as headlight in working condition by night.

S.R. 4.13 (ii) If a train, whether carrying passengers or not, has to be worked by an engine running tender foremost of tank-side foremost, not fitted with cow-catcher by day or cow-catcher or headlight or both by night, then the speed of the train shall not exceed 25 Kmph. on Broad Gauge and Metre Gauge.

C. Equipment of Trains and Train Crew

4.14. Head light, marker light and speedometer

(1) A train shall not be worked at night or in thick, foggy or tempestuous weather impairing visibility or in long tunnels, unless the engine carries an electric headlight of an unapproved design and, in addition, two oil or electric white marker lights.

(2) An engine employed exclusively on shunting at station and yards shall, at night during thick, foggy or tempestuous weather impairing visibility, display such headlights as are prescribed by the Railway Administration, and exhibit two red marker lights in front and in rear.

(3) The electric headlight 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 the 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.

(4) In case the electric headlight fails or a train has to be worked with the engine running tender foremost in an emergency, the engine shall display the two oil or electric white marker lights referred to in sub-rule (1) pointing in the direction of movement and the train shall run at a speed prescribed by special instructions.

(5) In case of defective electric head light of locomotive running in a section provided with reflective type of engineering fixed signal, during night or thick foggy weather impairing visibility on BG and MG, the Loco Pilot shall work the train cautiously at a speed not exceeding the severest temporary speed restriction imposed in the block section or 40 Kmph whichever is less.

(6) Coaching locos should not be turned out from home shed if the speedometers/recorders are in defective condition. In case of speedometer/recorder becoming defective during the run, the train should run at a speed prescribed by special instructions.

S.R.4.14.(i) (a) The Loco Pilot of an incoming train shall dim the electric-headlight on approaching the Home signal or the outermost points where there is no Home signal and keep it dimmed until the train passes the Home signal or the outermost points, whie leaving the station.

(b) Loco Pilots shall dim the electric headlight temporarily when this is necessary to avoid dazzling cattle or to enable the aspects of signals (lights) to be picked up. The electric light shall switched 'on' again after passing the cattle or after observing the signal.

SR. 4.14 (ii) Headlights: - The headlights to be carried on engines on the double and single lines, for use in case the electric headlights fails, or when electric headlight is not provided, are prescribed below: -

(a) Any train or light engine, working outside station limits. - Two white lights in the front of the engine, one on either side.
(b) Any steam engine working outside station limits tender foremost. Two white lights centrally one above the other on the tender.
(c) For Electric Multiple Unit Stock.- One headlight and one code light shall be provided.

4.15. Trail 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 the case of an engine with vehicles attached, save in a case to which sub-rule(2) applies, at least one red tail light, and two side lights showing red towards the rear and white towards engine:

Provided that provision of sidelights on goods trains and Electric Multiple Unit train may be dispensed with.

(b) in the case of a single engine without vehicle 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 siding, when working in a block section or in the colliery sidings taking off from a block section, need carry a red tail light only as it enters or leaves the block station, at either end of such block section, provided that special instructions are issued to ensure that no other train is permitted to proceed 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 parallel lines, the side lights mentioned in clause (a) of sub-rule (1) may be arranged in accordance with special instructions.

(4) When a train has been shunted for a following train to pass, the tail and side lights mentioned in clause (a) of sub-rule (1) shall be dealt with in accordance with special instructions.

(5) Within station limits or in a siding, an engine employed in shunting shall have tail lights in accordance with special instructions.

4.16 Tail board or tail lamp:-

(1) In order to indicate to the staff that a train is complete, the last vehicle shall, except as provided for in sub-rule (2), be distinguished by affixing to the rear of it-

(a) by day, a tail board of approved design or a red painted tail lamp of approved design which may be unlit, or

(b) by night, as well as in thick, foggy or tempestuous weather impairing visibility during day, a red tail lamp of approved design displaying a flashing red light to indicate last vehicle check device or (Correction Memo 1/2010 dated 23.02.2010)

(c) such other device as may be authorized 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 siding taking off from a block section, need carry a tail board or tail lamp, or such other device as may be authorized 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 unlit tail lamp.

S.R.4.16 (i) During day, a tail board with the disc painted with signal red back ground with the letters "LV" painted white there on shall be attached to the rear of the last vehicle of all trains except Electric Multiple Unit stock. During day, a Turn over tailboard painted with red cross mark on white background is provided on the Electric Multiple Unit stock. When vehicles are attached in rear of the rearmost brake-van/vehicle the Guard shall see that during day, the tail board is removed from the brake van/vehicle and attached to the rear of the rearmost vehicle and during night, the tail lamp of the brake-van is extinguished and the tail lamp is lit on the rear most vehicle.

The Guard shall also ensure that the built-in red light of SLR/Inspection carriage/vehicle is switched "off" when another vehicle is attached in rear of the SLR/Inspection carriage/vehicle.

(ii) For the purpose of S.R.4.16 (i), an engine or a damaged vehicle attached in rear of a train, shall be the last vehicle.

(iii) Guards working on double line sections shall observe the Tail Board or Tail Lamp of passing trains and report at the next station when the Tail Board is missing or Tail Lamp is not burning properly.

(iv) No train shall be allowed to leave a station with a red flag or an unlit red painted tail lamp by day in lieu of Tail board unless specially authorized by the Divisional Railway Manager.

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 incomplete, 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) Mean while withhold the closing of block section to ensure that no train is allowed to enter the block section from the station in rear, and (C. Memo No. 5)

(c) unless the station in advance has advised that the train is complete, neither consider the block section in rear as clear nor close it.

(3) Where in a section a block proving Axle Counter or Continuous track circuiting between block stations and complete track circuiting of station section excluding non-running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, if a train passes a station without conforming to the provisions of sub clause (1) above, the station Master shall still advise the station in advance to stop the train to see that the defect is remedied and he need not withhold closing of block section in rear as prescribed in clause (b) and (c) of sub rule (2) in such cases. (C. Memo No. 5)

S.R.4.17 (i) "On the double line the Station Master sending the train without tail lamp or LV board, must put fixed signals at `ON' to stop any train from the opposite direction, advise the Guard and the Loco Pilot, of the circumstances and issue a caution order to proceed cautiously and stop short of any obstruction.

The Loco Pilot of the train, after being so advised by the Station Master shall proceed into the block section at such speed as would permit him to bring his train to a halt well short of any obstruction under the visibility conditions available. In thick foggy weather, or in cuttings reducing visibility to very low levels etc. the speed shall not exceed 15 Kmph. The Loco Pilot would be authorised to run at higher speed after being cautioned depending on factors like clear visibility on straight track, the distance of the opposite line away from the line on which movement is taking place.

In all such situations, the SM despatching the train in the direction in which the obstruction/infringement is apprehended after issuing caution shall take fully in to account the possibility of train being brought back from short of the obstructions while giving line clear to subsequent trains".

4.18.Means of communication. -

(1) No passenger train or mixed train shall be despatched from any station, unless every passenger carriage is provided with means by which communication can be made with the Guard or the Loco Pilot.

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

(a) Passenger or mixed trains in case of complete or partial failure of vacuum; and

(b)Such particular trains as may be exempted under approved special instructions.

(3) If a Railway Administration is satisfied that mischievous use of the means of communication referred to in sub-rule (1) is prevalent, it may, notwithstanding anything contained in that sub-rule, direct the disconnection, for the time being, of the means of communication provided in all or any of the passenger carriages in any such train.

(4) A goods vehicle in which passengers are carried is not a "passenger carriage" within the meaning of this rule.

S. R. 4.18 (i) With reference to sub-rule (3) of Rule 4.18, Alarm chain apparatus should not be blanked "off" in ladies compartments, full postal vans, R.M.S.-cum-passenger coaches and ordinary coaches when used for carrying mails.

S. R. 4.18 (ii) (a) Whenever the automatic vacuum /air brake is applied by a passenger, the Loco Pilot shall stop the train in accordance with S. R. 4.15(ii). The Guard shall at once take steps to ascertain by whom and for what cause the chain was pulled and send a report to the Station Master of the next important station where the train is booked to stop with the names and addresses of the persons who pulled the chain and that of witnesses. The Guard shall also send a Special Report along with the Combined Train Report.

(b) In automatic block territories, the train shall be protected immediately

in accordance with Rule 9.10. If the train is likely to halt for more than 15 minutes in non- automatic territories, it shall be protected in accordance with rule 6.03.

4.19. Guard's and Loco Pilot's equipment:-

(1) Each Guard and Loco Pilot shall have with him, while on duty with his train, the following equipment-

(a) a copy of these rules or such portions thereof as have been supplied to him under Rule 2.01,

(b) a copy of the Working Time Table, and all correction slips and appendices, if any, in force on that section of the railway over which the train is to run,

(c) a hand signal lamp,

(d) a whistle (for Guards only),

(e) a red flag and a green flag,

(f) a stock of detonators sufficient to comply with the relevant rules as may be prescribed by special instructions.

(g) a first aid box (for Guards of passenger carrying trains only) and,

(h) such other articles as may be prescribed by the Railway Administration in this behalf.

(2) If any Guard or Loco Pilot is not in possession of any article mentioned or referred to in sub-rule (1), he shall report the fact to his superior who shall make good the deficiency.

(3) Each Guard and Loco Pilot shall have with him while on duty with his train two pairs of such spectacles as he is required to wear under medical advice.

Note. – Each guard and Loco Pilot should also be in possession of a Watch in addition to the equipment prescribed in sub-rule (1).

S.R.4.19 (i) Whenever running staff is required to wear spectacles under medical advice, h e shall have his name engraved on the spectacles.

S. R. 4.19 (ii) In addition to the equipment prescribed in Rule 4.19 Guards and Assistant Guards shall have-

(1) a copy of the General and subsidiary rule book and a booklet on "Brake Power Rules".
(2) a carriage key,
(3) Sufficient number of padlocks, with keys,
(4) a case containing 10 detonators,
(5) a rough journal book, and
(6) a torch.

Guards only shall have:-

(1) One tail board.
(2) One tail lamp with burner.
(3) One book of Form T/609.
(4) Two red flags.
(5) One fusee with collapsible staff (for Guards working on Suburban, Ghat Sections, Double/Multiple line and Automatic Block Section only).
(6) Complaint Book.
(7) Vacuum Gauge/Pressure Gauge (for Goods trains only).
(8) Walkie-talkie set.

(9) Two Private Number books. (C. Memo No.5/2008 dt. 23.12.2008.)

Note. – In the case of Guards working E.M.Us/Push Pull trains the equipment prescribed above may be modified according to requirement by the Divisional Railway Manager.

S.R. 4.19(iii) In addition to the equipment prescribed in Rule 4.19, the Loco Pilot shall have:-

(1) a copy in each of the General and Subsidiary Rule book and a copy in each of the Accident Manual, the Block Working Manual and the Operating Manual.
(2) A case containing 10 detonators.
(3) Rough Journal book.
(4) One electric head lamp bulb and cab-light bulb.
(5) water gauge glass of different size with Dexine rubber, washers for the various classes of engines ordinarily worked.
(6) one fusee on Double/Multiple line sections, Suburban and Ghat sections as well as on Automatic Block Territories.
(7) a copy of the Appendices to Working Time Table (A.W.T.T.) and the booklet on "Brake Power Rules."
(8) A Torch
(9) Walkie-talkie set.

S.R.4.19 (iv) For Electric loco Loco Pilots, the following items shall also be provided :-

(1) Operating Manual.
(2) a copy of the 25kv Alternating Current Traction Manual.
(3) an insulated screw driver.
(4) an insulated plier.
(5) A Torch
(6) a Private Number book.
(7) RE Telephone (C.Memo No. 3 / 2012 dated 11.01.13)

SR 4.19(v) Assistant Loco Pilots of Electric locos shall be provided with the following equipment:

(1) Red and Green flags.
(2) Rough Journal book.
(3) Working Time Table.
(4) A tri-colour torch light.
(5) Personal Log book.

Note: Each Guard, Loco Pilot, Motorman and Assistant Loco Pilot/Diesel Assistant should also be in possession of a watch in addition to the equipment prescribed.

S.R.4.19 (vi) Each Motormen shall have with him, while on duty, the following items in addition to those mentioned in GR 4.19.

(1) Reverser Key.
(2) BL key
(3) BIV key (2 numbers)
(4) EMU Cab door key
(5) Walkie-talkie
(6) Fusee
(7) Crocodile clip
(8) EMU trouble shooting directory
(9) Rough Journal Book. (C. Memo No. 1 /2012 dated 09.03.2012)

4.20 Manning of engine in motion:-

(1) Except when otherwise provided by special instructions, no engine shall be allowed to be in motion on any running line unless the Loco Pilot as also the Assistant Loco Pilot are upon it.

(2) Subject to the provision sub-rule (3), in no circumstances shall a person other than the Loco Pilot or a railway servant duly qualified in all respects, drive an engine on any running line.

(3) If a Loco Pilot becomes incapacitated while the engine is in motion, the Assistant Loco Pilot, if duly qualified, may work the train to the next station cautiously and where the Assistant Loco Pilot is not duly qualified, he shall bring the train to a stop and send a message to the Station Master of the nearest station to make arrangements for a Loco Pilot to take over the train, and for so doing he may take the assistance of the Guard.

S.R.4.20 (i) (a) Diesel shunting engines working at stations/ yards will have only Loco Pilots (Shunter) without Diesel Assistants.

(b) The Loco Pilot or other authorized person can move engines in loco yards without a Assistant Loco Pilot.

(c) Where no Loco Pilots (Shunter) are employed, Assistant Loco Pilots in the absence of Loco Pilots, may be allowed to move engines in loco yards, provided they hold a certificate, signed by the competent authority declaring them fit to perform this duty.

(d) Loco Pilots (Shunter) who hold the necessary certificate may be allowed to perform shunting inside station limits. Loco Pilots (Shunter) who hold certificates of competency as Loco Pilots may be allowed to work trains outside station limits. (C. Memo 3 dated 19.05.06)

(e) No Assistant Loco Pilot shall be permitted to act for a Loco Pilot (Shunter), unless he holds the certificate vide S.R.4.20 (i) (c).

S.R. 4.20(ii)(a)On single cab Diesel locomotives, the Loco Pilots during train working as well as shunting should work from the respective control stand towards the direction of train movement.

(b)On dual cab Diesel locomotives, the Loco Pilots during train working as well as shunting should work from the leading cab only.
(Correction Memo No.2/2015 to GRS dated 30.06.2015)

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 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.

S.R.4.21 (i) The rule GR 4.21 (1) and (2) (b) are applicable in case of diesel engine having twin cabs also. *(Correction Memo No.2/2015 to GRS dated 30.06.2015)*

S.R.4.21 (ii) When setting back from one line to another or into a siding, the Loco Pilot need not change ends but when shunting on to another train or upto a buffer-stop, he shall always be in the leading driving compartment and driving forward.

(iii) In cases where the leading cab of an electric/diesel locomotive or electric multiple unit has become defective, the maximum speed shall be 40 kilometres an hour for electric/diesel locomotives, 30 kilometres an hour for Electric Multiple Unit stock except in cases where the brake equipment is inoperative from the leading driving cab in which contingency, the maximum speed shall not exceed 15 kilometers an hour.

4.22. Riding on engine or tender. –

(1) No person other than the engine crew shall be authorized 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 engine crew shall be authorized to enter any driving compartment of a single or multiple unit train or a train propelled by electric, diesel or petrol engine.

(3) No unauthorized person shall manipulate any apparatus contained therein.

S.R.4.22 (i) The following persons may travel on the engine or tender or cab of Electric Multiple unit train, under the conditions stipulated for each: -

(a) Staff who are specially authorized by the other rules in this book or by instructions specially issued by the Divisional Railway Manager.

(b) Loco Pilots learning road under the authority.

(c) Traffic staff carrying out shunting operations.

(d) Officer on duty.

(e) Inspecting officials on duty authorized by a special pass or permit

(f) Fitters and Chargemen of the workshop on a trail engine provided authority is given by the Chief Mechanical Engineer/Chief Workshop Engineer/Workshop Manager for diesel or steam Locos and by the Chief Electrical Engineer/Chief Electrical Loco Engineer/Chief Electrical General Engineer/Senior Divisional Elec. Engineer for electric Locos provided that the total number of such officials in the locomotive is restricted to four excluding the engine crew.

(g) On Electric Multiple Unit stock, only two persons other than the Motorman or the Guard are authorised to travel in the cab with special permits issued by the competent authority.

Note: - 1. Except where otherwise provided specifically, not more than two persons other than the engine crew shall be allowed to travel on the Engine/Tender/cab.

2. On no account shall a man's head project above the engine/cab roof while the engine is in motion. It is strictly prohibited for any one to mount on tenders of engines on electrified sections.

S.R. 4.22 (ii) A Loco Pilot who is off duty is not permitted to enter or travel in any of the driving compartments or to use his reversing handle under any circumstances.

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 rail cars, light engine or Light engines coupled together.

Note: - Tower Wagons are exempted from the provision of rule 4.23(1)

S.R.4.23 (i) No person, except officers of the railway, or persons holding brake-van passes or person specially permitted to do so, shall be allowed to travel in the brake-van. Railway Police officials may, in cases of emergency, be permitted to travel in the brake-van of goods trains.

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. (i) In the case of Mail, Express and Passenger trains worked with vacuum throughout not more than two bogies or their equivalent may be attached in rear of the rear brake-van subject to the condition that the vehicles are fitted with vacuum brake in good working order.

An Officer's carriage (bogie or four-wheeler), if fitted with hand brake in good working order, may also be attached in addition to two bogies or their equivalent as the last vehicle in rear of the brake-van of the Mail, Express and Passenger trains worked with vacuum /air brake throughout.

S. R. 4.24. (ii) In the case of Mixed and Goods trains worked with vacuum/ air brake throughout, nor more that two bogies or their equivalent (4 four wheelers) may be attached in rear brake-van, subject to the condition that the vehicles of wagons are fitted with vacuum/ air brake in good working order.

S.R.4.24 (iii) One damaged vehicle, certified fit to run in the damaged condition by Train Examiner and accompanied by a competent railway servant not below the rank of a Carriage and Wagon Fitter shall, under special instructions, be attached in rear of the rearmost brake-van of a goods train, during day light hour only. Such stock shall be detached at a station where the time is 18.00 hours and the certificate handed over to the Station Master. This procedure is not permissible on Shencottah – Punalur section where the damaged vehicle shall be conveyed by loading them on suitable trucks.(C.Memo No. 01/2014 dated 14.07.2014)

S. R. 4.24 (iv) When vehicles are attached behind the rear brake-van of a train in terms of S. R. 4.24 (i) to (iii): -

(a) If the rearmost vehicle is provided with side lamps or brackets therefore, the side lamps shall be lighted on this vehicle, the side lamps of the brake-van being extinguished.

(b) If there is no provision for side lamps on the rearmost vehicle, the side lamps, if any, on the nearest vehicle thereto shall be lighted, the side lamps of the brake-van being extinguished.

(c) If there is no provision for side lamps on any of the vehicles attached in rear of the rear brake-van, the side lamps of the brake-van shall be used.

(d) In the case of clauses (b) and (c) of S. R. 4.24 (iv), the Guard shall specially look back frequently on the run and satisfy himself that all the vehicles attached in rear of the brake-van are following safely.

S. R. 4.24 (v) When an Inspection or Officer's carriage is attached in rear of a mixed or good train in terms of S. R. 4.24 (ii), the carriage so attached shall be provided with side and tail lamps and the Guard shall see, at night or in thick, foggy or tempestuous weather, impairing visibility, that the side and tail lamps of the brake-van are extinguished and those on the last carriage are lighted.

4.25. Guards:-

(1) Except under special instructions or in an emergency, every running train shall be provided with one or more Guards.

(2) The Guard of a running train shall travel in his brake-van, except-

(a) in an emergency, or.

(b) Under special instructions.

(3) When a train is worked without a Guard, such of his duties as can be performed by the Loco Pilot shall devolve on him as may be specified by special instructions.

S.R.4.25 (i) No rail car or rail motor coach shall be despatched from a station without a Guard except while running empty to and from shed/shops.

S.R.4.25 (ii)(a) In an emergency, goods train can be worked without Guards and brake-vans to the next station where guard or brake van can be provided under the specific sanction of the Divisional Railway Manager in each case.

(b) In case of an accident, a train can be worked to the nearest block station without brake-van or Guard where the train can be berthed without hindering the crossing or precedence of other trains under the orders of Divisional Railway Manager.

(c) Short distance pilots/goods trains are permitted to run without brake-vans and Guards provided the following safety precautions are taken: -

(i) When there is no brake-van-

(1) The train shall be fully vacuum / air braked and certified so by the Train Examiner or when Train Examiner is not available at the station the Loco Pilot and Guard shall ensure that brake pipes are connected from engine to last vehicle and required Vacuum / Air pressure is created and ensure adequate brake power before starting.

(2) The Guard shall travel on the engine.

(3) The painted number of the last vehicle shall be intimated to the Controller by the Assistant Station Master/Assistant Yard Master on duty of the train starting station. The Controller shall ensure that he gets the painted number of the last vehicle from the Assistant Station Master/Assistant Yard Master before giving permission to start the train.

(4) Each Station Master on duty on the entire section shall intimate the painted number of the last vehicle to the Station Master on duty ahead while applying for Line Clear for the train and get acknowledgement, entering the same in the Train Signal Register.

(5) Tail Board or Tail Lamp shall be provided on the last vehicle and the train shall run at prescribed speed subject to other speed restrictions in force. . (C.Memo No. 4 / 2010 dated 10.06.10)

(6) The Guard and Loco Pilot shall keep a good look-out during run.

(7) When the train stops at a station for crossing or other purpose, Assistant Station Master on duty shall verify the painted number of the last vehicle and communicate the same to Controller in confirmation of his verification. The Controller on duty shall confirm at each stoppage from the Assistant Station Master/Assistant Yard Master the number of the last vehicle on the train.

(ii)When there is no Guard-

(1) The train shall be fully vacuum / air braked and certified by the Train Examiner.
(2) The Assistant Loco Pilot may travel in the rear brake-van wherever possible.
(3) The duties of the Guard as laid down in Rules 4.34, 4.35, 4.36, 4.43, 4.44, 6.03, 6.06, 6.08 and 6.09 shall devolve on the Loco Pilot.
(4) The Loco Pilot shall be issued with Caution Order at the starting station specifying the non-provision of a Guard for his train and requiring him to carry out the duties of a Guard.
(5) Tail board or Tail lam shall be fixed on the last vehicle and the completeness of the train and clearance of the fouling mark at stations shall be ensured as per extant rules, whenever the train stops for crossing or precedence.
(6) The speed of the train shall not exceed 25 kilometres an hour during day and 15 kilometres an hour during night.
(7) The Loco Pilot shall keep a good look-out during run.

(iii) When there is no Guard and no brake-van-

(1) The train shall be fully vacuum / air braked and certified so by the Train

Examiner.

(2) The painted number of the last vehicle shall be intimated to Controller by the Assistant Station Master/Assistant Yard Master on duty of the train starting station. The Controller on duty shall ensure that he gets the painted number of the last vehicle from the Assistant Station Master/Assistant Yard Master before giving permission to start the train.

(3) Each Station Master on duty on the entire section shall intimate the painted number of the last vehicle to the Station Master on duty of the station ahead while applying for Line Clear for the train and get his acknowledgement and enter the same in the Train Signal Register.

(4) The speed of the train shall not exceed 25 kilometres an hour during day and 15 kilometres an hour during night and the Loco Pilot shall keep a good lookout while on the run.

(5) The duties of the Guard as lain down in Rules 4.34, 4.35, 4.36, 4.43, 4.44, 6.03, 6.06, 6.08 and 6.09 shall devolve on the Loco Pilot.

(6) The Loco Pilot shall be issued with a Caution Order at the starting station specifying the non-provision of a Guard and brake-van for his train and requiring him to carry out the duties of the Guard.

(7) Tail board/Tail lamp during day/night shall be fixed on the last vehicle and the completeness of the train and clearance of the fouling mark at every station on the run shall be ensured as per extant rules whenever the train stops for crossing or precedence.

(8) When the train stops at a station for crossing or other purposes, the Assistant Station Master shall verify the painted number of the last vehicle and Communicate same to Controller on duty in confirmation of his verification. The Controller on duty shall confirm at each stoppage from the Assistant Station Master/Assistant Yard Master, the number of the last vehicle on the train.

(d) Running of short pilots and goods trains without brake-van and Guard shall be resorted to only in cases of unavoidable necessity.

4.26. Couplings:-

No Vehicle that is not fitted with a coupling or couplings of approved pattern shall be attached to any train.

D. Vehicles and Cranes

4.27. Cranes:-

(1) No traveling crane shall be attached to a train until it has been certified by a duly authorised person that it is in proper running order, and with a dummy truck for the jib, if necessary.

(2) When a crane is to work on any line provided with electric traction or any line adjacent to it, the procedure and precautions as laid down under special instructions shall also be followed.

S.R.4.27 (i) The duly authorised person is the parent depot official when the crane is moved out from the depot, or the Crane Supervisor for the return trip from the work spot.

S.R.4.27 (ii)(a) When attached to Goods trains and mixed trains with the passenger coaches marshalled next to the engine, crane shall be attached next in front of the Guard's brake-van. When attached to Mixed trains with goods wagons marshalled next to the engine, the crane shall be marshalled immediately in rear of the goods vehicles and in front of the passenger vehicles on the train. In the above cases, the crane shall be so attached as to have its jib trailing and the speed of the train shall not exceed 50 Kmph on the B.G. and 40 Kmph on the MG.

(b) when proceeding for emergency relief operation to the accident site, the crane, with the jib leading, shall be attached next to the engine except when proceeding over sections having bridges where marshalling restrictions have been imposed by the engineering branch, in which case the formation of the break-down special is to be arranged at the home depot so as to conform to the restrictions.

S.R.4.27 (iii) The Crane Supervisor shall, before starting to work a crane within station limits, give a written requisition to the Station Master, specifying the line on which the crane is to work and obtain from him a written permission authorizing him to commence operations. The Crane Supervisor shall, actually commencing the operation, not only be in possession of written before permission, but also satisfy himself that arrangements have been made for the protection of any adjacent line which may be fouled by any part of the crane while in operation. The Station Master shall protect the crane. Crane working shall be stopped before any train is authorised to move on the adjacent line.

S.R.4.27 (iv) No crane shall be worked near traction overhead equipment unless such equipment is made dead and earthed and the official in-charge of the crane is in possession of Form ETR. 3 and an authorised representative of the overhead equipment departments present.

4.28. Loading of Vehicles. –

(1) No wagon or truck shall be so loaded as to exceed the maximum gross load on the axle fixed under sub-section (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 (i) The maximum moving dimensions are: -

Description	Broad gauge	Metre gauge	Narrow gauge
	Metre	Metre	Metre
Height over all from level of rails at the centre	4.115	3.430	3.200
Height over all from level of rails at sites	3.505	3.200	2.890
Maximum width	3.200	2.740	2.290
	From 1.143m above rail level	From 0.863m above rail level	

The following are the prescribed clearances from contact wire for the passage of Over Dimensional Consignments through electrified sections at 25 KV. AC and the special restrictions required: -

(i) Special speed restriction is not required when gross clearance is at least 390 mm. (1'-3 ½).

(ii) Speed must be restricted to 15 kilometres an hour when the gross clearance is between 390 mm. and 340 mm. (1' – 3 ½" to 1'- 1 ½").

(iii) Speed must be restricted to 15 Kmph an hour and over head power must be switched 'off' when the gross clearance is less than 340 mm.(1'-1 ½").

No consignment with less than 100 mm. (4") gross clearance from the overhead contact wire will be permitted in a 25kV. Electrified section.

S.R 4.28 (ii) At station where Load Gauge have been erected. Station Masters shall personally see that all open wagons loaded with bulky articles are passed under the Load Gauges to test if the load in each case is within the maximum standard dimensions and if the load is excessive, it shall be reduced.

(iii) No vehicle loaded beyond the Standard Moving Dimensions, shall be despatched from a station without the permission of the Divisional Railway Manager who shall before granting such permission, refer the matter to the Chief Operations Manager.

Loads infringing Standard Moving dimensions (I. S. M.D.) shall be moved by through trains an not by Shunting trains or Work trains. Shunting of trains with loads Infringing Standard Moving Dimensions (I. S. M.D.) shall be avoided as far as possible. The wagon containing the load shall be attached next to the engine. A train Examiner shall invariably accompany the load on the engine and also a Traffic Inspector or a Special Guard, if considered necessary. Specific sanction shall be obtained for movement of the load from the loading point right upto the destination. The consignment shall not leave the 'loading' point or 'Inter-change' point without first being examined by a responsible official not below the rank of a Head Train Examiner. The train/trains by which the load should be moved shall be nominated by the Control office. The consignment should be routed strictly by the authorised route. At station where Train Examiners are employed, loads Infringing Standard Moving Dimensions (I. S. M. D.) shall be specially examined and certified before despatch. A Permanent Way Inspector shall accompany the load in case the clearance of the load from fixed structures is less than 15 cms. On his section. Guard and Loco Pilot shall be clearly notified of all the conditions for the carriage of the load. The Guard before starting the train should contact the Controller on duty and inform him about the loads Infringing Standard Moving Dimensions being on train giving the number, position of the wagon and details of Train Examining staff accompanying the train.

A representative of the Traction Department shall accompany all loads infringing Standard Moving Dimensions (I. S. M. D.) having clearance as specified in items (ii) and (iii) of S.R.4.28 (i), to supervise safe movement of the loads Infringing Standard Moving Dimensions (I. S. M. D.) at locations where clearance from the contact wire is critical.
A representative of the Traction Department should also accompany loads Infringing Standard Moving Dimensions (I. S. M. D.) having width more than 1981 mm. For Broad Gauge and 1910 mm. For Metre gauge from center line of track.

S. R. 4.28 (iv) The height of standards used as supports in open trucks loaded with bamboos, firewood, etc., shall not exceed the following heights: -

Broad Gauge – 1,980 Meters Metre Gauge – 1,830 Meters Narrow Gauge – 1,830 Meters	From the floor of the wagon

The load of the wagon at the center shall not exceed the height of the standards.

S. R. 4.28 (v) When the load in a truck on the Metre Gauge or Narrow Gauge, projects more than 45.7 centimeters beyond the truck and on the Board Gauge projects beyond the buffer castings, dummy trucks shall be used.

4.29. Damaged or defective vehicles. -

(1) No vehicle which has been derailed shall run between stations, until it has been examined had 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 vehicles shall be detached from the train.

S.R.4.29 (i) In the event of any vehicle derailing, or meeting with an accident, no repairs, except those absolutely necessary, shall be carried out. No such vehicle shall 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 Railway Manager. The vehicle, before being moved with the permission of the Divisional Railway Manager, shall be examined and certified by the Train Examiner as fit to run.

(ii) When a vehicle has been detached from a train due to defect or damage, the nearest Train Examiner shall be advised by telegraph. This vehicle shall be stabled and secured separately. Unnecessary shunting with or against this vehicle shall be avoided. The vehicle shall not be accepted again for traffic use of worked away from the station until certified for the purpose by the Train Examiner.

S.R4.29(iii) A hot axle is observed on a train formation is indicative of an impending derailment and is therefore, to be treated as an accident situation.

The means of identification of hot axle have been separately advised to all staff concerned, through circulars, folders and other technical literature. The following action is to be adopted by station staff whenever a hot axle is detected on a running train.

1. On single Line Sections.

   a. At stations where signals are operated through centralized operation, the Station Master shall put back the despatch signal by putting back the Station Master's slides/signal knob.

b. In case a hot axle is detected after the train has already passed the despatch signal, the Station Master will immediately attract the attention of the Guard duly exhibiting hand danger signal.

c. The Station Master shall advise the Gateman, if any, in the block section ahead to stop the train by waving the red flag by day and red light by night in a wide arc left to right across the chest. *(C.Memo No.03/2015 dated 01.07.2015)*

2. On Double Line Sections.

The station Master will follow the same sequence for the stoppage of the train formation on which a hot axle has been detected.

In addition, the Station Master shall not give line clear to a train coming from the direction in which the train having the hot axle has gone into.

In case a train from the opposite direction has already entered the block section, the gateman, if any on the block section, would be advised to stop such a train coming from the opposite direction and advise the Loco Pilot of the situation.

The Loco Pilot of the train coming from the opposite direction, after being so advised, shall proceed cautiously at a speed governed by feasibility, proximity of the other line, any topographical constraints, in such a manner that he can always stop short of an obstruction caused by the derailment of the train on which a hot axle was detected.

3. On Electrified Sections.

On Electrified sections the Station Master will also advise the Traction Power Controller and Traffic Controller simultaneously of a train formation having a hot axle not having been detected and when it is considered operationally safe, the traction power supply will be immediately switched off.

If the train can not be stopped by any means as mentioned above, then the Station Master in advance should be advised to stop and examine the train duly using the prescribed emergency signal bell code six pause–one (000000-0). The Section Controller, Traction Power Controller also should be advised accordingly.

After stoppage the Train examining staff or Guard and Loco Pilot should be advised to examine the train. In case it is decided by the Train Examining staff, or by the Loco Pilot that the Wagon or vehicle has to be detached for attention, the wagon or vehicle shall be detached accordingly.

E. Precautions before starting Train

4.30. Loco Pilot and Guard to examine notices before starting:-

Every Loco Pilot and Guard before starting with a train shall examine the notices issued for their guidance, and ascertain there from whether there is anything requiring their

special attention on that section of the railway over which they have to work.

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.

Note: The report mentioned under GR 4.31 shall be in Form T/431.

S. R. 4.31 (i)(a) At all train starting stations as well as at all train examining stations en route the Train Examiner on duty shall after examining a train, sign in the column provided in the Combined Train Report that the train is fit to proceed and also issue "Train fit to proceed" certificate, to the Station Master on duty.

(b) If a Train Examiner issues a "Sick Memo" to the Station Master and place the "Damaged, not to go" label on both sides of the vehicle, such vehicle shall not be accepted again for use until the Train Examiner issues the "fit Memo" to the Station Master and removes the labels.

(c) When a vehicle has been detached from a train due to defect or damage, the nearest Train Examiner shall be advised. Such vehicle shall not be accepted again for use until the Train Examiner issues a "Fit Memo" to the Station Master.

SR.4.31(ii) While examining any formation, in order to afford the necessary protection to the Train Examining staff, a large red flag or a board painted red and inscribed with the word "Stop" in white will be exhibited by them at both ends of trains during day light; between sunset and sunrise, the flags or "Stop" boards shall be replaced by red lamps. No train shall be moved while these flags, boards or lamps are being displayed.

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 are prescribed in sub-rule (1) of Rule 4.14 are in good order, and these are kept burning brightly, when required.

SR 4.32 (i) An engine crew shall couple and uncouple the locomotive at the train originating station, at any intermediate point of operational stabling or engine change or attaching/detaching of an additional dead / live coco and at station/yard where loco is required to be finally detached from the train for change of traction, marshalling convenience or any other operational purposes including detaching of additional dead/live locos.

The term coupling/uncoupling connotes activities pertaining to stipulated procedures related to safe and correct attaching / detaching of loco or any other liev or dead loco to / from the train and includes connection / disconnection / reconnection of relevant hose pipes/air pressure pipes.

When the train originates in coaching yard or goods yard, the engine crew shall be assisted by traffic shunting staff if normally deployed at that station/yard. **(C.Memo No. 4 / 2008 dated 02.09.08)**

4.33. Examination of single and multiple units by Loco Pilot:-

When coupling single or multiple units or coaches of any such units together, the Loco Pilot shall be responsible for observing that all electrical couplings are properly made. After all couplings have been made, the Loco Pilot while taking over the complete train shall satisfy himself that the control and power apparatus and brakes of the complete train are in proper and prescribed working order.

S. R. 4.33(i)(a) The Station staff shall couple and uncouple units and Loco Pilot shall be responsible for seeing that the Electrical/Mechanical connections are properly made.
(b) The Loco Pilot shall be responsible for seeing that jumpers and hose pipes are replaced and properly secured in their dummy receptacles after uncoupling.

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 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 traveling.

Note. - Rules regarding the brake power to be provided on trains have been issued separately as Brake Power Rules. These rules shall be observed while working trains.

S.R. 4.34(i) The Guard shall ensure that the conditions laid down in Rule 4.34 are complied with even at stations enroute whenever the composition of the train is altered or any other reason warrants such check.

When taking over charge of a train and before signing the train examiner's Brake Power Certificate, the Guard of a train shall ensure that the train examiner has signed in the brake power certificate form that

(i) The doors of all carriage and wagons are in proper working order and can be closed and fastened.

(ii) Vestibules connections are properly secured, that doors, when necessary, are locked and bolted.

S.R.4.34 (ii) The Loco Pilot shall advise the nearest Train Examiner by telephone, particulars of any defect or failure noticed in the working of the vacuum/air brake, giving the number of the train, engine and vehicle or wagon on which the failure has occurred, with copy to the Train Examiner at the destination station of the train and the Power Controller (Mechanical). The Guard shall make a remark in the Combined Train Report, which shall be countersigned by the Loco Pilot.

S.R4.34 (iii)The following conditions are to be fulfilled for attaching of goods stock in passenger trains.

(a) Goods 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.

(b) The maximum speed of such trains should not exceed 75 Kmph on Broad Gauge and 50/40 Kmph on Metre Gauge (refer. S.R.4.08 (1)). The Caution Order must be issued to the Loco Pilot instructing him not to exceed the above speed limits.

(c) Goods stock must be attached next to the Engine unless the contents are live stock, explosives, dangerous or inflammable goods in which case these should be attached in the rear.

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

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

(f) 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 it not ordinarily examined at that station. At these stations, this examination will be limited to the goods stock only and will be confined to a safe to run examination.

(g) 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 stations.

Note. - A four-wheeled coaching vehicle or goods wagon with vacuum brake may be attached to a passenger train either in front (next to the engine) or in rear of the train. However, when the engine has a bogie tender, at least two four-wheelers shall be attached between the tender and the first bogie vehicle or wagon. In the case of an engine with six-wheeled tender, this restriction does not apply.

S.R.4.34 (iv) Four-wheeler vehicles or wagons with a rigid wheel base of 3 metres or less shall not, under any circumstances, be attached to passenger trains. When such wagons or vehicles are to be attached to mixed or goods trains, the maximum speed of such trains shall not exceed 40 kilometres an hour.

S.R.4.34 (v) a single unit wagon/vehicle shall not be attached between two bogie wagons/vehicles.

Note. - This restriction does not apply to attaching of steam, diesel or electric locomotives in rear of Brake Van of Goods trains for banking purposes.

4.35. Starting of trains. -

(1) 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, and hand signals are given and the line before him is clear of visible obstructions and the Guard has given the signals 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.(C.Memo No. 03/2014)

.

(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 (i) At stations at which trains have a long halt the departure warning bell shall be rung five minutes before any train carrying passengers is due to start.

S.R.4.35 (ii) At all stations, before giving permission for the Guard to start the train, the Station Master shall ensure that all the work in connection with the train is completed. In the case of trains carrying mail, the Station Master shall also ensure that the mail work is over. At stations with refreshment rooms, passengers' should be waned by means of the warning bell before the starting bell is given.

S.R.4.35 (iii)(a): In the case of all trains carrying passengers, except electric trains on the Madras Beach-Tambaram, Madras Central-Arakkonam and Madras Central-Gummidipundi section, the Station Master shall give permission to the Guard to start the train by causing the Station Bell to be rung as under: -

Wayside and terminal stations:

Three strokes for Up trains. Two strokes for Down trains.

Junction stations:

Number of strokes as laid down in the Station Working Rules.

Note.- the use of a Whistle by the Station Master to cause the station Bell to be rung is strictly prohibited.

S.R.4.35 (iv) The signal for starting shall be given by the Guard by blowing his whistle and exhibiting to the Loco Pilot, by day, a green flag and, by night, a green light waved from side to side overhead. This signal shall also be given by the Guard when a train has to be re-started after being stopped outside station limits, for any reason. It shall be given at stations normally on the platform side. However, at stations where it cannot be seen by the Loco Pilot due to curve, overhead structure etc., it shall be given on the side where it can be seen

best. The Station Master also, where necessary, shall arrange to relay the signal given by the Guard to the Loco Pilot while starting the train.

Note. – When there is a Brakesman or assistant Guard on the train, he shall as soon as his work is completed, show a already signal to the Guard. The Guard shall give the starting signal to the Loco Pilot only after getting this signal from the Brakesman.

4.36 Guard to be in charge of train. -

After the engine has been attached to a train, and during the journey, the Guard or (if there be more than one Guard) the Head Guard shall be in-charge of the train in all matters affecting stopping or movement of the train for traffic purposes. In the case of any self-propelled vehicle, such as a motor coach without a trailer and unaccompanied by the Guard, the duties of a Guard shall devolve on the Loco Pilot.

S.R.4.36 (i) If There is more than one Guard in the train, the Senior Guard shall be in-change of the train.

(ii) Guards shall report to the Station Master of the next station, any stoppage or the irregularities in train working caused by defects in works under the Engineering Branch, such as defective tracks, crossings, points, gates not opened, etc., and the Station Master shall telephone or telegraph the report at once to the Divisional Operations Manager, the Divisional Engineer, Assistant Engineer and Permanent Way Inspector.

4.37. Subordination of Guards in station limits. –

When a train is within Station limits, the Guard shall be under the orders of the Station Master.

4.38. Assistant Loco Pilots to obey Loco Pilots. –

The Assistant Loco Pilots shall obey the lawful orders of their Loco Pilots in all particulars.

S.R.4.38 (i) Duties of First Firemen shall be performed by the Diesel Assistants/Assistant Loco Pilots in respect of Diesel and Electric Locomotives.

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 (i) From the time an engine enters the traffic yard till it leaves the traffic yard, the Loco Pilots are under the orders of the Station Master.

F. Duties of Staff Working Trains during Journey

4.40. Loco Pilot and Assistant Loco Pilot to keep a good look-out –

Every Loco Pilot shall keep a good look - out while the train is in motion, and every Assistant Loco Pilot shall also do so when he is not necessarily otherwise engaged.

4.41. Loco Pilot and Assistant Loco Pilot to look back –
The Loco Pilot and or the Assistant Loco Pilot shall look back frequently during the journey to see whether the train is following in a safe and proper manner.

S.R.4.41 (i) At night, the Loco Pilot and the Assistant Loco Pilot shall frequently look back on the run and see that the side-lamps of the train are burning. They shall pick up at least one of the two side lamps burning. If both the side-lamps are suspected to be out, the Loco Pilot shall call the attention of the Guard by giving two short whistles. If the train is complete but only the side-lamps are not burning, the Guard shall acknowledge by showing a "proceed" hand signal and Loco Pilot shall give one long whistle and proceed normally. If the Guard suspects that the train may have parted, he shall act in accordance with Rule 6.08. If the Loco Pilot does not receive the Guard's proceed hand signal, he shall suspect that the train may have parted and act in accordance with Rule 6.08.

If the train is complete but only both the side-lamps are not burning, the Guard shall, after giving the "proceed" hand signal, frequently show a white light, in lieu of the side-light, to the Loco Pilot until lamp is relit or rectified.

S.R.4.41 (ii) The Loco Pilots/Assistant Loco Pilots/after passing permanent way gangs working on the line or a manned level crossing gate to see whether any danger signal is being exhibited by them as a warning of a danger/unusual thing on the train and to take necessary action.

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 maybe 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.

Note. – See Rule 2.11 Provision.

S.R.4.42 (i) The "All Right" signal is given by holding out the green flag horizontally by day and by waving a green light horizontally by night.

(a) The "All Right" signal shall be exchanged between the station staff and the train crew on both sides of a train.

(b) Cabins in large yards, where frequent shunting is performed, shall not exhibit any flag or light to trains running through when there is nothing wrong with the train. Should, however, they find any thing wrong with the train, they must display danger signal to Loco Pilot and the Guard of the train. While running through station, the Guard must appear at the door or on the verandah of the brake van and watch for such signals.

Note. – Cabins in large yards referred to in S.R.4.42 (i) (b) above which are not required to exchange "All Right" signal with the train crew shall be mentioned in the Station working Rules of the concerned station. This shall be advised to all stations/Depots where Loco Pilots and Guards are Headquartered. All other cabins shall exchange "All Right" signals with the train crew of all stopping and run through trains.

S.R.4.42 (ii) (a) When a train is running through a station having no cabin or one central cabin or both end cabins located on the station house side, the platform duty Station Master and a member of the station staff shall show 'All Right" signal on both sides of the train if all is right for the train to continue its journey. Otherwise a danger signal shall be shown.

(b) At stations where both the cabins or at least one Cabins are/is located on the opposite side of the Station house, the platform Duty Station Master shall show 'All Right' signal on the station house side and the Cabin Assistant Station Master/Cabinman on the other side of the train if all is right of the train to continue the journey otherwise a danger signal shall be shown.

(c) At stations where is no Cabin on the off side and where there is only Class IV Staff is available besides the Station Master on duty at the platform, the Station Master shall deliver the authority to proceed and then exchange 'All Right' signal on the station side while the Class IV staff shall exchange all right signal on the off side.

(d) While running through the Station, the Loco Pilot and Guard shall be on the look out for such signals, which shall be acknowledged by them by repeating the same. In addition, the Loco Pilot shall also give a long whistle/horn acknowledgement.

(e) When a train either stopping or non-stopping has passed a station inclusive of a train halt, the Loco Pilot and the Guard shall look back and satisfy themselves that no danger signal or other indication is given by any of the station staff. After doing so they should exchange 'All Right' signal after the complete train has passed the platform and before the engine passes the station limits.

Note. – In the case of class 'D' stations the 'All Right' signal must be exchanged by the Guard and Loco Pilot after the last vehicle has passed the platform.

S.R.4.42 (iii) (a) If the Loco Pilot/Diesel Assistant/Assistant Loco Pilot or Guard fails to exchange 'All Right' signal with the Station Master on duty, the Station Master shall verify with the staff on the off side/Cabin and if it is known that the engine crew and/or the Guard failed to exchange 'All Right' signal with any one of the station staff, the train shall be stopped at the next block station, treating it as a run away train. The block section in rear shall not be cleared until it is ascertained that everything is all right and the train may be allowed to proceed further.

Note. – If the Loco Pilot and/or his Diesel Assistant/Assistant Loco Pilot fails to exchange ' signal at a station in single line token area, action under S. R. 4.42 (iii) (a) need not be taken provided exchange of token had been done by the crew properly. However, the station Master shall report the matter to the Station Master at the requisite block station who shall issue a warning message to the Loco Pilot of the train about his failure to exchange 'All Right' signal, which shall be served through the pouch.

4.42(iii) (b) If the station Master/Staff on Off side/Cabin observes or is informed by the staff anything unusual during the passage which may affect the Safety of the train (such as Goods falling off, vehicle on fire, hot axle or anything which is likely to foul or obstruct the Railway line) he should attract the attention of the crew and Guard to stop the train and examine the same. When the Station Master has not been able to stop the train, he shall advise the Station Master in advance to stop and examine the train.

(c) If the Station Master feels that some part of the vehicle or any other article might have fallen off before the train has arrived at his station, he shall advise the Station Master in rear also. When such action has been taken similar precautions should be taken for running trains between his station and the station in advance or in rear. The Station Master at either end of the block section shall not allow any train on the same line or on the adjacent line (when it is likely to be obstructed) until safe passage of trains is ensured.

(d) If the Loco Pilot does not receive the 'All Right' signal from the Guard he shall call for it by giving two short sharp whistles and even then 'All Right' signal is not received he shall stop the train and ascertain the cause.

(e) While starting after stopping outside Station limits- Before re-starting the train the Guard and Loco Pilot shall exchange the 'All Ready' signal [see S.R.3.54 (i)] the Guard shall then give the usual starting signal [see S.R.4.35 (iv)] and the Loco Pilot shall acknowledge it by giving one long one short whistle and start the train. After the train has started, the Guard shall, after satisfying himself that everything is all right, give the 'All Right' signal and the Loco Pilot shall acknowledge it by giving a long whistle and proceed onwards. If the Loco Pilot does not receive the 'All Right' signal he must call for it by giving two short sharp whistles and if even then the 'All Right' signal is not received he must stop the train and ascertain the cause.

S.R.4.42 (iv) On the run – on the run immediately after the train has passed safe over the summit of a Ghat, the Guard must give the 'All Right' signal to the Loco Pilot and the Loco Pilot must look out for this signal and acknowledge it by giving a long whistle. If the Loco Pilot does not receive the 'All Right' signal he must call for it by giving two short sharps whistles and if even then the 'All Right' signal is not received, he must stop the train and ascertain the cause.

(v) (a) The Guard must, before giving the 'All Right' signal to the Loco Pilot receive the 'All Right' signal from the Assistant Guard in the leading Brake vans (if any). The Assistant Guard must give the signal only to the Guard and not to the Loco Pilot.

(b) Where a level crossing gate is situated within the station limits, the Gateman shall take his stand by the side of the track near the level crossing gate on the non-station house side and watch the safe passage of the train and report abnormalities if any to the Station Master through phone or by other means at stations where there is no Cabin/Cabins are situated on the station house side itself and no staff is available to watch the train from the off side, besides exhibiting appropriate signal to the train crew.

4.43 Guard to keep a good look-out:-

During the journey including halts at stations, every Guard shall keep a good look-out and satisfy himself from time-to-time that the tail board and brake-van lamps, are in position and that all brake-van lamps, where required, are burning brightly, that the train is complete in every respect and is proceeding in a safe and proper manner.

Note. – The Term "brake-van lamp" includes "tail lamp"

S.R.4.43 (i) If any vehicles are attached in rear of his brake-van in terms of Rule 4.24, the Guard shall ensure that the train is complete with such vehicles, on the run.

S.R.4.43 (ii) 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.

S.R.4.43 (iii) Guards of running trains will be responsible to watch any train passing on the adjacent line, and to attract the attention of the Guard or the Loco Pilot of the latter train by exhibiting danger hand signal should any condition be noticed on that train which may endanger its safety. In case of trains running in opposite directions, as on double line, the Guards of the two trains will exchange all right signal after having examined each other's trains, provided the trains have been found in order.

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 a 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 Stop signal, check up that the tail board or tail lamp is correctly exhibited and shall maintain a vigilant attitude in rear of the train. After fifteen minutes or such less than 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 (i) After stopping his strain at the first Stop signal, the Loco Pilot shall give on long whistle (continuous) to warn the Station Master. If after the lapse of 5 minutes, the signal is still at danger without apparent cause the Loco Pilot shall give two long, two short whistle to warn the Guard. The Guard shall in consultation with the Loco Pilot, send the Brakesman /Assistant Loco Pilot to the station or cabin to inform the Station Master. After informing the Station Master the man may remain in the station or in cabin if the signals are going to be taken "off" without delay. If the train has to be detained at the signal for a considerable period, the Station Master shall send a written memo, though the Brakesman /Assistant Loco Pilot stating what further detention is necessary and the reason therefor. The Brakesman /Assistant Loco Pilot shall go to the train and show this memo to the Loco Pilot who shall initial

it and pass it on to the Guard, who shall retain it. In the case of a light engine, the Loco Pilot shall retain the memo. Whenever a memo is given by the Station Master, the Guard and Loco Pilot shall send a special report along with the Combined Train Report. If the stoppage of the train exceeds 15 minutes, the Guard/the Loco Pilot in the case of a light engine, shall proceed to protect the rear of the train in accordance with the instructions laid down in Rule 6.03.

4.45. Attracting attention of Loco Pilot:-

(1) If any Guard sees reason to apprehend danger or considers it necessary for any reason to stop the train, he shall use his best endeavours to attract the attention of the Loco Pilot.

(2) In the absence of the means of communication 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 signals 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 (i) The Guard shall not apply the automatic vacuum brake, except when absolutely necessary and when applying it, he shall pull the lever slowly and gradually so as to reduce the vacuum by 12 to 18 centimetres only. Whenever the automatic vacuum brake is applied, the Guard shall send a special report along with the Combined Train Report.

(ii) The Loco Pilot shall, whenever he notices the reduction of vacuum, take immediate measures to bring the train to a stand clear, if possible of tunnels, bridges, cuttings, Catch siding points or other unsuitable spot of a similar nature. He shall also give two short and one long whistle and repeat it until the Guard shown the red flag by day and the red light by night, which is an indication that the Guard has understood the situation. The Guard shall then take necessary action in accordance with S.R.4.18 (ii).

4.46. Assistance from Guard's hand brake:-

When the Loco Pilot requires the assistance of Guard's hand brake, he shall sound the prescribed code of whistle, if necessary,

repeatedly, or, if a brake whistle is provided, sound such whistle and shall also use other means of communication, if provided between the Loco Pilot and the Guard.

S.R.4.46 (i) When the Loco Pilot of a train requires the Guard to apply brakes, he shall give three short whistles. When he requires the Guard to release brakes, he shall give one long one short whistle.

4.47. Application of Guard's hand brake:-

(1) When the Loco Pilot sounds the prescribed code of whistle or the brake whistle, the Guards shall immediately apply their hand brakes.

(2) When a train is traveling 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 (i) Hand brakes shall be put on gradually, but not so tightly as to skid the wheels as skidding not only reduces the resistance which the brake is intended to cause but also damages the wheels and rails. Brakes once applied shall not be slackened until the wheels get locked and begin to skid, when the brakes shall be eased sufficiently to prevent skidding. Hand brakes once put on, shall not be released until the Loco Pilot gives one long and one short whistle for releasing the brakes. Except in an emergency, Guards shall not apply their hand brakes to steady the speed of a train unless called upon to do so by the Loco Pilot. Brakesmen shall also immediately apply the hand brakes when the Loco Pilot calls for brakes.

4.48. Permission of Guard to detach engine from train:-

When a train has been brought to 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 van-brakes 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 (i) The engine of a train carrying passengers shall not be detached or the train parted in section except in an emergency as given below: -

Whenever it is necessary to detach the engine of a train carrying passengers for testing a bridge or for isolating a burning coach or coaches on a

train carrying passengers, the following precautions shall be taken before the engine is detached or train parted –

(a) Hand brakes in the Guard's brake-van at the rear and in the brake-van wherever provided shall be securely screwed on,

(b) Hand brakes of any goods wagons on the train shall be securely pinned down,

(c) Hand brakes if provided on any coaching vehicle shall be securely applied,

(d) The wedges provided in the Guard's brake-van shall be securely jammed under the farther most wheels of the rakes in the direction of the falling gradient. Vacuum shall be created to the maximum extent possible by blowing up with the large ejector an exhauster and attempt shall be made to lightly pull or push the load with the engine in the direction of the falling gradient. Only after it had been ensured that the load is securely restrained against movement, will the vacuum be dropped and the engine detached. The interval from the time engine is detached to the time it is again attached to the train shall not exceed 45 minutes.

(e) On the Ghat/Gradient section, locomotives shall not be detached from trains between stations.

(f) In the case of fire, when it is necessary to isolate a burning coach and where the precautions as in S.R.4.48 (i) (d) cannot be under taken in detail, the Guard and the Loco Pilot of the train will be responsible for using the wedges supplied in the Guard's brake-van to the best advantage in order to prevent parts of the train colliding against each other by running away.

S.R.4.48 (ii) (a) The Loco Pilot of a goods train shall, before detaching his engine from the train, call for the Guard's brake by giving three short whistles. The Guard shall, irrespective of whether the train is vacuum brake or not, apply the brakes as under: -

Inside station limits. – If the gradient is steeper than 1 in 400, apply the hand-brake of his brake-van and also the hand-brakes of atleast six vehicles on the train; if the gradient in 1 in 400 or flatter apply the hand-brake of his brake-van.

If, after the engine has been detached form the train, the brake-van is also required to be detached for attaching vehicles to or detaching vehicles from the train or for any other reason, the Guard shall before detaching the brake-van, apply (in lieu of the hand brake of the brake-van) the hand-bakes of atleast six more vehicles if the gradient is steeper than 1 in 400 or atleast six vehicles if the gradient is 1 in 400 or flatter.

Outside station limits. - If the gradient is steeper than 1 in 400 apply the hand-brake of his brake-van and also the hand-brakes of all the vehicles on the train; if the gradient is 1 in 400 or flatter apply the hand brakes of atleast twelve vehicles on the train.

(b) The Guard shall, after satisfying himself that the train is braked as required, show a "Proceed" hand signal to the Loco Pilot. Only after getting this

signal the Loco Pilot may detach his engine or permit his engine to be detached from the train. The train shall remain so braked until the engine is again attached to the train.

4.49. Starting and stopping of trains:-

The Loco Pilot shall start and stop his train carefully and without a jerk.

4.50. Sounding of engine whistle:-

(1) Except under special instructions, the Loco Pilot shall always sound the whistle of the engine according to the prescribed code of whistle-

(a) before putting an engine in motion;
(b) When entering 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 (i) The circumstances in which the Loco Pilot shall sound the engine whistle and the code therefor are given below: -

WHISTLE CODES

Sl.No.	Whistle code of engine	Indication
1	●	(a) Before starting:- (i) Indication to Loco Pilot of assisting/banking engine that Loco Pilot of leading engine is ready to start. (ii) Acknowledgement by the Loco Pilot of assisting/banking engine to leading engine. (iii) Engine ready to leave loco yard or after completing loco work. (iv) Engine ready to go to loco yard. (b) On run- (i) Assistance of other engine not required. (ii) Acknowledgment of Loco Pilot of Assisting/banking engine that assistance stopped.
2	● ●	(a) Call for Guard's signal. (b) Signals not exchanged by Guard. (c) Signals not exchanged by station staff.

3	____●	(a) Guard to release brakes. (b) Before starting engine or a train from station/mid-section. (c) Main line clear after backing into siding.
4	●●●	(a) Guard to apply brakes. (b) Train is out of control, Guard to assist.
5	●●●●	(a) Train cannot proceed on account of accident, failure, obstruction or other exceptional cause. (b) Protect train in rear
6	___ ___ ●●	Call for Guard to come to engine.
7	● ____ ●	(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. (b) Passing Automatic Stop signal at 'on' (c) Passing an Intermediate Block Stop signal at 'On' when the telephone provided on the signal post is out of order and the Loco Pilot is thus unable to contact the station in rear. (d) On run – Acknowledgement of Guard's signal
9	_____ (continuous)	(a) Approaching tunnel or area of restricted visibility or curves or cutting or site of accident. (b) Recall railway servant protecting train in rear. (c) Material train ready to leave (d) Running through a station (e) Approaching a Stop signal at 'On' "or in consequence of fog, storm or any other reason the view of signals is obstructed" (f) Detained at a Stop signal.
10	___●___ ●	(a) Train parting. (b) Train arriving incomplete.
11	●● ____	(a) Alarm chain pulled. (b) Insufficient vacuum in engine. (c) Guard applies vacuum brake.

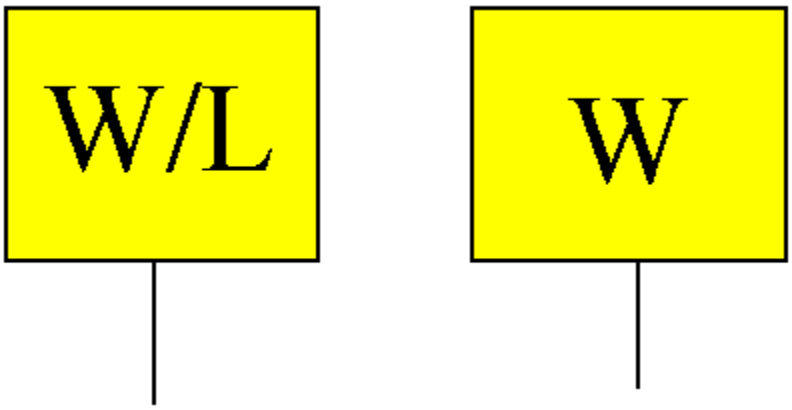
12	____ ____	Raise pantograph. To be acknowledged by the other engine.
13	___●___	Lower pantograph. To be acknowledged by the other engine.
14	___●●	(a) Signal arm lowered but light extinguished. (b) Signal arm improperly/insufficiently taken 'Off' (c) Defective signal.
15	____ ____ ____	Fouling mark not cleared.
16	●●●●●● ●●●●●● **(frequently)**	(a) Apprehension of danger. (b) Danger signal to the Loco Pilot of an approaching train whose path is fouled or obstructed for any reason. (c) While working on a single line section during total failure of communication or when single line working is introduced on a double line section. (d) Moving in wrong direction on a double line or against the signaled direction in the Automatic Block signaling territory on Double line or against the established direction in the Automatic Block signaling territory on Single Line.
17	___ ___ ___ ___ ___ ___ (Intermittently)	Approaching a level crossing

Note. – The signals above are illustrated by "•" for a short whistle and " ------ " for a long whistle.

S.R.4.50(ii)(1) Loco Pilots shall constantly whistle when approaching and entering tunnels, curves and cuttings where the view ahead is obstructed. They shall also act likewise when crossing a train at a station and when approaching all other places where obstructions are likely to occur. (C. Memo No. 4 / 2010 dated 10.06.2010)

(2) Whistle boards are of two kinds.

They are whistle boards with the letter "W/L and Whistle boards with the letter "W" as shown in the diagram below-



(3) (i) Whistle boards with the letter "W/L" are provided,

(a) On the approaches of all the unmanned level crossings, and

(b) On the approaches of manned level crossings inside of or outside station limits where a clear view of the line from the level crossing is not available.

Loco Pilots of approaching trains on noticing the 'W/L' whistle board, shall sound intermittent long whistles from the time they approach the whistle board till they pass the relevant level crossing. (C. Memo No. 4 / 2010 dated 10.06.2010)

(ii) Whistle boards with the letter "W" are provided in rear of all places where the view of the track is obstructed by curves cuttings or tunnels. Loco Pilots of approaching trains on noticing these whistle boards shall sound their engine whistle continuously from the time they approach a whistle board till they get clear view of the track ahead.

SR 4.50 (iii) The Loco Pilot shall communicate through walkie-talkie sets in addition to the sounding of the engine whistle as prescribed in SR 4.50 (i).

The Loco Pilot shall also advise the Guard through walkie-talkie of all the documents handed over to him with regard to the working of trains. The information received should be recorded by the Guard in the rough journal and combined train report.

4.51. Bell signals between Loco Pilot and Guard:-

When bell communication is provided between the Loco Pilot and the Guard of the train, bell signal code, as may be prescribed by special instructions shall be used.

SR 4.51 (i) The following bell signals are prescribed for use between the Motorman/Loco Pilot and Guard in case of EMUs/MEMUs /DEMUs:-

BELL CODES

SL.No.	Code of bell Signals	Indication	Acknowledgement
1	O	Stop train	O
2	OO	Start train	OO
3	OOO	Guard required by the Loco Pilot	OOO
4	OOOO	Protect the train in rear	OOOO
5	O Pause O	Zone of speed restriction over. Resume prescribed speed.	O Pause O
6	OO Pause OO	Passing Automatic Signal at `ON'	OO Pause OO
7	OOO Pause OOO	Motorman not to exceed prescribed speed.	OOO Pause OOO

Note:- The signals above are illustrated by "O" for a ring.

SR.4.51(ii) In the event of failure of bell code communication between the Motorman/Loco Pilot and Guard of an EMU/MEMU/DEMU train the Motorman/Loco Pilot and Guard shall reproduce the relevant bell code by sounding the horn. In addition, the Guard/Motorman/Loco Pilot shall make use of the corresponding hand signal wherever prescribed, by means of the hand signal lamp/flag.

(C. Memo No.5/2008 dt. 23.12.2008.)

4.52. Throwing out water, fire or cinders:-

A Loco Pilot or Assistant Loco Pilot shall not throw out water, fire or cinders, when passing through a station yard or tunnel, or when on a bridge.

4.53.Hose of water crane:-

After taking water from a tank or water column, the Loco Pilot shall see that the hose or arm is left clear of the line and, when it is provided with fastenings, properly secured.

4.54.Passengers:-

Every Guard shall give his best Assistance to passengers entraining and detraining.

S.R.4.54 (i) Both the Guard and Brakesman of a train carrying passengers shall give attention to the needs of passengers, especially during night. At every station at which the train stops long enough, they shall pass along the train from each end, to ascertain whether any passengers require assistance.

G. Duties of staff on Arrival

4.55 Shutting off power:-

In stopping a train, the Loco Pilot shall determine where to shut off power by paying particular attention to the gradient, the state of the weather, the condition of the rails, the brake power and the length and weight of the train.

4.56.Guard to see that train is stopped clear of fouling marks:-

When a train comes to stand at 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 (i) (a) The Guard shall see that all the signals taken 'Off' for the reception of his train have been put back to 'ON'. If any signal has not bee put back to "ON" he shall inform the Station Master at once and wave a hand danger signal to protect his train. He shall note down this fact in his Rough Journal Book and make a remark in the Combined Train report.

(b) The Guard shall see that the train has arrived complete. If the train is incomplete, the Guard shall inform the Station Master at once.

(c) At night, when a train is waiting at a station to give precedence to another train in the same direction, the Guard of the train shall, before the following train is admitted into the station, change the side lamp, adjacent to the line on which the following train is to be admitted to show white towards the rear of the train and red towards the engine of his train, the other side lamp being left in its normal position i.e., showing red towards the rear and white towards the engine of his train. After the following train has been admitted into the station, the Guard shall, immediately put back the side lamp to its normal position.

4.57. Detaching engine:-

Whenever a train has been brought to a stand, and it is necessary for the engine, with or without vehicles, to be detached from the rest of the train, the Guard shall, before the train is uncoupled, satisfy himself that the van-brakes have been put on securely, and take such other measures as may be prescribed by special instruction.

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 (i) If the Loco Pilot finds that his engine has not cleared the fouling marks of all points and crossings, he shall call the attention of the Station Master by giving three ling whistles and at the same time, wave a Stop hand signal. He shall also send his Assistant Loco Pilot Fireman to advise the Station Master on duty of the position.

S. R.4.58 (ii) (a) When a goods train is stopped at a station the Loco Pilot of the leading engine shall, unless otherwise signaled by the Station Master or the Guard of the train, bring his engine to a stop as close as possible, to the Starter, fouling mark, trap point, lock bar, board bearing the word 'STOP' to enable the last vehicle of his train to stand clear of the fouling mark at the rear end.

(b) The observance of S.R.4.58 (ii)(a) by the Loco Pilot does not in any way absolve the Guard of his responsibility in regard to the observance of G.R 4.56 and Subsidiary Rules there under to ensure that the last vehicle of the train has cleared the fouling marks of all points and crossings.

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.

S.R.4.59 (i) The Guard shall, before giving signals to the Loco Pilot, get the permission of the Station Master.

4.60.Guard not to leave train till handed over:-

No Guard shall leave his train until it has been properly handed over in accordance with special instructions.

4.61.Loco Pilot not to leave engine when on duty:-

No Loco Pilot shall leave his working locomotive or his self-propelled vehicle when on duty, whether at a station or on a running line, except in case of absolute necessity and after a competent railway servant has been placed in charge of the locomotive or self-propelled vehicle. In the case of a self-propelled vehicle

manned by a Loco Pilot only, a Loco Pilot may leave it when necessary, provided he has locked the cabs and has put the vehicle in low gear with the ignition switch in the 'Off' position and has screwed down and locked the hand brake.

S.R.4.61 (i) Rule 4.61 applies to Assistant Loco Pilot also. The competent railway servant referred to therein, in the case of running train, is the Assistant Loco Pilot and in the case of shunting engines, the Assistant Loco Pilot.

H. Working of Material Trains

4.62.Working of a material train in a block section:-

A material train shall be worked only with the permission of the Station Masters on each side and in accordance with special instructions.

S.R.4.62 (i) (a) When a material train is to be run for engineering purposes, the Divisional Railway Manager shall make necessary arrangements in good time advising all concerned as to the nature of the wok to be done, how long it will last and where the material trains is to be stabled daily during the period of the work. Except with the permission of the Divisional Railway Manager, a material train shall not be permitted to work during periods of poor visibility due to fog, storm or any other cause. If it becomes necessary to alter the stabling station, the Guard shall advise the stations concerned.

Note. – A material train shall not be stabled at a station with only one loop line and no siding, except under the special orders of the Divisional Railway Manager.

(b) In case of emergency the running of a material train may, on the requisition of the engineering branch, be at once ordered by the Station Master or other Senior Official.

S.R.4.62 (ii) Subject to the provisions of SR 4.62 (vi), the speed of Material Trains shall not exceed 75 kmph when worked with engine leading.

S.R.4.62 (iii) The Guard and Loco Pilot of a material train are responsible for protecting the train in accordance with rules when working between stations. They are authorised to direct Gangmate and Gangman to assist them in this regard.

S.R.4.62 (iv) Before entering a section on which a material train is required to stand on a grade of 1 in 50 or steeper, the engine should be attached so that when the train is standing, the engine is at the down hill end of the gradient.

S.R.4.62 (v) On down gradients steeper than 1 in 100 'pushing; is not permitted. On gradients flatter than 1 in 100, ascending or descending, 'pushing' may be permitted.

S.R.4.62 (vi) (a) When the engine is pushing a material train and the brake-van is leading-

(1) the speed shall not exceed 15 kilometres an hour on the straight track, and 10 kilometres and hour over the turn-out;

(2) the Guard shall travel in the leading brake-van and continuously exhibit a "proceed" hand signal to the Loco Pilot; the absence of a "proceed" hand signal may be due to an obstruction and the Loco Pilot shall stop at once;

(3) the train crew shall keep a good look-out especially in the direction in which the train is moving and shall be prepared to stop short of any obstruction; and

(4) at non-interlocked stations when approaching turn-outs, the Guard shall stop the train at the outermost points, satisfy himself that the points are correctly set, locked and manned and then show hand signals to the Loco Pilot to back.

(b) When the engine is pushing a material train and the brake-van is not leading-

(1) The Speed shall not exceed 10 kilometres an hour;
(2) the Guard shall travel in the leading vehicle and the provisions of clause (a)(2) of S.R.4.62 (vi) shall be complied with;
(3) clauses (a)(3) and (4) of S.R.4.62 (vi) shall be complied with

(c) When a material train is approaching a station with the engine pushing the train, on the single line, in regular working the Station Master shall take "Off" signal as usual; and, in unexpected circumstances, i.e., after meeting with an obstruction, etc., provisions of S.R.4.12 shall be complied with; on the double line, the provisions of S.R.4.12 shall be complied with.

S.R.4.62 (vii) Except in an emergency, such as an accident or breach of the railway line, working of material trains carrying labourers shall not be permitted between sunset and sunrise. If due to certain circumstances, it is necessary to work material trains during night, permission to do so shall be obtained from the Divisional Railway Manager, who shall give the permission subject to the following conditions: -

(1) The workspot shall be well lit.
(2) Second class accommodation for the labourers shall be provided on the train.
(3) The Guard of the train shall ensure that no labourer is traveling in the material wagons.

S.R.4.62 (viii) A material train shall not be divided, outside station limits, except in an emergency, and in such cases only on the authority and personal supervision of an engineering official of not lower in rank than a Permanent Way Inspector who shall be entirely responsible for seeing, before the train s divided, that necessary precautions are taken to ensure safety. Before the train is divided, the Guard shall apply the hand-brake in the brake-van and the hand-brakes of a sufficient number of wagons and lock, by means of safety chains or sprags, a sufficient number of wheels in each portion of the train and shall also ensure personally that all the Labourers have been detrained. Vehicles shall not be detached from a material rain standing on a grade of 1 in 100 or steeper. The Loco Pilot may detach the engine from a material train with the Guard's permission who shall before giving the permission, ensure that the hand-brakes on each wagon are properly applied and the wheels secured with safety chains and sprags to prevent any movement.

S.R.4.62 (ix) No material shall be left above rail level, within the distances prescribed in the Schedule of Dimensions. If a material train has to leave the spot where material is being deposited before the removal of such material can be effected, men shall be left to complete the work.

S.R.4.62 (x) A material train may be moved from the traffic yard to the loco yard only with the permission of the Locomotive Official in-change of the loco yard and subsequent movement of the train inside the loco yard shall also be directed by the Locomotive Official in-charge.

S.R.4.62 (xi) At least one brake-van shall be attached in the rear of a material train. When running through and between stations, the engine shall be marshalled at one end of the train and the brake-van at the other end. Material trains shall be marshalled with regard to the brake-vans so that whenever a train parting occurs on the run, there shall be adequate brake-power to control the rear portion. If the Brake Power Rules require the provision of only one brake-van then this van shall be attached in the rear of the train; but if two or more brake-vans are required, the additional vans may be interspersed throughout the train provided that the vans are not separated by a load in excess of the brake power necessary.

S.R.4.62 (xii) The Station Master shall issue a memo (in duplicate) in the following form, along with the "authority to proceed" to the Loco Pilot of every material train which is required to work outside station limits: -

To the Loco Pilot of material train No …….

You are required to proceed to the …… station at the other end or your must return to …….. station (as the case may be).

You should clear the block section by ……. Hrs ……. Mts. for the passage of other trains.

Station ……

Guard Station Master

Date ……..

The memo, shall be countersigned by the Guard. The Loco Pilot shall take the original and return the duplicate signed. The Station Master shall enter the particulars contained in the memo, in the "Remarks" column of the Trains Signal Register against the entry for the train.

S.R.4.62 (xiii) a)All the wagons forming part of Material Trains shall have a nominated base depot which should be clearly stencilled on these wagons.

b)These wagons must touch the base depot at least once in thirty days at which time, they shall be intensively examined and repairs, if any, shall be attended and a BPC issued giving therein the individual number of wagons for which the BPC is issued. The BPC will be valid for a period of 30 (thirty) days from the date of issue. The engineering official in-charge of the Material Train shall be responsible to ensure that the Material Train is moved to the base depot for examination before the expiry of the validity period for the issue of fresh BPC. If the BPC has become invalid due to the lapse of 30 days, the rake shall be brought to the base depot with GDR check.

c) The brake power percentage at the originating point shall not be less than 90% and shall not be less than 70 % enroute. When the brake power falls below 70%, the rake shall be moved to the base depot for upgradation and issue of fresh BPC. (Correction 01/2013 dated 27.05.13).

S.R. 4.62 (xiv) All manned level crossing gates shall be closed against road traffic for the passage of material train. The Loco Pilot of the material train while 'Working on line' in a block section shall ensure that all manned level crossing gates are closed against road traffic before passing the same. He shall whistle continuously while approaching the level crossings and obey the aspect of the Gate Stop signal if any. In the case of non-interlocked gates, and in the case of interlocked gates in double line sections while proceeding on the wrong direction, the Loco Pilot shall bring his material train to a stop 30 metres short of the level crossing and then restart and pass the gate after confirming that the gate is closed against road traffic. (Correction No. 6 dated 06.11.06).

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 (i) The employment of women on material trains for unloading material is prohibited; but they maybe taken in empty ballast wagons to different depots for employment in loading.

S.R.4.63 (ii) If a material train has been divided, all the workers shall be removed from the wagons before the train is coupled up again.

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 (i) The Station Master and the Guard of the material rain are jointly responsible for ensuring-

(1) that the train is berthed clear of fouling marks, at each end of the line on which it is stabled;

(2) that the points leading to the line on which the material train is stabled are set against that line and locked in that position with locking bolts, cotters and padlocks or clamps and padlocks; and

(3) that the hand-brakes are applied on a sufficient number of wagons, the van-brakes are screwed down and that a sufficient number of wheels are locked by safety chains and padlocks.

S.R.4.64 (ii) When a material train is stabled on a siding, outside station limits, the Guard shall ensure that it is berthed clear of fouling marks and traps and without obstructing the running line. He shall apply the hand-brakes on a sufficient number of vehicles, screw down the van-brakes and locks the wheels of the wagons by means of safety chains and padlocks.

4.65 Working of Track maintenance machines:-

Track laying or on Track Tamping or maintenance machines shall be worked only with the permission of the Station Master and in accordance with special instructions.

S.R.4.65 (i) (1) A Track maintenance machine is a self propelled vehicle which can move both in forward and reverse direction.

(2) The track machine may work both by day or night and move within the maximum speed sanctioned for that with speed restrictions in force in the section being observed.

(ii) Each machine will be under the control of an operator responsible for the safe working of the machine and for observation of all rules.

(iii) The Operator shall undergo a course of training at the Zonal Training Centre and on passing the written examination held at the end of the course, advice to that effect shall be communicated by the Principal to the concerned Departmental Officer. The Departmental Officers shall then issue the necessary Competency Certificate to the Operator.

(iv) The certificate of competency shall be valid for 3 years and kept in the personal custody of the operator and shall be promptly produced when required.

(v) The operator shall apply to his Divisional Engineer well in advance before the date of expiry of competency certificate. The D.E.N. shall renew the certificate after holding an oral test and satisfying that the operator is conversant with the rules relating to the work of Track Maintenance machine and the rules for working trains.

(vi) The following rule books and equipments in good working condition shall be in possession of the operator of each unit while the machines are working

(a) One copy of the General and Subsidiary Rules Book with up-to-day corrections.
(b) One copy of the Accident Manual.
(c) One copy of the Working Time Table.
(d) One copy of the Block Working Manual.
(e) Fusee (in case the machine is to work in Automatic territories, Double line, Multiple lines and Ghat sections.).
(f) One portable field telephone with accessories.
(g) Two green hand signal flags.
(h) Three red hand signal flags.
(i) Two tri-colour hand signal lamps for working at night.
(j) 10 detonators in a tin,
(k) Two banner flags.
(l) One first aid box.

(vii) The Track maintenance machine shall be considered as a train.

(viii) Procedure for working of the Track Machines. - (a) The Operator shall inform the Station Master in writing the specific location where the machine will work and whether he will proceed to the next station or return to the station back after completion of the work and mention the time at which the Track Machine will clear the section along with identifying number of the machine and the name of the Operator. The Station Master shall then contact the control and on permission from the control shall allow the Track Machine into the block section.

(b) On double line.- When the track machine is to work in the right direction and return to the starting station the Track Machine will be allowed under Block Forward.
When the Tract Machine is to work in the wrong direction and return to the starting station, the Track Machine will be allowed under Block Back.
In cases when track Machine is to work in the right direction and clear the section at the other end of the block section the Track machine shall be allowed on line clear as for the train.

(c) Any number of Track machines may be allowed to enter an obstructed block section during line block treating them as material trains and observing the procedure laid down.

(ix) All manned level crossing gates shall be closed against road traffic for the passage of Track machine. The Operator-in-charge of the machine while 'Working on line' in a block section shall ensure that all manned level crossing gates are closed against road traffic before passing the same. He shall whistle continuously while approaching the level crossings and obey the aspect of the Gate Stop signal if any. In the case of non-interlocked gates, and in the case of interlocked gates in double line sections while proceeding on the wrong direction, the Operator shall bring his track machine to a stop 30 metres short of the level crossing and then restart and pass the gate after confirming that the gate is closed against road traffic (Correction No. 6 dated 06.11.06).

(x) The track Machine shall not be permitted to work during periods of poor visibility due to fog, storm or any other cause except under the permission of Divisional Railway Manager.

(xi) The Track Machine shall not be permitted to work during total interruption of communications.

(xii) The Operator-in-charge of the machine is responsible for protecting the machine in accordance with the rules for protection of trains between stations. He is authorised to direct the Gangmates and Gangmen to assist him in this.

(xiii) No material shall be left above rail level within the distance prescribed in the Schedule of Dimensions. Before leaving the spot the Operator shall ensure the removal of such materials.

(xiv) The Operator of the machine shall be responsible to ensure that the adjoining line is not fouled at any time during the course of operations. In case of fouling, he shall immediately arrange to protect the adjoining track in accordance with Rule 6.03.

(xv) No traffic train shall be allowed to enter the block section until the track machine clears the section at any one of the block stations. The Station Master shall advise the Operator the time and station at which he shall clear the section. The Operator shall take the original and return the duplicate duly signed to the Station Master. The Station Master shall enter the particulars contained in the memo in the "remarks" column of the Trains Signal Register against the entry for the track machine.

(xvi) The Operator is responsible to ensure that the machine has arrived complete and then only he shall issue a written memo to the Station Master.

(xvii) Protection of track machines when stabled at a station.

(a) The track machine shall not be stabled on a running line at a station except under unavoidable circumstances.

(b) No shunting of goods or passenger stock shall be permitted on the line where the track machines are stabled nor shunting performed with the machines attached.

(c) When the machine is stabled, the Operator shall ensure that it is berthed clear of fouling marks and traps and without obstructing the adjacent lines. He shall apply the hand brakes and skids to prevent movement.

The concerned points shall be set against the line on which the track machines are stabled and such points shall be secured with clamps or bolts and cotters and padlocked. The keys of such padlocks shall be kept in the personal custody of the Operator until the machine is ready to leave from the siding or running line. The Operator shall not relinquish charge until he has satisfied himself that the machine has been protected as prescribed.

(xviii) In case of failure of the machine in the block section and the Operator is not able to clear the section, a message should be sent to the nearest Station Master as well as the Control through portable telephone or otherwise for arranging a light engine to tow the unit. In case of such break down of the machines, it shall be treated as an obstruction and protection of the machine and track shall be arranged by the Operator in terms G.R.6.03 and S.Rs. thereunder Accident to track machine shall be treated in the same manner as of trains.

I. Private Engines and Vehicles

4.66. Private engines and vehicles:-

No engine or other vehicle, which are the property of a private owner, shall be allowed to enter upon the railway, except in accordance with special instructions.

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 subject to his authority and direction in the working of the station.

(2) The Station Master shall see that all signals, points, gates of level crossings and the whole machinery of his station are in proper working order and shall immediately report all defects therein to the proper authority.

(3) The Station Master shall also be responsible to see that the working of the station is carried out in strict accordance with the rules and regulations for the time being in force.

(4) No person other than the Station Master shall ask for or give Line Clear, or give authority to proceed.

S.R.5.01 (i) (a): - (1) The Station Master shall not hand over the Authority to proceed to the Loco Pilot until the points have been correctly set and the facing points locked where no despatch signals are provided.

(2) When starting permit is issued in addition to the Authority to proceed the starting permit shall not be issued to the Loco Pilot until the points have been correctly set and the facing points locked.

(3) At stations where dispatch signals are provided the Loco Pilot shall not start, his train unless he has complied with the provisions of G.R.4.35 (1) even if the authority to proceed is delivered to him.

(b) The Station Master on duty shall ensure that the staff like Shunting Masters (C. Memo. 3 / 2009 dated 16.07.09) who are responsible for safe custody of the locks and key of points, signals, traps etc., as laid down in the Station Working Rules, hand them over to their relieves correctly and the items handed over are the authorised ones. If any of these items are found missing or are not the authorised ones, he shall report the matter to the Station Master in-charge immediately.

(c) The Station Master on duty shall examine the signals immediately after a storm/dust storm/tempestuous weather and make certain that the roundels are in good condition and that the signal are in proper working order. The results of the examination shall be recorded in the Station Diary.

(d) When changing duties, both the outgoing and incoming Station Masters shall examine and satisfy themselves that all the points are correctly set and locked in accordance with the Station Working Rules, that the signals are in proper working order and that vehicles/wagons are stabled clear of the fouling marks and crossings, whether on running or non-running lines, and secured in accordance with the rules.

The results of such examination shall be recorded in the Station Diary and signed by both.

(e) When changing duties, the outgoing Station Master shall, in addition, specifically record in the Station Diary whether the running lines, both passenger and goods, are clear or obstructed and if obstructed, the cause of the obstruction and the expected time of clearance. The incoming Station Master shall sign in the Station Diary in token of his being aware of the condition of the running lines, both passenger and goods. However, this will, in no way, absolve the Station Master on duty of his personal responsibility to ensure that the line is clear before receiving or despatching train.

S.R.5.01 (ii) Immediately after giving Line Clear for a train, the station bell shall be loudly rung, followed by the descriptive beats, as prescribed below, to indicate the direction from which the train is approaching. –

DIRECTION	DESCRIPTIVE BEATS
Down trains	Two distinct beats.
Up trains	Three distinct beats.
Branch trains..	Four distinct beats.

S.R.5.01 (iii) When a train carrying passengers arrives at a station, the name of the station shall be called out, distinctly and in an audible manner, from end to end of vehicles containing passengers. The Station Master shall be particularly careful to see that this duty is performed at night.

S.R.5.01 (iv) Berthing of passenger trains at stations. - (a) Except as prescribed for under clauses (a) and (b) of S.R. 5.01 (v), a train carrying passengers which is booked to stop, shall be dealt with on a platform line at the station.

(b) (1) When a train carrying passengers, which is booked to stop at a station, is received on a platform line at the station, the train shall, except in the cases where the length of the passenger portion of the train exceeds the length of the platform, be berthed with the passenger vehicles alongside the platform. In case such berthing involve the last vehicle or the engine fouling any points and crossings, the Guard/Loco Pilot shall promptly comply with rule 4.56/4.58 and the Station Master shall, irrespective of the advice from the Guard/Loco Pilot, specially ensure that the fouling mark of the points and crossings has been duly cleared, before authorizing any movement requiring this clearance.

(2) At watering stations, in order to facilitate the steam engine being kept in a position to take water from the water column and thereby avoid the necessity for detaching the engine from the train for this purpose, a train may have to be brought to a stand with vehicles next to the engine beyond the platform. In the case of trains carrying passengers, the Divisional Railway Manager may, at such stations, on operational considerations, authorize trains to be berthed with the passenger vehicles beyond the platform, provided the ground beyond the platform is suitable, convenient and safe for passengers to entrain and detrain. In such cases, the trains and the reception lines shall be specified in Station Working Rules. In the case

of trains not carrying passengers, the train may be brought to a stand with the steam engine in position to take water from the water column, with wagons beyond the platform.

S.R 5.01 (v) Crossing of two passenger trains at stations with only one platform. - The following procedure shall be adopted in crossing two stopping trains carrying passengers at a single line station, provided with only one platform: -

(a) (1) *if the platform is at rail level or is not more than 455mm 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 vehicles of the trains as far as practicable, are clear of each other.

(2) *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 the 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 passenger running line, as a shunting movement and carefully backed on to the platform line after the departure of the first train and berthed on hand signals.

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 passenger running line, as a shunting movement and carefully backed on to the platform line and berthed on hand signals while the first train is still standing on the platform line, only if the platform is long enough to accommodate both the trains.

Note: - (i) The speed shall not exceed 15 kilometres an hour while being shunted through on the non-platform line and while backing on to the platform line.
(ii) Before shunting the first train and prior to the receipt of the second train, passengers and vendors shall be warned by the station staff and the guard of the first train in order to avoid the possibility of any accident occurring.

(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 on the non-platform line.

Note: - No train shall run through on the platform line when a passenger train is standing on the non-platform line.

(d) In case of crossing on a single line, the first arriving train should always be received on the loop line duly setting the points at the trailing end to the sand hump/over run line, wherever provided. If this involves reception of a stopping passenger carrying train on a non platform line, the same train may be regulated at the reception signal and the other train may be received first on the loop line. (C.Memo No. 01/2014 dated 14.07.14)

.

S.R. 5.01 (vi) If any defects or damages are noted by the Station Master or are brought to his notice, he shall immediately report the matte to the officials concerned for prompt repairs and rectification and in the meanwhile, take suitable measures to ensure safety.

S.R. 5.01 (vii) Signal levers, points, Scotch blocks, Haye's derails, derailing switches, etc., shall be secured by the authorised locks and keys. Should any lock or key be missing or an unauthorised lock or key be found, the Station Master shall immediately report the matter to the Divisional Railway Manager and promptly obtain fresh authorised equipment and, in the meanwhile, take special measures for the safe working of traffic.

S.R. 5.01 (viii) (a) The Clerk-in-charge at a Class 'D' Station, when any defects or damages are noted by him or brought to his notice in the points of the lay byes or sidings or at the level crossings or in the gate signals provided at his station shall immediately arrange for the protection of traffic with hand signals and detonators.

(b) He shall also advise the Station Master of the block stations at either end by a special message, detailing the nature of the defect, kilometrage etc., to enable the latter to issue Caution orders in terms of Rule 4.09, to Loco Pilots of trains entering the section from either end. If the condition of the defective points or gates is considered dangerous for the passage of trains, he shall mention this specifically, in his message to the Station Masters to stop normal train traffic from entering the section, until the defects or damages are rectified: Copy of the message to the Station Masters shall be given to the officials concerned for immediate necessary action and to the Divisional Railway Manager.

5.02. Supply of copies of rules and distribution or exhibition of other documents:-

The Station Master shall see-

(a) that every railway servant subordinate to him who should be supplied with a copy of authorised translation of these rules under Rule 2.01 duly receives the same;

(b) that the Working Time Table in force together with all correction slips and appendices, if any, working rules and

Instructions, and other notices having reference to the working of the line, are properly distributed or exhibited in such manner as may be prescribed under special instructions;

c) that fare lists are correctly exhibited at the station if it is open for the booking of traffic; and

(d) that copies of the Act, and the Goods and Coaching Tariffs are available for inspection by the public.

S.R. 5.02 (i) The Station Master shall also see that all notices to the public are correctly exhibited, as required, and all sheet time tables and fare lists are maintained in good order and renewed promptly as and when necessary.

S.R. 5.02(ii) (a) The Station Master-in-change shall be held personally responsible for ensuring, by frequent checks that the staff under their control, including Guards and other running staff are, while on duty, in possession of the Rule books etc., vide clauses (a) and (b) of Rule 5.02 and that the Rule books etc., are posted and pasted with Correction Slips up-to-date. A certificate shall be submitted to this effect, on the first day of every quarter (i.e.) on the 1st day of January, April, July and October by the Station Masters to the Divisional Railway Manager. The certificate shall cover relieving staff also working at or attached to the station at that time.

(b) In the case of running staff, the check and certification of the currency of the Rule books supplied shall be done by the shed Officials.

(c) Inspecting officials and officers shall make test checks of the Rule books supplied to the staff, during their inspections of the stations and sheds.

5.03. Obedience to orders and keeping of books and returns: -

The Station Master shall see that all orders and instructions are duly conveyed to the staff concerned and are properly carried out, and that all books and returns are regularly written up and neatly kept.

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 unauthorized person shall be permitted to enter such cabins.

5.05. Report of neglect of duty:-

The Station Master shall report, without delay, to his superior, all neglect of duty on the part of any railway servant who is under his orders.

5.06. Station Working Rules: -

(1) In addition to the General Rules for Indian Railways and Subsidiary Rules of a Railway, each station shall be provided with Station Working Rules applicable to the station, issued under special instructions.

(2) A copy of the Station Working Rules or relevant extracts thereof shall be kept at cabins and level crossings concerned.

S.R.5.06 (i) (a)- The Station Working Rules of all stations shall be prepared and issued by the office of the Divisional Railway Manager concerned. Station Working Rules of every station shall be signed by the Sr. Divisional Operations Manager / Divisional Operations Manager of the divisions concerned, by the Signal and Tele-communication Engineer in charge of the execution of the remodelling / new work which has necessitated issue of correction memo / fresh Station Working Rules and by the Signal and Telecommunication Engineer of the Division concerned. All pages shall be signed by them with designations.(C. M 4 dated 02.04.07)

They are responsible for ensuring that the Station Working Rules are correct and complete in all respects. The Chief Operations Manager may, however, be approached for any technical advice wherever necessary. The Station Working Rules of all stations shall be prepared in the Divisional office with utmost care and verified at site before issue.

At stations on electrified sections, separate Station Working Rules pertaining to 25 KV Traction applicable to each station shall also be provided as Appendix-G duly signed by the officers-in charge of the Electrical Traction Distribution and the traffic branches of the Division.

Note:

The Station Working Rule of a Station is a single document and should contain all the Appendices. Any draft SWR being prepared by the executing agencies (Construction or RE) in respect of any new works or ongoing works shall include the Appendix-G also at the time of submission of the document for vetting. The executing agencies may co-ordinate with the concerned Electrical branch for preparation of the relevant portion of the rules for working of trains in electrified section before submission of the draft SWR to the divisions. (C. Memo No. 1 / 2012 dated 09.03.2012)

S.R.5.06 (i) (b): - It is responsibility of the Station Master in-charge to ensure that the Station Working Rules conform the conditions at site and to bring discrepancy if any, to the notice of the officers-in-charge of Operating Department of the Division immediately for rectification. He shall also see that a copy of the Station Working Rules together with the Rule Diagram and Permanent Way lay out diagram is kept in each Assistant Station Master's Office, Assistant Yard Master's Office and Cabins where block instruments are installed. In addition, he shall keep a spare copy of the Station Working Rules with Rule diagram and Permanent Way lay out diagram in his custody. Each copy of the Station Working Rules shall have an index for the correction memo (s) issued. A copy of the Station Working Rules relating to the working of level crossings shall be kept in the gate lodge.(C.Memo No. 01/2014 dated 14.07.14)

The Station Working Rules file shall contain the following: -

1. A copy of the correct Rule Diagram and Permanent Way lay out diagram indicating Permanent Way details such as CSR, gradient, level crossings, crossovers, bridges, culverts etc. prepared by Engineering Branch and signed by the XEN/Dy.CE (CN) or by DEN/Sr.DEN as the case may be.

2. A copy of the Station Working Rules duly signed by the Sr.Divisional Operations Manager / Divisional Operations Manager of the Division concerned,, by the Signal and Telecommunication Engineer in charge of the of the remodelling/new work and by the Signal and Telecommunication Engineer of the Division concerned.(C. M 4 dated 02.04.07)

3. An index for the correction memo issued with number and date of correction memo and reference to the page/pages replaced by the correction in the Station Working Rules, wherein the corrected page has been inserted.

   All Station Working rules shall have a proforma index of correction memo and not more than Five correction memos may be issued to any Station Working Rules. Whenever a Sixth correction becomes necessary, fresh Station Working Rules shall be issued incorporation all the corrections made earlier as also the proposed correction. Corrections shall be made by replacing a whole page or pages and not by replacing only a part of a page. If in the process, additional pages become necessary such additional pages shall bear the same page number, as before, with the additional pages being suffixed with A, B, C, etc. as required.(C. M 3 / 2012 dated 11.01.13)

   Important circulars and instructions issued in connection with the reception and dispatch of trains and train passing duties pertaining to the working of the station shall be maintained in a separate file and the same shall be kept along with the Station Working Rules file for ready reference.

(c) Railway servants connected with train working shall pass an examination before the authorised official. It is the responsibility of Divisional Officers, Inspectors and Station Masters and other supervisory officials like Train Examiner, Loco Foreman etc., to satisfy themselves that the staff working under them maintain their knowledge of rules up-to-date and are duly instructed in all additions thereto or alterations thereof. The Station Master-in-charge of station is responsible for seeing that no staff posted to the station, permanently, temporarily or as relief, are permitted to take up independent work unless they declare in the Declaration Register, provided for the purpose, that they have read and understood their duties and the working rules, including the Station Working Rules pertaining to their duties at their station.

(d) In the case of staff detailed for the operation of block instruments, either in the regular course or in an emergency, it shall also be ensured that they possess a valid Block Competency Certificate. The details of the current Certificate, with the Number and Date of the certificate and the authority who issued or renewed the same shall also be recorded in the Declaration Register by the staff concerned along with an endorsement assuring that they are competent in the duties of reception and despatch of trains.

(e) Separate portions of the Declaration Register shall be allotted for each category of staff connected with train working and each individual employee shall affix his full signature in the column provided for the purpose in the register. In the case of illiterate staff who cannot affix their signatures, their left hand thumb impressions shall be obtained. Separate Declaration Registers shall be in use for class III and class IV staff.

(f) Station Master detailed to work at station on 25KV. AC Traction territory shall be examined by the Assistant Electrical Engineer/ Traction Distribution to ensure that they are conversant with the operation, identification and location of 25 KV. isolators at that station and Special Traction Working Instructions pertaining to that station. The Station Master before taking up independent duty at the particular station shall declare that he has read and understood the rules pertaining to 25KV. isolators at that station concerned in a special register.

(g) The Station Master-in-charge shall certify each declaration individually. In the case of staff, other than Station Masters, he shall also specially make an endorsement that the relevant paragraphs of the working rules and instructions have been explained to the staff concerned.

(h) Whenever there is any change in the Station Working Rules, a fresh declaration shall be obtained from the staff concerned.

(i) In the case of staff taking up duty at a station after a period of absence of fifteen consecutive days or more a fresh declaration shall be obtained on every such occasion.

(j) The declaration to be effected by train passing staff before taking up duty shall be as follows: -

FOR CLASS III STAFF

I hereby declare that I am a duly qualified Station Master and I have read and understood my duties and the Station Working Rules Number……dated …… ……..and Correction Slips Nos ……dated ……(and Special Traction Instructions Number ……dated ……and Correction Slips Nos ……dated ……..*) and that I have read and understood the gradients indicated in the Station Working Rule Diagram and other instructions pertaining to my duties at ……. Station and I affirm that I am competent to receive and dispatch trains Safely.

Signature ……..Date ……

* *where ever applicable. Designation …….*

FOR ILLITERATE STAFF

The Station Working Rules of this …… ……..Station Number ……..dated ……..and Correction Slips No…… ……..dated ……(and Special Traction Instructions No. ……..dated …… and Correction Slips No. ……..dated ……..*) and the gradients indicated in the Rule Diagram and other instructions pertaining to my duties at this station, have been read over, translated in ……..and explained to me today ……(date) by the Station Master and I have understood the same and my duties at this station and I affirm that I am competent to perform my duties at this station.

(where ever applicable)* Signature/left Thumb Impression

Date ……

Tested and attested by Station Master……

Designation……

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.

S.R.5.07 (i) (a) The reason for the issue of manuscript in lieu of printed form shall be recorded on the manuscript itself in addition to the entry in the diary.

S.R.5.07 (i) (b) The Rule 5.07 (2) does not apply to paper Line Clear Ticker (T/C 1425 and (T/D 1425) and Conditional Line Clear Ticket (T/G 602 and T/H 602).
(C. Memo 1 / 2008 (7) dated 10.01.08)

S.R. (ii) When any documents or paper authorities are issued to the Loco Pilot/Guard of a train, the Loco Pilot/Guard shall sign in full with name in capital letters. (C.m 9 dated 20.02.07)

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) authorsing the Loco Pilot on the signal post telephone, where provided, to pass the Stop signal at 'ON', in accordance with special instruction; 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 stand at the facing points leading to the reception line until hand-signalled forward by a competent railway servant.

(4) A Stop hand signal shall be exhibited at a distance of not less than 45 metres from the point of obstruction to indicate to the Loco Pilot as to where the train shall be brought to a stand.

(5) The Loco Pilot shall keep his train well under his control and be prepared to stop short of any obstruction.

S.R. 5.09 (i) With regard to Rule 5.09, the Station Master shall ensure the following also :-

(a) The line is clear and free from obstruction upto the point of obstruction on the intended reception line.

(b) All the points over which the train will pass are correctly set and facing points padlocked or clamped after personal inspection and padlock or clamp keys are kept under his custody.

(c) Level crossing gates, if any, are closed and locked against road traffic and gate keys are kept under his custody.
(d) All conflicting signals are kept at "ON"
(e) No conflicting move is authorised.

S.R.5.09 (ii) The written authority referred to in Rule 5.09 (2) (c) shall be issued in Form T/509. This authority shall be prepared in duplicate. The original shall be handed over to the Loco Pilot duly obtaining his signature in both the copies.

S.R.5.09 (iii) – Procedure for authorizing a train to be received on an obstructed line over signal post telephone.

1. The Station Master shall ascertain the exact location of the obstruction on the reception line and advise the same to the Loco Pilot. The Loco Pilot shall be authorised to pass the stop signal at "**ON**" in the following format over the signal post telephone.

Obstruction Message

To
The Loco Pilot of
…… (Train Number &Description) Up/Down …….date ……time ……No …….

You are authorised to pass the Up/Down _ _ _ _ Signal (s) Number and Description of Stop Signal (s) to be given) at "ON", cautiously at a speed not Exceeding 15 KMPH and come on to Road Number (in figures).....(in words) ..... , which is obstructed. You shall bring your train to a halt at the facing Points leading to the reception line/well short of obstruction (whichever is approached first) and await hand signals for further movement. My Private Number is ..... (in figures)..... (in words) (C M 9 dated 20.02.07)

2.The Loco Pilot shall record the message including the Private Number in his rough journal book. This message is the authority for the Loco Pilot to pass the signal (s) at "ON"

3. The Station Master shall record the message in the Train Signal Register below the entry for the train. The Station Master on duty who is authorizing the Loco Pilot on the Signal post telephone to pass the reception signal(s) at "ON" is solely responsible to see that the reception line is clear and free from any other obstruction upto the point of obstruction on the intended reception line and also that all the facing points over which the train will pass, correctly set and the facing points are secured with bolt and cotter and padlock or clamp and padlock after personal inspection and the padlock keys are kept under his custody. He is also responsible to ensure that all conflicting signals are kept at "ON" and no conflicting movement is authorised by him and level crossings, if any, are closed and locked against road traffic and the gate keys are under his personal custody. Only after the above conditions have been fulfilled, the Station Master shall authorize the Loco Pilot over the signal post telephone to pass the signal(s) at "ON".

4. This procedure shall be incorporated in the Station Working Rules of the Station clearly.

Note:- With regard to Rule 5.09 (2) (c), the train shall be piloted from the First Stop signal.

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 signaled 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 up to the trailing points (or) up to 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(i) The written authority referred to in Rule 5.10 (1) (d) shall be in the following form: -

Station ……

Authority to enter the Non-signalled/Non-running Line No ……

To

The Loco Pilot of No ……Up/Down

You are authorised to pass the Outer/Home/Routing signal in the 'ON' position piloted by the bearer of this authority and enter the yard cautiously as you will be received on Non-signalled/Non-running line

No ……

Time ……

Date …….

Signature of Station Master with seal

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 train have been set and the facing points locked.

S.R.5.11 (i) The written authority referred in Rule 5.11 (1) shall be issued in Form T/511. This authority shall be given irrespective of whether a tangible authority to proceed is given to the Loco Pilot or not. This authority shall also be given for starting a train from a non-running/non-signalled line. The number of the non-running/non- signalled line from which the train is being started shall be written on the face of the authority.

S.R 5.11 (ii) Whenever the Last Stop signal could not be taken 'OFF' in Single line Tokenless sections and in Double line sections, but Line Clear has been obtained through the Block Instrument, the following endorsement shall be made on the face of Form T / 511.

"Line Clear has beeen obtained through the Block Instrument from ---------- Station".

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 the authority to proceed under the system of working.

(2) The Written permission and the authority to proceed referred to in sub rule (1) shall not be given unless all the points for the departure of the train have been set and the facing points locked

S.R.5.12 (i) The written permission referred to under GR 5.12(1) shall be in Form T/512.

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 (i) During shunting, whenever necessary, the Loco Pilot shall also obey the hand signal of the person conducting shunting.

S.R.5.13 (ii) The person in-charge of shunting shall ensure that the engine with or without vehicles/wagons is standing clear of the signal before it is taken "**OFF**" After a forward move on Shunt signal, if it is required to back the train, it shall be ensured that the train is standing clear of the Shunt signal which governs the backward move. If it is not possible to comply with the above provision due to the particular line already occupied by some vehicles or due to any other reason, the Station Master shall authorize the backward move on the prescribed form keeping the Shunt signal at "**ON**" but shall score out the words "observing a proceed hand signal at the signal" printed in the form and add his initials at the end. Wherever Lock Bars are provided they shall be operated to lock the facing points during shunting.

S.R.5.13 (iii) Wherever Stop signals are working in conjunction with "Shunting Permitted Indicators", the "Shunting Permitted" indication shall take the place of the prescribed form to pass such Stop signals at "**ON**" but a "proceed" hand signal shall always be shown at the foot of the signal in respect of the movement controlled by the "Shunting Permitted Indicator". When "Shunting Permitted Indicator" becomes defective the above prescribed form shall be issued to the Loco Pilot along with a "Proceed" hand signal at the Stop Signal. Instruction regarding the working of the "Shunting Permitted Indicator" shall be given in the Station Working Rules.

Note:- The Stop signal shall be taken "OFF" for the movement controlled by the signal and for which the "Shunting Permitted" indication will not be shown; in such cases, if the signal has to be passed at "ON" the Station Master shall issue to the Loco Pilot the prescribed form the arrange for a "Proceed" hand signal to be shown at the signal.

S.R.5.13 (iv) No engine should be allowed on any running line at a station occupied by a train carrying passengers, except the train engine (or) banking engine (or) shunting engine required to perform shunting on that particular train. The movement of such an engine should be permitted only under the control of the person in-charge of shunting.

S.R.5.13(v) When shunting is to be done for attaching or detaching locomotives/coaches/wagons, the engine must first come to a halt 20 metres away from the train/part of the train and move thereafter. Similarly, the train engine when being attached shall also come to a stop 20 metres away from the train and then proceed very cautiously.

5.14 Responsibility for shunting:-

The Station Master shall see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger.

S.R.5.14 (i) (a) All shunting operations involving full trains and stabling of material/departmental trains shall be supervised by the Guard of the train personally at all stations. In regard to other shunting operations connected with his train, the Guard shall personally supervise in accordance with the instructions issued by the Station Master, only at those stations where special shunting staff such as Shunting Masters (C. Memo. 3 / 2009 dated 16.07.09) or corresponding officials are not employed. When there is no special shunting staff or Guard, the Station Master shall supervise shunting operations.

(b) Vehicles containing passengers shall not be removed for shunting purpose without the personal instructions of the Station Master, who shall satisfy himself that necessary precautions are taken to prevent accidents either to the passengers in the vehicles or to those attempting to get into or out of them under the impression that the train is being started. This rule also applies to shunting performed on a line on which trains or vehicles containing passengers are standing.
(c) If two or more hand signals are in use, the Loco Pilot shall stop at one if the signals are contradictory.

(d) The movements of an engine in the traffic yard enroute from the shed to the station for being attached to a train formation, and back to the shed after being detached from its train formation, are reckoned as shunting operations for the purposes of Rule 5.14.

S.R. 5.14 (ii) (a) (1) When a part of a passenger or mixed or goods train or a complete train is being shunted or when any vehicle containing passengers is being shunted, the facing points shall be locked during shunting operations at all interlocked stations, where interlocking so permits.

(2) When a part of a passenger or mixed or goods train or a complete train is being shunted or when any vehicle containing passengers is being shunted, facing points shall be locked during shunting operation at all non-interlocked stations. At such stations, unless other means of locking the points such as plunger type locks are provided, either bolts, cotters and padlocks or point clamps and padlocks shall be used for locking the points for movements in the facing direction.

(b) In the case of shunting of vehicles not containing passengers, locally worked points shall be manned and held for all movements in the facing direction. Where this is not practicable, specific exemption shall be incorporated in the Station Working Rules. This does not, however, apply to locally worked points with spring levers.

(iii) The person in-charge of the points or series of points shall be held responsible for seeing that they are correctly set and, when required, the facing points are also locked, before any movement is allowed to be made over them.

(iv) When shunting during high winds, the special precautions laid down in Rule 5.20 for shunting on steep gradients shall be observed at all stations, whether situated on a gradient or not.

(v) Hand shunting by persons who are not the employees of the railway shall only be performed under the orders or supervision of a responsible railway servant.

(vi) Except in unavoidable circumstances, vehicles in the act of loading, unloading or undergoing movement of load shall not be shunted; and if it is necessary to shunt such vehicles, care shall be taken to see that the loads in them are evenly distributed, as far as possible, before the shunting is commenced.

(vii) Whenever, under the provisions of S.R. 5.01 (v) the second train has to be backed on to the platform line from the outermost trailing points, the following precautions shall be observed:-

The Station Master shall display or arrange to display a Stop hand signal from the platform, in the rear of the first train towards the second train which is standing clear of the outermost trailing points, until the first train has actually left the station and the line is sufficiently clear to enable the second train to be backed and berthed. The second train shall be backed on to the platform line only after the first train has been despatched unless the platform is long enough to accommodate both the trains. The Guard of the second train also is responsible for satisfying himself that the points are correctly set and locked for this train to be backed on to the platform line. The Guard shall remain in the brake-van and exhibit "Proceed" hand signal to the Loco Pilot continuously. The absence of "Proceed" hand signal means Danger and the Loco Pilot shall stop at once. The Guard shall apply his hand-brakes when necessary.

(viii) The movement of an engine from the Loco Shed to the Traffic yard. - At those stations where engines are not piloted or proceed on Line Clear, from the Bahar line to the Traffic Yard-shall be governed by Stop Boards and hand signals. Stop Boards shall be erected at the Bahar line with the following legend:-

"Stop and proceed at 10 kilometres an hour. Lookout for hand signals and be prepared to stop in case of obstruction".
Engines from the shed shall proceed up to the Stop Board and thereafter proceed on traffic hand signals, whether on to an occupied or free line.

(ix) When an engine leaving the Loco Shed to the Traffic yard is meant to word a passenger train, the following precautions shall also be observed:-

(a) The Cabin Assistant Station Master shall first ascertain from the Station Master on duty the number of the line on to which the engine is to be admitted.

(b) The Station Master on duty shall at first personally satisfy himself about the condition of the line on to which the engine is to be admitted and then phone to the Cabin Assistant Station Master the number of the line on to which the engine is to be admitted, at the same time communicating a Private Number to the Cabin Assistant Station Master in confirmation of his nomination.

(c) The Station Master on duty, before admitting the engine on to the nominated line shall personally make himself certain that the passenger train or rake on the line on to which the engine is to be admitted, is stationary.

(d) The Station Master on duty and the Cabin Assistant Station Master shall record the exchange of telephone messages and of Private Numbers in a register to be specially maintained by each for this purpose.

(e) The Station Master on duty shall take the other necessary precautions as prescribed under General Rule 5.14 and Subsidiary Rules There under.

S.R. 5.14 (x) When an entire train is shunted, the Guard shall travel in the brake-van.

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 Centralised Traffic Control Operator may, when required, hand over the local control of working of traffic at a station or part of a station to the Station Master who shall thereafter be responsible for the shunting at the station or that part of the station for which the local control has been made over to him in the manner prescribed under special instructions.

S.R.5.15 (i) A train shall not be backed after it has entered the block section, without the prior permission of the controlling station, whenever Centralised Traffic Control working is not in force.

S.R.5.15 (ii) If a train has to be backed, the Loco Pilot shall proceed cautiously at a speed not exceeding 10 kilometres an hour and use engine whistle frequently. The Guard shall remain in the brake-van, exhibit "Proceed" hand signal to the Loco Pilot and also keep a sharp look-our. He shall also be ready to apply his brakes, if necessary. The Guard shall also depute a qualified person to proceed ahead with hand signals on foot with instructions to exhibit 'Stop' hand

signal as necessary. In thick, foggy or tempestuous weather impairing visibility, the Guard shall depute an additional competent railway servant with fog signals ready for immediate use.

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.

S.R. 5.16 (i) Shunting during reception / despatch of trains:- When signals have been taken 'off' for an incoming / outgoing train on to / from a line which is not isolated, no shunting movement shall be carried out towards the points over which the incoming / outgoing train is to pass, except at stations where frequent shunting movements take place, and where such points are protected by a Stop signal or by a Shunt signal or by a Stop board, subject to compliance of the following precautions:-

a) The shunting shall be carried out under the supervision of authorized competent railway servant.

b) The rake shall be fully vacuum / air braked.

c) The maximum speed during shunting operations shall not exceed 15 Kmph.

The provision to perform such shunting shall be incorporated in the SWR of the concerned stations. (C.Memo No.2/2013 dated 04.06.13)

S.R. 5.16 (ii) While arranging crossing of three trains with only two running lines, the train shunted out to make room for reception of the third train shall be berthed outside the adequate distance required for receiving the third train on signals. In case the train shunted out is likely to pass beyond the First Stop signal referring to trains in the opposite direction, the section shall be "blocked back."

S.R. 5.16 (iii) Whenever there is a crossing of two or more trains at a station, the Loco Pilots of the second and subsequent trains shall sound their engine whistles frequently, while entering or leaving the yard, and keep a sharp look-out to avoid accidents.

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.

S.R.5.17 (i) Gate Stop signals protecting level crossings inside station limits shall be taken "off" for shunt movements past them.

5.18. Drawing of a train to an advanced position:-

(1) A train waiting for an authority to proceed shall not be allowed to draw out 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 advanced position.

(2) The provision of sub rule (1) shall not apply in case of shunting of a train within the station section itself.

5.19. Obstruction of running line: -

(1) No railway servant shall commence any loading, shunting or any other operation by which a running line may be fouled or obstructed without obtaining the previous sanction of the Station Master or of other railway servant nominated in this behalf under special instructions, who shall see that all necessary steps are taken for the protection of traffic while such operation is being carried on and the necessary signals are kept at 'ON' until 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 (i) If, at a non-interlocked station, it becomes absolutely necessary to stable a vehicle (or vehicles) on a running line, it shall in addition to being secured in accordance with Rule 5.23 be also protected by setting and padlocking the points at either end, against the concerned line. The keys (one in each ring) shall be kept in the personal custody of the Station Master. The fact of the line having been so occupied shall be recorded in red ink in the Station Dairy and the Train Signal Register, clearly indicating therein the time from which the line is occupied.

S.R5.19 (ii) 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 minimized. In case all the lines at a station are occupied by passenger trains, points should be set for a loop line, to negotiate which the speed of the incoming train would be reduced which, in turn would minimize the consequences/casualties. While doing so, points may be set for a loop occupied by a train, if any, whose engine is facing the direction of approach of the incoming train rather than for the loop line occupied by a train where a passenger coach will, in case of collision, receive the impact.

Note:- The above precautions shall be taken in addition to the observance of other precautions like use of Lever Collars etc.

S.R. 5.19 (iii) Collars for use on signal levers and slot levers.- With a view to ensure safety in working, the following kinds of lever collars according to requirements are provided for the lever frames at stations. These collars shall be placed on the handles of Stop signal levers and slot levers to prevent the catch handles being released and thus serve two purposes Viz:-

(i) to prevent the lever being pulled; and
(ii) to give a visual warning to the operator that a particular running line is occupied or otherwise obstructed

(a) Collars bearing the words "Line Blocked" – These are intended for being kept fixed on the handles of levers working points and signals, and slots for a line on which a train or vehicles is left standing or which is otherwise obstructed. These lever collars shall also be used when a train stops at a station to cross or give precedence to another train or trains in the ordinary course. The collar shall be removed only when the line has been cleared.

(b) Collars bearing the words "Staff working" or "Power Block in force"-. This intended for being kept fixed on the lever controlling the gear on which the staff are working or when "Power Block" is in force to serve as a reminder to the operator, prior to operating the lever. The operator shall satisfy himself that the staff who are working on the gear have been warned and that they are clear of the gear or the "Power Block" is cancelled before removing the collar to operate the lever.

(c) Whenever the block section is obstructed due to track work or overhead equipment work, the collar bearing the words "Line Block" shall be fixed on the Last Stop signal lever till the work is over.

S.R.5.19 (iv) Collars for use on Station Master's Control Instruments. - Collars bearing the word "Line Blocked" according to the size of the locking frame are provided for the Station Master's Control Instruments. These collars are to be used by the Station Masters on the relevant Slide Control or the Station Master's Key control in the same way and for the same purpose for which lever collars are used on the handles of levers in the cabins.

5.20. Shunting on gradients:-

When shunting is being performed on a gradient, the railway servant in charge of the shunting shall ensure that:-

(a) sufficient number of brakes are put on, sprags are used, where necessary, slip siding 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 the 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 (i) Hand shunting of vehicles occupied by passengers is strictly prohibited.

S.R. 5.20 (ii) Hand shunting shall not be done once Line Clear has been given for a train, unless such line is isolated from the running lines. If hand shunting is in progress, Line Clear shall not be given for any train until it is completed.

S.R. 5.20 (iii) Hand shunting of wagons/vehicles may be permitted when the station section is on a gradient flatter than 1 in 400 on the following conditions:-

(a) The layout of the yard shall be such that no vehicle/wagon can escape into the block section.
(b) The Station Master or an authorised railway servant shall personally supervise shunting.
(c) Not more than one bogie or two units shall be moved a time.
(d) The vehicle/wagon shall be fitted with a hand brake in good condition.
(e) It shall be manned by a competent railway servant to apply hand brake as and when necessary.
(f) The wagon shall be moved at a speed not exceeding 5 kilometres an hour.

S.R.5.20 (iv) Hand shunting of wagons/vehicles on gradients 1 in 400 or steeper is totally prohibited.

S.R.5.20 (v) When a wagon has to be hand shunted outside station section.-

(a) It shall be done only after blocking the section.
(b) No such hand shunting shall be done on or near gradients steeper than 1 in 600 except with the permission of the Divisional Railway Manager.
(c) The hand brakes of the wagon shall be tested for its effectiveness before hand shunting is commenced.
(d) A competent railway servant shall man the brake to apply it as and when necessary.
(e) Not more than one bogie or two units shall be hand shunted at a time.
(f) Such wagons shall be accompanied by not less than four men per unit wagon.
(g) The wagon (s) shall be hand shunted at a speed not exceeding 5 kilometres an hour.
(h) A responsible railway servant shall always supervise shunting.

S.R.5.20 (vi) (a) On double line, hand shunting of wagons between lay-byes and running lines for the purpose of loading or unloading is prohibited.

(b) On single line, when a wagon has to be hand shunted from a lay-bye to a running line within the station section for the purpose of loading or unloading, the Station Master or the authorised shunting staff shall be present throughout the whole operation and ensure proper conduct of shunting and securing of the wagon back in the lay-bye. While stabled on the running line, the hand brakes of the wagon shall be applied and the wagon shall be secured by a safety chain fastened to the rail and padlocked. Necessary entries in red ink shall be made in the Station Diary and Train Signal Register.

S.R.5.20 (vii) Wagons shall not be loose shunted on or to running lines at stations which are on a gradient steeper than 1 in 600 at any place within the station limits unless the following precautions are observed:-

(a) An engine in steam or atleast six goods wagons with brake-van attached shall be kept standing on the line to prevent the loose shunted wagon from escaping. The stationary wagons shall be coupled together and shall have their brakes applied and the brake-van shall be manned. Only one bogie or two units shall be loose shunted at a time.

(b) No Wagon shall be loose shunted unless provided with a hand brake or unless it is attached at least to one other wagon fitted with hand brake in good condition. The hand brake shall be examined before performing loose shunting. A loose shunted wagon shall be accompanied by a man to apply the hand brake when necessary.

(c) When wagons are loose shunted in the yard or from running line to an untrapped line in a yard which leads to a running line, the railway servant in-charge of shunting shall ensure that the wagons do not escape from the yard and obstruct running lines.

5.21. Loose shunting:-

Cranes, vehicles containing passengers, workers, explosives, dangerous goods or livestock or any other vehicle that may be specified under special instructions, shall not be loose shunted and no loose shunting shall be made against them.

S.R.5.21 (i) Loose shunting means vehicles/wagons being pushed by an engine and being allowed to run forward unattached on to a particular line.

S.R.5.21 (ii) Loose shunting is prohibited in the following cases also:-
(a) Dead engines, (b) I.S.M.D. loads (c) Wagons with defective hand brake, (d) Wagons loaded with heavy machinery, (e) Vehicles containing articles mentioned in the Indian Explosives Act including petrol and oil tank wagons, (f) Damaged vehicles, (g) BOX, BOB and other wagons of this type, (h) Wagons containing fragile goods (i) coaching vehicles, (j) Track Maintenance machines and (k) Tower Wagons.

S.R.5.21 (iii) "Fly shunting" is a shunt movement in which two or more vehicles/wagons to be moved, after being given an impetus by an engine (with or without other vehicles/wagons attached) are separated at the points, by the points being reversed smartly between the vehicles/wagons, in order to send them on to different lines, Except at hump yards, fly shunting is strictly prohibited.

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.

5.23. Securing of vehicles at stations. –

The station Master shall see that vehicles standing at the station are properly secured in accordance with special instructions.

S.R.5.23 (i) Station Masters are responsible for seeing that vehicles/wagons standing at their stations are secured in such a manner that they cannot be moved so as to obstruct the running line.

S.R.5.23 (ii) Vehicles/Wagons standing on a siding shall be coupled together and all hand brakes shall be applied. Vehicles/Wagons standing on running line/siding shall be coupled together and all hand brakes shall be applied. Vehicles/Wagons standing on

A running line shall be coupled together and hand brakes applied as per S.R4.48 (ii). They shall be placed inside fouling marks, scotch blocks, derails, derailing switches or trap points where provided. If the siding/running line is not trapped, or if the trapping arrangements are temporarily suspended, or if the siding/running line is situated on a gradient steeper than 1 in 600 or if the vehicles stabled are not fitted with hand brakes, or during high winds the vehicles/wagons shall in addition, be secured with safety chains fastened to the rail and padlocked.

S.R.5.23 (iii) All cross-overs which give access to running lines shall be kept clear of vehicles, Scotch blocks and Haye's derails, not coupled with points, shall be locked across the rail.

S.R.5.23 (iv) Vehicles detached from trains or waiting to be attached to train shall be coupled together and all hand brakes shall be applied. Vehicles not fitted with hand brakes shall be secured with safety chains fastened to the rail and padlocked. The hand-brake of brake-vans of passenger rakes shall be screwed down. At night the side and tail lamps of vehicles at both ends shall be switched "ON". Where side and tail-lamps are not provided, a hand signal lamp showing red light shall be exhibited in both the Up and Down directions.

S.R.5.23 (v) If, for some reason, any vehicle is allowed to remain on a running line for some length of time, a clear remark in red ink shall be made immediately in the Train Signal Registers indicating the time and the number of the running line on which it is detained. A record of the blocking of the running line shall be made in the Station Diary also and later, the time, when the vehicle is removed and the running line cleared of obstruction shall be indicated in the Train Signal Registers and the Station Diary.

S.R.5.23 (vi) At Stations where Cabin Assistant Station Masters are in-charge of cabins, the Station Master on duty shall also advise the Cabin Assistant Station Master of the time at and the number of running line on which any vehicle has been allowed to remain, confirming the same by an exchange of Private Numbers with each Cabin Assistant Station Masters exchange of Private Numbers with each Cabin Assistant Station Masters The Cabin Assistant Station Masters should also exchange Private Numbers mutually between themselves.

When the vehicle is removed off the running line, the Station Master on duty shall again inform the Cabin Assistant Station Masters, and exchange Private Numbers with each Cabin Assistant Station Master. In a similar manner, Cabin Assistant Station Master shall also exchange Private Number amongst themselves.

S.R.5.23 (vii) Securing of wagons/ vehicles fitted with roller bearings .- Whenever one or more wagon-vehicle fitted with roller bearings are detached from a train and stabled on a running line or siding on a track with a gradient of 1 in 400 or steeper, before such wagons are uncoupled, the hand-brake shall be applied. Sprags or wooden wedges shall also be used to prevent such wagons rolling down. Wherever possible, such wagons shall be stabled on lines which are isolated from other running lines. When these wagons are kept on running lines, the Station Master

onduty shall ensure that all points are set, clamped and padlocked against these lines keeping the key in his personal custody.

Whenever such wagons are stabled within the protection of a dead end siding or slip siding or derailing switch etc., they shall be secured by pinning down atleast six hand brakes at each end of the load fastening safety chains on either end under the personal supervision of the Station Master/Guard of the train.

CHAPTER VI
ACCIDENTS AND UNUSUAL OCCURRENCE

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 be train.

(3) The Station Master shall, as soon as practicable, report each accident in accordance with special instructions.

S.R.6.01 (i) When 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 shall immediately apprise the Station Master of the adjacent station, Controller on duty and all concerned, by telephone and take further action for prompt relief and assistance.

S.R.6.01 (ii) (a) If trains can be passed over such a section without endangering safety, the Station Masters shall issue Caution Orders, with the necessary information to Loco Pilots of trains entering the section from either end, in accordance with Rule 4.09.

(b) If the passing of trains over such a section is considered dangerous to safety and should be prevented, the Station Master shall not allow any train to enter such a section, from either end, until advice is received from a responsible Engineering official that the section is safe for the passage of trains.

(c) "Rail fracture" or "Weld failure" should be treated as an obstruction and track protection should be arranged till the obstruction is cleared and a "fit certificate" is issued by an Engineering Official not below the level of Track man. Gate keepers of Engineering LCs are also authorized to attend to emergency repairs in cas of Rail Fracture / weld failure and issue Fit certificate'. Such a fit Certificate shall be issued by Engineering Official after completing the necessary emergency repairs by provision of fish plates/screw clamp (with or without rail closure), adjusting sleepers close to the rail fractures/weld failure and spiking. Once the emergency repairs have been completed to permit train

movements over the spot safely, the obstruction shall be deemed to have been removed and issue of fit certificate by Engineering Official. The speed of all trains over the fractured rail / failed weld where emergency repairs have been completed and "fit certificate" issued by the authorized Engineering Official will be 20 Kmph. Raising of the speed upto 30 Kmph can be authorised subsequently by the JE / P.Way or SE / P.Way after his inspection, execution of temporary repairs and certification. The normal speed may be restored after the completion of the permanent repairs.

NOTE:-
In the case of fracture of fish plates / combination fish plates, an Engineering Official not below the rank of Trackman or a GateKeeper of an Engineering LC is authorised to replace the defective fish plate and to certify the track as fit for passage of trains with SR of 20 Kmph. (C.Memo No. 1 / 2012 dated 09.03.12)

(d) In electrified section, an obstruction shall also be deemed to mean any masts (assemblies), broken droppers, snapped catenary/contact wire fouling the vehicle gauge or the movement of the pantograph of electric rolling stock. Such cases shall immediately be reported to the Traction Power Controller or to the Station Master of the nearest station. No further movement of trains shall be permitted to take place in the section until certified by the Traction Power Controller or Traction Distribution Supervisor.

S.R.6.01 (iii) When an assisting train or engine is ordered in these circumstances, it shall run as an untimed-hour special, on Line Clear, upto the station at the near end of the obstructed section; but it shall enter the obstructed section on the "Authority to proceed without Line Clear".

S.R.6.01 (iv) The official in-charge of the relief operations shall arrange for the clearance of the obstruction. On removal of obstruction the speed at which through running is to be resumed shall be advised by the concerned Engineering/Electrical Official as the case may be. On receipt of this written advice, the Station Master shall resume traffic, advising all concerned.

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

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

S.R 6.02 (i) **Rules and Regulations for Sending a Relief Engine/Train into an Occupied Block Section**

(1) When the block section is obstructed due to reasons such as accident, engine failure or any other reason, any number of relief trains/engine may be sent into the obstructed block section from either end as may be necessary and the Loco Pilot of such trains shall be issued with 'Block Ticket to proceed without line clear' in form T/A 602.

In the event of the block section being totally obstructed by the Engineering Department, only material trains, motor trollies, dip lorries, wiring trains and other departmental trains are permitted to enter the section, on the authority of T/A 602.

(2) Before preparing this authority, the Station Master shall examine the Train Signal Registers, Train Message Books, Working Time Tables, Train Notice Register and Caution Order advices and also contact Control and the Station Master at the other end.

(3) This authority shall be prepared in triplicate clearly and legibly. All columns shall be completely and correctly filled without alternation or mistakes. It shall be signed in full by the Station Master. In case of any error, the word "Cancelled" shall be written across it and a fresh authority shall be prepared and issued. The cancelled authority shall be retained in its place or pasted on the triplicate copy, if already detached.

Note: The location of the obstruction or the engine/Brakevan/first vehicle/last vehicle shall be mentioned in Clause 2 of "Block Ticket to Proceed without Line Clear" in Form T/A 602.

(4) The Guard and Loco Pilot shall examine this authority carefully and ensure that all columns are completely filled in without any mistake or alternation in any of the entries, that the date, station names and the number and description of the train are correct and it is signed in full by the Station Master. If any error is detected, it shall be returned to the Station Master and a fresh authority shall be obtained.

(5) All trains shall be stopped at the station for the purpose of issue of this authority.

(6) All the entries relating to the train dealt on this authority shall be made in red ink in Train Signal Register.

(7) When a train arrives at the station with this authority, the Station Master shall enter the number and description of the train and the time of its arrival in Train Signal Register, obtain the signature of the Guard or the Loco Pilot in the case of light engine against the entry for the train and then exchange message as per clause (10) below.

(8) If the train returns to the starting station, the Station Master shall comply with the provisions of clause (8) above and make the relevant entries in Train Signal Register on the line referring to the train.

(9) For each train clearing section at either end of the block section, the Station Master shall exchange the following messages.

No ……. My /Your Private Number……Train (No ……and description), …….cleared section here at …… Hrs…….mts.

No …… My /Your Private Number……Train (No ……and description), ……. cleared section here at …… Hrs…….mts

(10) On both the single line and double line sections, the speed shall not exceed 15 kilometres an hour during day when view ahead is clear and 10 kilometres an hour during night or when view ahead is not clear.

(11) Any other cautions available in the block section shall also be mentioned in this authority.

(12) In thick, foggy or tempestuous weather or in dust storm Loco Pilot shall proceed at walking speed whistling repeatedly, preceded at an adequate distance by one man on foot with hand signals on double line sections and by two men on foot one displaying red light and the other carrying fog signals ready for immediate use on single line.

(13) Both by day and night, train shall be piloted by a railway employee equipped with hand signals and detonators through tunnels.

(14) During night, if the engine is not fitted with electric head light or if the electric head light is not in working order, the train or the light engine shall be preceded at an adequate distance by a railway servant carrying detonators and exhibiting a red light ahead to stop any approaching train.

(15) A sharp look out shall be kept at all times and the Loco Pilot shall be prepared to stop short of any obstruction.

(16) When approaching the station ahead, the Loco Pilot shall bring his train to a stand in rear of First Stop signal on single line sections and sound one ling continuous whistle. When the train is running in the wrong direction, the Loco Pilot shall bring his train to a stand opposite to the First Stop signal pertaining to the correct line or the Last Stop signal pertaining to the wrong line on which he is running whichever he comes across, first and sound one long continuous whistle.

If no one turn up from the station within 10 minutes, he shall send his assistant immediately to the station of the cabin to inform the Station Master or Cabinman of the arrival of the train. The train may be received by taking off the reception signals.

(17) The working of trains on this authority shall be discontinued and the normal working resumed when the cause for the issue of this authority no longer exists.

(18) The Station Master who issues this authority shall make a special report of the circumstances under which it was issued to the Divisional Railway Manager (Traffic).

SR. 6.02 (ii) **Rules and Regulations for Working of Trains During Total Interruption of Communications on Single Line**

(1) In the event of total interruption of communications occurring between two adjacent block stations i.e. when Line Clear cannot be obtained by one of the following means stated in order of preference viz.

(a) Block Instruments, Track circuiting or Axle counters;

(b) Telephones attached to Block Instruments;

(c) Station to station fixed telephones wherever available

(d) Fixed telephone such as Railway Auto phones and BSNL phones.

(e) Control Telephone;

(f) V.H.F sets under special instructions, but not as the sole means of communication on sections where passenger trains run.

The instructions laid down as under, shall be followed for working trains between block stations.

Note: These instructions shall also be followed whenever during total interruption of communications and on accident to a train or track or other obstructions precludes the use of one of the lines on a double line section (CM 8 dated 29.01.07)

2. The Station Master who has a train to despatch through the affected block section shall open communication by establishing contact with the Station Master of the block station at the other end of the affected block section by sending an engine or self propelled vehicle or any other vehicle given 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 Trolley/Tower Wagon duly accompanied by a Guard or by a Station Master other than the Station Master on duty;

(iv) Trolley/Cycle Trolley/Moped Trolley duly accompanied by a Guard or by a Station Master other than the Station Master on duty;

(v) Diesel car/Rail Motor Car/EMU Rake after ensuring that all passengers have detrained.

3. Before the Light Engine/Train Engine/Motor Trolley/Tower Wagon/ Trolley/Cycle Trolley/Moped Trolley/Diesel Car/Rail Motor Car/EMU Rake is sent into the affected block section to open communications, the Loco Pilot/Motorman/ Guard/Station Master being sent to do so shall be advised by the Station Master on duty of the circumstances in which and the purpose for which he is being sent. The Station Master on duty shall also satisfy himself that the Loco Pilot/Motorman/Guard/Station Master being sent to open communications, thoroughly understands the rules 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 communication on single line section', in token of such staff having fully understood the circumstances in which and the purpose for which he is being sent and the rules for working of trains during total failure of communications of single line.

4.1 Before despatching the Light Engine/Train Engine/Motor Trolley/Tower Wagon/Trolley/Cycle Trolley/Moped Trolley/Diesel Car/Rail Motor Car/EMU Rake, the Station Master on duty shall hand over "Authority for opening of communication during total interruption of communication on single line section' (T/B602) 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 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 despatched to his station.

(v) A conditional Line clear message to the Station Master of the block station at the other end of the affected block section permitting him –

(a) To return the Light Engine/Train Engine, either light or attached to a train waiting to be despatched from his station, or attached with another engine; or

(b) To return Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake running by itself; or

(c) To return Motor Trolley/Cycle Trolley/Moped Trolley either running by itself or loaded in a train waiting to be despatched from his station.

4.2 The Line Clear Enquiry Message asking Line Clear for the trains to be despatched through the affected block section, and the Conditional Line Clear Message for the return journey of the engine or self propelled vehicle or other vehicle referred to in para 2, as the case may be, shall be written out, on the prescribed form T/B.602 (in case of one train) or T/E.602 and T/B.602 (in case of more than one train) respectively for being sent through the Loco Pilot/ Motorman/Guard/Station Master going to open communications, and these messages 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 Trolley or Trolley or Cycle Trolley or Moped Trolley running by itself or loaded in a train, as may be applicable, shall be correctly filled in while preparing the form.*

4.3 The Loco Pilot/Motorman/Guard/Station Master going to open communications shall, on receipt of 'Authority for opening communication during total interruption of communication on single line section' (T/B602) sign in the original and carbon copy in token of his having understood its contents. (CM 7 dated 07.12.06)

4.4 In case a light engine or an engine and brake van is to be despatched 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' (T/B602) duly cancelling 'Line Clear Enquiry Message and Conditional Line Clear Message' portion of the form. Should it be necessary to despatch another light engine or another engine and brake van in the same direction, an interval of at least 30 minutes shall be allowed to lapse before despatch.

4.5 The Last Signal shall not be taken 'OFF', while permitting an engine or self propelled vehicle or other vehicle to proceed to the next station on 'Authority for opening communication during total interruption of communication on single line section' (T/B602).

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 vehicle, no other train or engine or self propelled vehicle or vehicle shall be allowed to leave the station and proceed in the same direction until the engine or self propelled vehicle or other vehicle sent to open communications returns. This does not, however, prevent an engineering official going into the section on push trolley for his work on a section on which push trolley do not run on Line Clear.

6. (a) The engine or self propelled vehicle or any other vehicle proceeding on 'Authority for opening communication during total interruption of communication on single line section' (T/B602) shall switch on the Flasher light wherever provided and shall proceed at a speed not exceeding 15 kilometres per hour by day and when the view is clear and 10 kilometres per hour during night

or when the view is obstructed, making free use of engine whistle or horn of the self propelled vehicle, where provided. In chick, 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 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 shall be provided by the Station Master from his Group D Staff and the other from the crew of the engine or the person whose Motor Trolley/Trolley/Cycle Trolley/Moped Trolley is being used. In case of singly manned self-propelled vehicle, both these men shall be provided by the Station Master. The Station Master on duty shall explain to both of them their duties, in the presence of the Loco Pilot/Motorman/Guard/Station Master in charge of the self propelled vehicle or other vehicle being sent to the next station and satisfy himself that they have understood the same.

S.R 6.02(6)(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, the engine or other vehicle etc. should be piloted by a railway servant equipped with hand signal and detonators. Before entering the tunnel the head lights, side and tail lights and other lights (where provided) shall also be switched on.

(c) No obstruction of the line beyond the outermost facing points shall be permitted until the return of the engine/Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolley/Cycle Trolley/Moped Trolley.

7. In the event of an engine/self propelled vehicle/other vehicle, proceeding on 'Authority for opening communication during total interruption of communication on single line section' (T/B602) meeting in the mid section, an engine/ self propelled vehicle/other vehicle sent from the other end, the Loco Pilots/ Motormen/Guards/Station Masters, as the case may be, shall, taking into consideration the importance of the train for which Line Clear is sought, the distance from the nearest station, gradients to be encountered, the presence of catch sidings etc. decide to which of the two stations, the engines/self propelled vehicle/vehicles should proceed. Before proceeding, the engines or self propelled vehicles shall, if possible, be coupled up. If the engines/self propelled vehicles cannot be coupled up they should run at a safe speed and at adequate distance apart. In the case of Motor Trolley/Push Trolley/Cycle Trolley/Moped

Trolley, meeting an engine and brake van engine and brake van/Diesel Car/Rail Motor Car/EMU Rake, the Motor Trolley/ Push Trolley/Cycle Trolley/Moped Trolley shall, if possible, be loaded in the Brake Van/Diesel Car/Rail Motor Car/EMU Rake.

8. On sighting the station to which 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 or self propelled vehicle or other vehicle following the leading engine/self propelled vehicle/other vehicle, shall stop at a safe distance behind the leading engine/self propelled vehicle/other vehicle. The Station Master shall be advised of the stoppage outside the First Stop signal either by using the engine whistle/horn of the self propelled vehicle, if provided, or by sending a competent railway servant if necessary. The engine/vehicle shall not enter the station until permitted by the Station Master to do so either by taking 'Off' the relevant signals or through other means.

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 (T/B602 and/or T/E602) 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. 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 (T/G602 or T/H602) and hand it over to the Loco Pilot/Motorman/Guard/ Station Master to return to the Block station 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 vehicles returning to the station from which he was sent without reaching the next station, the 'Authority for opening communication during total interruption of communication on single line section' (T/B602) shall be taken back by the Station Master on Duty at the station from which this was issued and cancelled.

11. Station Master on duty before despatching the engine either light or attached to a train/self propelled vehicle/other vehicle, in the return journey shall hand over to the Loco Pilot/Motorman/ Guard/Station Master, 'Conditional Line Clear Reply Message' ((T/F602) for the 'Line Clear Enquiry Message' (T/B602 and/or T/E/602), giving Line Clear for the train waiting at the other station, thereby

authorizing the Station Master at that station to start the waiting train on complete arrival of the engine, either light or attached to a train/self propelled vehicle/other vehicles at his end.

Note: 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 Trolley or Trolley/Cycle Trolley or Moped Trolley running by itself or loaded in a train as may be applicable shall be correctly filled in while preparing the form (T/F602).

12. On the return journey, engine either light or attached to a Train/Diesel Car/Rail Motor Car/EMU Rake/Train loaded with Motor Trolley/Push Trolley/ Cycle Trolley/Moped Trolley may run at booked speed observing speed limits in the Working Time Table and other relevant rules. The Motor Trolley /Push Trolley/Cycle Trolley/Moped Trolley returning by itself may run at their normal speed observing the rules governing their running on Line Clear.

13. On reaching the station, the engine either light or attached to a train/self propelled vehicle/other vehicles shall again stop outside (i.e. In rear of) the First Stop signal of the station and thereafter be guided by the instructions from the Station Master, who may arrange to receive it by taking 'Off' the relevant signals or otherwise.

14. On arrival at the station the 'Conditional Line Clear Reply Message' (T/F602) shall be handed over to the Station Master who in turn shall prepare Conditional Line Clear Ticket for the waiting train.

15. 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.

16. The arrival and departure time of all trains, engines, trollies etc. which are passed under the above rules must be recorded in the Train Signal Register.

17. 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 (Form T/E 602), it shall be stated that these latter trains will be despatched after the first train at intervals of 30 minutes. After the Loco Pilot returns with the Line Clear for the required number of trains to the station at which he had left the train, the Station Master shall despatch the first train on the authority of the individual 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.

When despatching the second and subsequent trains, the particulars of the last preceding train along with its time of departure will be endorsed on the Conditional Line Clear Tickets as also the particulars of the train, which would follow. The Conditional Line Clear Ticket for the last train in the series should be endorsed with the particulars of the preceding trains together with their 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.

S.R 6.02(ii)18. When a train is stopped in the block section for any reason, the Guard shall immediately exhibit a hand danger signal towards the rear and ensure that the tail board or the tail light is correctly exhibited. If the stoppage is on account of accident, failure, obstructions or other exceptional cause and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle to apprise the Guard of the fact, where upon the Guard shall protect the train by placing one detonator at 250 metres from the train on the way out and 2 detonators, 10 metres apart, at 500 metres from the train, irrespective of the gauge. When a train is detained outside the signals and if the detention exceeds or is likely to exceed 10 minutes, the train shall be protected accordingly. In the absence of the Guard the duty of protecting the train shall devolve on the Loco Pilot

19. When trains follow one another, no train shall be backed. In exceptional circumstances when it may be unavoidable to back a train, the train shall be backed only after providing protection by placing one detonator at 250 metres and 2 detonators, 10 metres apart, at 500 metres from the point upto, which the train is to be backed.

20. Trains must continue to work on this system until anyone of the means of communications, mentioned in Sub-Rule 1 is restored by the competent authority.

21. As soon as anyone of the means of communications has been restored, the Station Master must send an advice to the Station Master at the other end of the section on form T/I602.

    On receipt of the above message, the Station Master at the other end of the station must acknowledge in the bottom portion of the form T/I602.

22. Line Clear shall not be obtained or given by any one of the means of communication restored, until both the Station Masters are satisfied that all trains and engines etc. despatched from their stations have arrived complete at the other station. Even if communication is restored immediately after the departure of the light engine/self propelled vehicle/any other vehicle referred to in Sub-Rule 2, sent under 'Authority for opening communication during total interruption of communication on single line section' (T/B602) normal working shall not be resumed until the light engine/self propelled vehicle/any other vehicle reaches the next station and both the Station Masters are satisfied under exchange of Private Numbers that no light engine/self propelled vehicle/any other vehicle is on the section. Thereafter an intimation about this shall be given to Section Controller also on controlled section, if communication with section Controller has been restored and normal working resumed. If, however, communication with Section Controller has not been 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.

23. 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 (Traffic) within 7 days of the resumption of communication.

SR 6.02 (iii). **Rules and Regulations for Working of Trains During Total Interruption of Communications on Double Line Section**.

1. In the event of total interruption of communications occurring between two stations on a double line section, i.e. when 'Line Clear' cannot be

obtained by one of the following means stated in order of preference viz:

(a) Block Instruments, Track circuiting or Axle counters;
(b) Telephones attached to Block Instruments;
(c) Station to station fixed telephones wherever available
(d) Fixed telephone such as Railway Auto phones and BSNL phones.
(e) Control Telephone;
(f) V.H.F sets under special instructions but not as the sole means of communication on sections where passenger trains run.
The following procedure shall be adopted for running of trains.
(CM 8 dated 29.01.07)

2. Before any train is allowed to enter a block section in advance, it shall be brought to a stop and the Loco Pilot and the Guard of the train shall be advised of the Circumstances by the Station Master on duty.

3. The Station Master shall give an authority for working of trains during total interruption of communication on double line section (T/C 602) to the Loco Pilot of each train which shall include:-

(a) An Authority to Proceed without Line Clear.
(b) A Caution Order restricting the speed 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 in the 'On' position.

4. In the event of a Loco Pilot approaching or passing any portion of the line where the view ahead is not clear, a railway employee with hand signals must be sent in advance to guide the further movement of the train. A sharp look out ahead should be kept and the engine whistle freely used.

5. No train shall be allowed to enter the block section until there is a clear interval of 30 minutes between the train about to leave and the train which has immediately preceded.

6. Fixed Signals except the Last Stop signal may be taken 'Off' for the despatch and reception of trains. The First Stop signal shall, however, be taken 'Off' only after the train has been brought to a stand outside it.

S.R 6.02(ii)7. A tunnel shall be entered only after it has been ascertained that it is clear. In case of any doubt, 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 protect it if necessary.

9. When a train is stopped in the block section for any reason, the Guard shall immediately exhibit a hand danger signal towards the rear and also ensure 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 to and two detonators, 10 metres apart, at 500 metres from the train, irrespective of the gauge. When train detained outside signals and if the detention exceeds or is likely to exceeds 10 minutes, the train shall be protected as above. In the absence of the Guards, the duties of protecting the train shall devolve on the Assistant 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 the First Stop signal and sound continuous whistle (or any other code as 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 to the cabin to inform the Station Master or Cabin man of the fact that the train is waiting at the signal for admission into the station.

13. The Loco Pilots of all trains shall make over the Form T/C 602 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 long with his report to the Divisional Railway Manager (Traffic) within 7 days of communication.

14. A record of all trains passed over the affected block section on T/C 602 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 Sub-Rule (1), is resorted by the competent authority.

16. As soon anyone 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 Form T/I 602.

    On receipt of the above message, the Station Master at eh other end of the section must acknowledge in the bottom portion of the form (T/I602).

17. Line Clear shall not be obtained or given by any one of the means of the communication restored until both the Station Masters have satisfied that all trains and engines etc. despatch from their stations have arrived complete at the other stations. When the trains referred to in para (16) above have arrived complete at the stations, after restoration of 'communication', their No. and arrival time will be communicated to the other Station Master concerned under exchange of Private Numbers. Thereafter an intimation about this shall be given to Section Controller also, on controlled sections, if communication with the Section Controller has been restored, and normal working resumed. If however, communication with Section Controller has not been restored along with restoration of communications between two stations, the Section Controller shall be advised of the position immediately on restoration of control communication.

SR. 6.02 (iv) (a) – **Rules and Regulations for Single Line Working on a Double Line Section when one Line is Obstructed**

1. Whenever an accident to a train or track or other obstruction precludes the use of one of the lines on a double line section, the traffic may temporarily be worked over single line under one of the following systems :-

   (a) By obtaining "Line Clear" on Electrical speaking instruments, or

   (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 desired to introduce temporary single line working on double line, on electric speaking instruments, the Station Master at one end of the affected section shall on receipt of reliable information in writing that one line is clear, take steps to introduce temporary single line working, on that line in consultation with the Section Controller and the Station Master of the station at the other end of the section.

3. If there is reason to suspect that the line over which temporary single line working is to be introduced, is also fouled or damaged, temporary single line working must not be introduced until a responsible engineering official of the rank not less than that of a JE/P. Way has inspected that section and certified that the road is safe for passage of trains.

4 Single line working shall be introduced between the nearest stations provided with cross-over between Up and Down line on either side of the obstruction. If there is an Intermediate Block Hut between the above two stations, the same shall be treated as closed and the commutator/operating handle of the Block instrument at such Block Huts shall be kept locked in "Train on Line Position" throughout the period single line working is in force. The commutators/operating handles shall be locked also in that position, with SM's key, whenever possible. In cases where it is not possible to keep the commutators/operating handles in "Train On Line" position as in Daido instruments, the Block instruments shall be put out of use and a Caution Indictor hung on the handle of the Block instruments. The signals at such Block Huts shall be kept in the "ON" position throughout this period and such signals

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 Instrument or Station to station telephones or fixed telephones such as Railway Auto Phones/ BSNL phones or control telephone or VHF sets (under special instructions, but not as the sole means of communication on sections where passenger trains run).(CM 8 dated 29.01.07)

6. At all stations on the potion of the section on which single line working has been introduced, the commutators/operating handles 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/operating handles shall be locked also in that position with SM's key, wherever possible. In cases where it is not possible to keep the commutators/operating handles in 'Train on line' position, as in Daido instruments , the Block instruments shall be put out of the use and Caution Indicators hung on the handle of the Block Instruments. At the stations, if the train is running on the wrong line all fixed signals shall be kept in the 'ON' position.

7. After ascertaining that one of the lines is clear for the passage of traffic, the Station Master proposing single line working shall issue a message containing the following information under exchange of private numbers, to the Station Master at the other end of the affected section.

   (a) cause of introduction of single line working;

   (b) the line in which the single line working is proposed,

   (c) source of information that the said line is clear,

   (d) place of obstructions,

   (e) restriction of speed, if any, on the line,

   (f) names of intermediate stations if any, which would be out of use,

   (g) assurance that the trap points, if any, have been spiked or clamped and padlocked.

   (h) assurance that if the train is running on the right line, the Last Stop signal shall be kept in t he 'ON' position. In case the train is running

on the wrong line, all fixed signals shall be kept in the 'ON' position and
(i) the number and the timings of the last train which arrived or left the block station issuing the message.

8. On receipt of acknowledgement from the Station Master, confirmed by a Private Number, single line working may be introduced. 'Line Clear' will be obtained on telephone attached to Block Instruments or Station to station fixed telephones or Fixed telephones such as Railway Auto Phones and BSNL phones or Control Telephone or VHF sets (under special instructions, but not as the sole means of communication on sections where passenger trains run) and trains run on Authority for temporarily single line working on Double line (T/D 602) in accordance with the instructions contained in this book and Block Working Manual. (CM 8 dated 29.01.07)

9. The 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 signal at the foot of this signal.

10. 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 kilometres per hour. Subsequent trains may run at their booked speed, subject to observance of other speed restrictions imposed by way and Work Staff.

Note: The Loco Pilot shall switch "ON" the flasher light of the train engine while running on the wrong line. In case, it is noticed by the station staff or Gatemen or Gangmen that the flasher light is not switched, "ON", they shall stop the train immediately."

12. When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that it cannot proceed, it shall be protected as per Rule 6.03.

13. In case of a train proceeding on the right line:-

    (a) The Last Stop signal of the station in rear of the affected section shall be passed at 'On' position on the basis of the written authority issued by the Station Master in the prescribed form T/D.602. In case the Last Stop signal is the Starter, protecting any points, hand signals shall also be shown at the foot of this signal.

    (b) The approach Stop signals, if any, at the station in advance of the affected section, may be taken off.

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

    (a) The train shall be piloted to of the station on T/511 issued by the Station Master after all the facing points have been correctly set and padlocked and trailing points correctly set, over which the trains will pass.

    (b) On approaching the next station the Loco Pilot shall bring his train to a stop opposite to the First Stop signal pertaining to the right line or 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 [Refer SR 5.10(i)] issued by the Station Master.

    (d) If the Loco Pilot finds that no railway servant in uniform has been deputed at the foot of the signal to pilot the train into the station, Rule 4.44 shall be observed.

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 padlocked.

16. Resumption of normal working-

(a) On receipt of a written certificate from a responsible Engineering Official that the obstructed track is free and sage 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 shall be introduced.

(b) When double line working is resumed 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 was suspended, time single line working was introduced and the time normal working was resumed. The Loco Pilot of the first train entering the section after resumption of double line working 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 shall scrutinize and submit his report to the Divisional Railway Manager (Traffic) within 7 days of the resumption of normal working.

SR 6.02 (iv) (b) **Rules and Regulations for Single Line Working on Double Line During Total Interruption of Communication**.

The following rules must, in addition to rules prescribed in 'Rules and Regulations for working of trains during total interruption of communication on single line', 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 a JE/P.Way, has certified that the other line on which single line working is to be introduced is free and safe

for passage of trains. The fit certificate shall be given 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 dispatching trains. On receipt of this certificate the Station Master will follow the rules prescribed for opening of communication.

2. Loco Pilots of all 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) Kilometrage where the obstruction exists;
    c) Any restriction of speed, which may be imposed by Way & Works Staff;
    d) Any 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.

    Note:
    "The Loco Pilot shall switch "ON" the flasher light of the train engine while running on the wrong line. In case, it is noticed by the station staff or Gatemen or Gangmen that the flasher light is not switched "ON", they shall stop the train immediately."

4. In the case of a train proceeding on the right line:

    (a) The Last Stop signal of the station in rear of the affected section may be passed in the 'On' position on T/B 602 issued by the Station Master. In case the Last Stop signal is the Starter, hand signals shall also be shown at the foot of this signal.

    (b) The approach Stop signals, if any at the station in advance of the affected section, may be taken 'Off'.

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

    (a) The train shall be piloted out of the station on Form T/511 issued by the Station Master after all the facing points have been correctly set and locked and trailing points correctly set over which the train will pass.

(b) On reaching the next station, the Loco Pilot shall bring his train to a stop opposite the First Stop signal pertaining to the right line or 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 (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 (Refer SR 5.10 (i) 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 T/B.602 to inform all the Gatemen and Gangmen enroute about the introduction of temporary single line working and 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 through a caution order.

7.Resumption of normal working:

(a) If after the introduction of single line working, communication is restored between the two affected stations, the trains will continue to run under SR 6.02 (iv) (a) until action is taken in accordance with the instructions contained in these rules for the cancellation of the procedure.

(b) If, however, before communication is restored, the other line is certified fit for traffic, trains shall be worked, in accordance with the instructions for running of trains during total interruption of communications on a double line section.

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. Then the Guard Shall immediately exhibit a hand danger signal towards the Rear and check up that the tail board or tail light is correctly exhibited and switch 'on' flasher light if provided in the rear of his brake van. The Guard and Loco Pilot shall then immediately take the following action in the rear and the front:-

(i) On a single line section or 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 to protect the train. If the Guard has deputed a competent person to protect the train, the he shall go to the Loco Pilot for consultation.

(i)(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 at 600 metres from his train, to be placed on the way out and three detonators, 10 metres apart, not less than 1200 metres from his train or at such distance as has been fixed by special instructions.

Provided that on the metre and narrow gauge the first detonator shall be placed at 400 meters and the three detonators 10 metres apart, not less than 800 metres or at such distance as has been fixed by special instructions, from the place where the train has stopped.

(c) if a person other than the Guard has gone back to protect the train, he shall after taking action as per sub-clause (b), continue to show his hand signal to stop any approaching train, until he is recalled.

(d) When the Guard has himself gone back to protect the train, he shall after taking action as in sub-clause (b) depute a competent person, if available to show a hand danger signal to stop any approaching train until he is recalled, and shall himself return to his train to ascertain the cause.

(e) Unless the Guard has succeeded in getting another competent person to show a hand danger signal, as in sub-clause (d) he shall after consultation with the Loco Pilot once again return to the place at which he placed three detonators, showing his hand danger signal to any approaching train and continue to do so until he is recalled.

(f) When the Guard or the person deputed by him is recalled, he shall leave down the three detonators and on his way back pick up the intermediate detonator.

(g) On a section of double or multiple lines, 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 at once show a danger signal to the front, and proceed to protect the train in front in the manner prescribed in clauses (b) and (f) either by going himself or by sending his Assistant Loco Pilot or some other competent person; and

(h) Should any train be seen approaching, the person going to protect the train shall immediately place one detonator on the line, as far away from the disabled train as possible and will continue to show his hand danger signal to stop any approaching train. If the person has already placed one detonator on 600 or 400 metres in BG or MG/NG respectively he will again place one detonator as far away from the train has met the accident.

(ii) <u>On a double line section where trains on the two lines run in the opposite direction</u>:-
(a) As soon as the Loco Pilot comes to Know that his train has met with an accident he shall at once switch 'on' the flasher light and switch 'off' head light and thereafter either go himself or send his Assistant Loco Pilot or Some other competent person to protect the adjacent line in front in the manner prescribed in clause (i) above.

The Guard shall himself first immediately proceed ahead to assist and ensure protection of the adjacent line in front in the manner prescribed in clause(i) above and if a competent person is available send him to protect the train in the rear in the manner prescribed in clause (i) above.

(b) In case it is not known whether the adjacent line is obstructed or not-
The Loco Pilot shall take action to protect the adjacent line as mentioned above.

The Guard shall proceed towards the engine watching the train carefully. If the Guard finds that the adjacent line is 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 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) <u>On a multiple line section with uni-directional traffic on the nominated lines</u>:-

(a) As soon as the Loco Pilot comes to know that his train has met with an accident, he shall at once take action to protect the adjacent line/lines in the manner prescribed in clause (ii) above.

(b) As soon as the Guard comes to know that his train has met with an accident, he shall at once protect such adjacent line/lines in the manner prescribed in clause (1) above.

Note: - (i) The distance referred to as 400 metres and 800 metres on metre Gauge and Narrow Gauge and Narrow Gauge under G.R.6.03(b) has been increased to 500 metres and 1000 metres respectively.

(ii) The Gangmate and Gangmen shall assist Guards of trains in the placing of detonators when called upon to do so.

S.R.6.03(i) When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that his train cannot proceed, the Loco Pilot shall give four short whistles and show a red flag by day and a red light moved up and down, at night, towards the Guard of the train until the Guard acknowledges this signal by repeating it.

Note: - In cases other than accidents, action as detailed in these rules shall be taken only if the stoppage is likely to exceed 15 minutes in non-automatic signaling territories.

S.R.6.03(ii)(1) Whenever the Loco Pilot of an electric/diesel loco hauled train or the Motorman/Guard of an Electric Multiple unit of suburban train, experiences sudden jerk/heavy lurch, dropping of vacuum/Air pressure etc. or stops due to accident, failure (including tripping of traction power on OHE in the electrified section) obstruction or other exceptional cause either at stations or in between stations on a section with two or more lines or having parallel tracks side by side, the Loco Pilot/Motorman/Guard (or the Assistant Loco Pilot /Diesel Assistant in the event of Loco Pilot being unable to do so) shall switch "on" the flasher light to attract the attention of the Loco Pilot/Motorman of a train approaching from the opposite direction on the adjacent/parallel track.

The Loco Pilot/Motorman/Guard shall then first arrange for the protection of any adjacent/parallel line or lines as laid down in the G.R.6.03 and then only proceed to protect the line on which train is standing.

In case it is not known whether the adjacent track is obstructed or not, the Loco Pilot shall take action to protect the adjacent track as said in the G.R6.03 and the Guard in case of Double line shall proceed towards the engine watching the train carefully. If the Guard finds that the adjacent line is obstructed, he shall proceed ahead to assist and ensure protection of the adjacent line. In case he finds that the adjacent line is not obstructed, he shall after consulting the Loco Pilot to go back to protect the Train in rear, in the manner prescribed, if he has not already sent another competent person for the purpose. In case of Twin single Lines and parallel lines where trains run in both direction the Guard shall first protect the adjacent line/lines in the rear and then proceed towards the engine carefully watching the adjacent line /lines for any obstruction.

If subsequently the adjacent line/lines are found to be free from obstruction, the protection may be removed except where it is desired to stop an Approaching train to obtain assistance.

2. The Loco Pilot/Motorman of the train coming in the opposite direction on the adjacent/parallel track, on seeing the flashing light shall immediately bring his train to stop as near the engine/cab of the train on the other line as possible and find out from the Loco Pilot /Motorman of the latter, the cause for putting on the flashing light. Only after confirming that the line on which he is to proceed is free from obstruction, he shall resume his journey. In case he finds that the line on which he is to proceed is obstructed he shall arrange for the guard of his train to protect the train in rear as laid down in the General Rules 6.03.However, if the train (coming from the opposite direction) is a light engine or a train without Guard, the duties of the Guard shall devolve on the Loco Pilot or on a Railway Servant deputed by him.

3. The Guard/Loco Pilot/Motorman shall first arrange for the protection of any adjacent/parallel line or lines as laid down in the General Rules 6.03. and then only proceed to protect the line on which train is standing.

4. After the train has been protected in accordance with the General Rule 6.03 the Guard and the Loco Pilot/Motorman shall proceed towards each other, on the left hand side of the train (as from the brake-van/Guard's cab towards the engine/Loco Pilot's cab) for consultation. If no railway servant has been sent in order to take his stand at the spot where the three detonators have been placed, the Guard himself shall after consulting the Loco Pilot/Motorman, proceed to that spot and take his stand there until he is recalled.

S.R.6.03 (iii)(1) The Guard shall then, during day, fix one red flag on the side lamp bracket of his brake-van (on the side where it can best be seen from the engine) and at night, reverse the side lamp (of his brake-van) on that side, to show red towards the engine; he shall also ensure that, during day, the tail board is in position and, that at night, the tail lamp and side lamps are burning brightly and then arrange to protect the rear of the train, in accordance with Rule 6.03. On seeing the Guard's stop hand signal, the Loco Pilot shall at once arrange to protect front in accordance with Rule 6.03.

(2) After the train has been protected, the Guard and the Loco Pilot shall proceed towards each other, on the left hand side of the trains (as from the brake-van towards the engine) for consultation.

S.R.6.03(iv) When the whole train is again ready to proceed, the Loco Pilot shall recall the railway servant protecting the train by sounding one long continuous whistle. After the railway servants have returned, the Guard shall give the signal for starting.

S.R6.03(v) Whenever a Loco Pilot is compelled to bring his train to a stand on a steep grade, for any reason and then is unable to haul his train from the place where he has come to a stop, he shall invariably back to the bottom of the grade, come to a dead stop and then attempt to restart. He shall not try to move forward while the train is till moving backward, as this would result in the breakage of couplings. Before restarting. He shall get the signal for starting from the Guard.. The Guard shall not give the signal for starting (to the Loco Pilot) until the train has come to a dead stop after backing.

6.04.Trains unusually delayed.-

(1) If a train carrying passengers does not arrive within 10 minutes or if a goods train does not arrive within 20 minutes after allowing for its normal running time from the station in rear, The Station Master at the station in advance shall immediately advise the station in rear and the Control of this fact. Thereafter on double or multiple lines the Station Masters at either end of the block section shall immediately stop all trains proceeding into the block section on adjacent line or lines in either direction and warn the Loco Pilots and Guards of such train 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 (i)(a) On Receipt of advice, the Controller shall immediately warn the stations where break-down trains, medical relief vans and medical chests are located to arrange to keep them in readiness to be moved immediately on receipt of further advice and keep himself constantly in touch with the situation thereafter and take such further action as may be necessary.

(b) The Guards of trains carrying passengers shall, when their trains are delayed in the block Section for more than 10 minutes, inform the Controller through portable telephone, the cause and probable duration of the delay.

S.R.6.04 (ii): - The Station Masters at either end of the block section shall also send one of the traffic staff out on the block section to fetch information about the whereabouts and condition of the delayed train and nature of assistance, if any required.

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 expeditious means, advice to the nearest station, stating the location, nature and cause of the accident, and if assistance has been asked for, the train shall not be moved until such assistance arrives, provided that if the train is subsequently able to move, it may do so at walking pace but not unless a competent railway servant has been sent with hand signals and detonators to protect the train, such railway servant keeping 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 (i)(a) If, for any reason, a train is brought to a stand, the Loco Pilot shall apply the formation brake immediately. If the detention exceeds 15 minutes, the hand brake of the locomotive shall also be applied. If such a stoppage happens to be on a grade 1 in 260 or steeper the following additional precautions shall be taken:

1. On trains carrying passengers, the Guard shall apply the hand brakes in the brake van and also apply sprags or wedges as the case may be to the wheels of two vehicles nearer to the descending gradient.

2. On Goods trains, hand brakes of atleast one third of the wagons on the train, or ten wagons behind the engine and five wagons inside the brake van, whichever is more, shall be pinned down in addition to the application of the Guard's hand brake in the brake van. Special care shall be taken for the trains with special type of wagons such as BOXs, BOBs, BRHs, BOIs etc., which are fitted with roller bearings while taking the above precautions.

3. The loco pilot shall take extra care in securing his train whenever the loco has failed or the train has stopped due to loco trouble including failure of overhead power supply in electrified sections. The Loco Pilot shall apply the brakes as stated in the above paras before trouble shooting. The Loco Pilot shall also advise the Guard through walkie-talkie to secure the train. (C. Memo No.5/2008 dt. 23.12.2008.)

(b) When the train is expected to start, proper vacuum/air pressure must be recreated/recharged as the case may be and the vacuum brake/air pressure must be applied/destroyed, before the sprags, wedges or scotch blocks etc. are removed and/ or the hand brakes released. Thereafter, the vacuum/air brakes may be released to start the train.

(c) The co-Loco Pilot himself or in his direction, the Loco Pilot/Assistant Loco Pilot shall be responsible for the application and release of the hand brakes of the wagons behind the train engine. The Guard of the train shall be responsible for similar action with regard to the wagons inside the brake van.

SR 6.05 (i) (d) Considering the condition of the brake power on the train ,the Loco Pilot shall take additional precautions as mentioned in sub-rule (i) (a) above, during the stoppage of his train even on gradient flatter than 1 in 260 to avoid roll back/runaway. (C. Memo No.5/2008 dt. 23.12.2008.)

S.R.6.05 (ii) Whenever a train is stopped between stations on account of any of the circumstances mentioned in Rule 6.03, the Guard of the train shall, after protecting the train immediately contact the controller on duty through portable telephone (if provided) and take orders from him. If communications with Control is not obtainable or if he is not provided with a portable telephone, he shall promptly send a report of the accident in the quickest possible manner to the nearest (accessible) block station or station connected with control. For this purpose, a train coming in the opposite direction on Double line may be stopped and the report sent through the Guard or Loco Pilot of that train; or else, a magneto telephone in a near by gate lodge connected to the adjacent block station may be used. If it is known that there is total interruption of communications, the report shall be sent to the Station Masters of the block stations at both ends of the block section.

S.R.605.(iii) If the Loco Pilot is present at the site of the accident, he shall be consulted and the report shall be signed by both the Guard and the Loco Pilot. If the Loco Pilot is not present (as in the case of a train parting and the Loco Pilot going away with the front portion out of sight), the report shall be prepared by the Guard and signed by him alone; the Guard using his judgment and discretion as to what assistance has to be asked for.

S.R.6.05(iv) The report in Form ACC.3 shall contain the kilometreage, time and date of the accident and shall give full particulars of the nature of the accident and the kind of relief, if any, required.

S.R.605(v)(a) In the absence of facilities on the spot as detailed in S.R.6.05(i), the report shall be sent by the engine, when the Loco Pilot and his staff can be of no assistance at the spot, or when it is imperative as in the case of injury to passengers calling for prompt medical assistance, that the news of the accident shall be conveyed more speedily than it would be possible to convey it by a messenger on foot. When the engine is detached from the formation in mid-section and despatched with the report, the procedure laid down in Rule 6.09.shall be strictly observed.

(b) As the next alternative, the report shall be sent by the Guard through the Brakesman or a Gangman, if available, or Assistant Loco Pilot, the name and designation of the messenger and the time of despatch of the report being recorded on the report itself. The messenger may be sent by a fast conveyance like jeep, car, bus etc., if readily available at the time. Otherwise the report shall be carried on foot with the greatest possible speed being passed on from one gang to another till the station is reached. If the Assistant Loco Pilot cannot be spared and no Brakesman or Gangman is available or can be spared, the report shall be sent through any other railway servant if none is available or can be spared the report shall be sent through any other railway servant; if none is available or can be spared, the report shall be sent through any reliable person, the Guard, in consultation with the Loco Pilot, using his judgment and discretion as to who is to be sent according to nature of the accident and urgency, to ensure speedy despatch of the report.

(c) On the way out, the messenger or the Loco Pilot carrying the report shall inform the Gatemen at the level crossings which they pass, of the obstruction ,and warn them to be prepared for unusual and in the case of Double line, Wrong line movement. The messenger shall not stop and wait for the Gate man or he Loco Pilot shall not stop his train for this purpose if the Gateman is absent; It shall be clearly understood that no time is lost on this account. The Gatemen Shall inform the adjacent station ,if telephone communication is provided.

S.R6.05(vi) The Station master receiving the report of the Guard and Loco Pilot under Rule 6.05. shall pending instructions from the Divisional Railway Manager, if facilities for furnishing the required assistance and relief are available at his Station ,take the initiative

and arrange directly for such assistance forthwith, in consultation with the local Mechanical, Electrical and Engineering officials, without waiting for his superior's orders. The Station Master shall immediately contact the Controller on duty, and also take orders from him.

S.R6.05 (vii)(a) The Station Master taking action under S.R 6.05 (v) shall, without delay, send a message by telephone, detailing the nature of the accident, the arrangements which had already been made for rendering assistance and the kind of relief still required, to the Station Master at the other end of the block section, the depot officials in-charge of the depot stations at both ends of the runs of the Loco Pilots concerned and the depot officials in-charge at the nearest depot stations immediately on either side of the obstructed section, the Divisional Railway Manager and the traffic inspector.

(b) The nearest depot stations receiving the message shall, if an engine is available, immediately send out the assistance called for and advise, by telephone, the engine-changing station on the other side of the obstructed section, with copy to the other officials mentioned in clause (a) of S.R.6.05 (vii). If necessary, relief engine may be sent from the depot stations on both sides of the obstructed section.

S.R.6.05 (viii) On receipt of the report, the Station Master shall, in addition to taking action under Rules 6.01 and 6.05,act in accordance with the Accident manual.

Note:-The distance 400 metres referred to in general Rule 6.05 above has been increased to 500 metres in M.G/N.G. and 600 ,metres in B.G. on this railway.

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 rules 6.03.

(3) The Guard, or in his absence the Loco Pilot, shall convey the report of the occurrence to the nearest block station by the

most expeditious means and the train shall thereafter move only in accordance with the instructions which may be issued by the station Master to whom the occurrence has been reported:

Provided that when a proper tangible authority to proceed is lost on the run, the Loco Pilot may proceed to the next station and report the occurrence to the Station Master.

S.R.6.06 (i)(a) when a Station Master receives report of the occurrence through Brakesman or Assistant Loco Pilot from the Guard or Loco Pilot in terms of Rules 6.06(3), he shall exchange numbered messages with the station master at the other end notifying the occurrence, suspend the block instrument working, prepare a memo, confirmed by a private Number, in the following form:-

To

The Loco Pilot of train No…….Description at Km. ……Between……..Station and ……..Station.

I hereby acknowledge receipt of your report for having entered the block section without authority to proceed/proper authority to proceed.* I have exchanged message with the Station Master at the other end and I hereby authorize you to proceed to…….. ……Station.

Private No……(words)…….(figures).

Station…… ……..

Date…… Signature of the Station Master.

*Strike outwhichever is not applicable

S.R 6.06(i)(b) The above memo shall be conveyed to the Loco Pilot of the train in section through the Messenger by the most expeditious means. The restarting memo shall be prepared in duplicate and the Station Master shall get the signature of the messenger on the duplicate copy with the time of handing over of the memo. The messenger shall show the memo to the Guard who shall initial it with time and pass it on to the Loco Pilot. The train shall then be restarted. The Station Masters at either end shall ensure that no other train is dispatched into the block section till the complete arrival of the train. On arrival of the train, the Station Master shall inform

the Station Master at the other end of the block section by a message, supported by a private Number of the complete arrival of the train at his station. The Loco Pilot shall hand over the improper authority to proceed, if any, to the Station Master who shall submit the same to the Divisional Railway Manager along with a special report. While starting the train forward with the memo, the Loco Pilot shall remove the detonators placed on the line in advance of the train.

(c) Whenever control working is in operation and when the Guard or Loco Pilot is able to contact the Controller from the site through portable telephone, the Guard or Loco Pilot shall send the report to the Station Master through the Controller and the Controller shall ensure that the Station Master sends out the memo to the Loco Pilot through an authorized member of the station staff in order to save undue detonator to the train. The Loco Pilot or Guard need not send a message to the station through Brakesman or Fireman or Assistant Loco Pilot if they are able to ascertain from the controller that the latter has initiated action in sending the memo from the station.

(d) On sections worked under " One Train Only" system, the Station Master of the base station may convey the particulars of the memo to the Station Master or other railway official at the other terminal who, in turn, will prepare the memo and send it to the Loco Pilot for restarting the train whenever the train is stopped in midsection nearer to his station and the report of the occurrence is sent to him.

S.R6.06(ii) Should a train leave a block station without proper authority to proceed, the station master of the block station in advance shall not receive it by taking "OFF" signals. He shall arrange to receive the train from the first Stop signal-

(a) by issuing orders on the signal post telephone, where provided, under special instructions; or

(b) By delivering the prescribed authority [T/369-(3b)] at the foot of the signal by a competent railway servant.

S.R.6.06 (iii) When a proper tangible authority to proceed is lost on the run or when the token cannot be extracted form the siding point lock or token exchanger box at an outlying siding, the Loco Pilot may proceed at the normal speed to the next block station and report the matter to the Station master on duty.

6.07. Report of conditions likely to affect running of trains to Controller or centralized Traffic Control Operator:-

(1) Loco Pilot, Guards and Station Masters shall advise the Controller or the Centralised Traffic Control Operator of any known conditions or unusual circumstances likely to affect the safe and proper working of trains

(2) The controller or the Centralised Traffic Control Operator, on becoming aware of such defect or failure, shall inform the same to the railway servant responsible for the maintenance of the equipment and other railway servants concerned .

S.R 6.07(i) 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 of the track over which his train has passed is detrimental for safe running of subsequent trains, will take action as under:-

(a) Stop his train at next block station without clearing of 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. I case of IBS and Automatic Block territories. the Loco Pilot must inform the Station Master and Loco Pilot of trains already left stations in the 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 bock section and Junior Engineer / Section Engineer (P.Way) , Assistant Engineer, Divisional Engineer, Chief Controller and Divisional Operations Manager.

(d) arrange to despatch by rail maintenance machine/Tower Wagon/Light engine or in their absence a train accompanied by an engineering official with a caution order to the effect to stop dead sufficiently short of the expected portion of the track. The engineering official accompanying will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train and advice the condition of the track and any restriction of speed to t be imposed to the Station Master personally or through written memo which may be sent through the Loco Pilot.

(e) in the absence of engineering officials the train with a caution order instructing the Loco Pilot to stop dead before the affected kilometers and after satisfying himself about the condition of track pass over the track in question at 10 kmph or if he finds the line unsafe to pass return to station in rear. If the Loco Pilot is not able detect any thing doubtful, subsequent trains shall be despatched with a speed restriction of 10 kmph 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 shall inform the Loco Pilot of his train through walkie-talkie or other available means of communication between the Loco Pilot shall take action as mentioned in SR 6.07 (i) (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.

S.R6.07 (ii) As soon as information of sabotage or likely sabotage, bomb blast explosion etc. to the track, bridges or other fixed installation is received, the Station Master who becomes aware of it, will stop movement of trains in the affected clock section as well as on adjacent lines on double/ multiple line sections and will take action as per S.R6.07 (i) (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 trains.

S.R6.07 (iii) 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 line by communication 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 (i) (c) to (f).(C.Memo No. 2 / 2008 dated 09.06.08)

S.R.6.07 (iv) Station Master and others who receive intimation from Government officials, or Village authorities, or any person likely to give reliable information, of the unsafe condition of the bunds of tanks or rivers, shall at once notify the same, by telephone, to the Divisional Railway Manager, Assistant Engineer, Permanent Way Inspector and the Station masters at both ends of the block section likely to be affected and also the Controller on duty, if control working is in operation. The Station Master at both ends of the block section likely to be affected shall stop all trains, run through trains being stopped out of course, and issue Caution Orders in accordance with Rule 4.09. Particulars of the river or tank/bund reported to be unsafe shall be given in the Caution Order ,the following being added at the end:-

"Observe special caution" and reduce the speed as necessary and do not in any case exceed a speed of 15 KMPH during day and clear weather and 10 KMPH during night or when the view ahead is not clear.

S.R.6.07 (v) All information regarding circumstances or conditions likely to affect the safe and proper working of trains given by Loco Pilots, Guards and Station Master and the instructions given by the Controller or the Centralized Traffic Control Operator to the above mentioned staff shall be recorded in a special register to be maintained in the Control office for this purpose.

S.R.6.07 (vi) The Station Master in the Centralised Traffic Control territory shall maintain the details in a register.

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 deep the front portion in motion, if possible until the rear portion has been brought to a stand so as to avoid the chance of a collision between the two portions; and sound the prescribed code of whistle to inform the Guard of the parting,

(b) the Guard or Guards in the rear portion shall-

(i) do all they can to prevent a collision with the front portion, and
(ii)Promptly apply their hand-brakes, where provided, and

(c) The Loco Pilot of banking engine, if any shall bring the rear portion to a stand and Sound the prescribed code of whistle to attract the attention of the Loco Pilot in the front portion.

(2) As soon as the rear portion of a train has been brought to a stand, the Guard of the train shall protect that portion in accordance with Rule 6.03 both in the front and the rear, and take steps to secure the vehicles in stationary position by pinning down hand brakes and wherever necessary and prescribed by special instructions by use of sprags and chains also.

(3) The Guard shall indicate the parting of the train, by waving in repeated motions a green flag by day, or white light by night, up and down vertically as high and as low as possible.

(4) When both portions of a parted train are brought to a stand within sight of each other and it is possible and safe to couple them, the train shall be coupled with due caution under hand signals from the Guard provided necessary precaution 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 (i)(a) The prescribed code of whistle in terms of Rule 6.08(i)(a) is one long, one short, one long, one short whistle. The same whistle has to be given by him in acknowledgment of hand signals given by the Guard as an indication that the train has parted.

(b) if there is a banking engine, the Guard can take the assistance of the banking engine crew to protect the train in rear.

S.R.6.08 (ii) The Guard shall secure the rear portion, by applying the hand brakes of his brake-van and all vehicles on the train if the gradient is steeper than 1 in 400, or the hand brakes of atleast 12 vehicles on the train if the gradient is 1 in 400 or less, Also while protecting the rear portion, the rear of the parted portion shall be protected first and then the front.

S.R.6.08 (iii) When the Loco Pilot is not sure of the parting but has reason to suspect, by the lightness of the pull or the sudden extra acceleration caused or, by other means, that his train might have parted, he shall at once look back and make sure and if it is known that a parting has actually occurred, the action detailed in Rule 6.08 shall be taken. In the absence of flags by day, the Loco Pilot shall indicate parting to the Guard by moving his arm up and down vertically as high and as low as possible

S.R.6.08 (iv) Should a Brakesman become aware of the parting, he shall

(1) If the parting is between his brake-van and the rearmost brake-van exhibit the hand signals prescribed in sub-rule(3) of Rule 6.08 to warn that the train has parted. He shall not apply his van brake, until the rear portion has been brought to a stand

(2) If the parting is between his brake-van, and the engine, immediately apply his van brake and exhibit the hand signals prescribed in sub-rule (3) of Rule 6.08.

S.R.6.08 (v) Whenever the parted portions stopping within sight of each other are coupled up, the coupling and hose pipe connection shall be checked up jointly by the Guard and Loco Pilot before restarting the train to preclude the possibility of another parting occurring on the further run. If, for any reason, it is found not possible to couple together the two parted portions, the two portions shall be dealt with according to Rule 6.09.

(vi) Whenever the Loco Pilot reaches the next block station with the parted front portion without delivering the token to the Guard, he shall not hand over the same to the Station Master until the block section is certified clear by the Guard and the Station Master advises the same in writing, to the Loco Pilot. The Station Master shall issue the "authority to proceed without line clear in Form T/A602 " to the same engine or any other relief engine or train proceeding into the obstructed section to clear the rear portion.

S.R.6.08 (vii) whenever train partings occur in mid-section in addition to taking action under Rule 6.08. to clear the block section, the station Master shall arrange to issue suitable Caution order to the following train. The Loco Pilot of the following train in such cases should report on the conditions of the track such as misalignment or distortion of the track to the Station Master whereupon he shall take necessary action.

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 the fact. If a cabin is to be 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 instructions from the Station Masters having diversion facilities and also inform the Controller of the circumstances.

(10) On double or multiple line sections, the Loco Pilot may under instructions from the Station Master, take the train back on the proper line, according to the system of working, until he can cross on to the line on which he has left the rest of his train and may then proceed by that line and after attaching the engine shall work the train to the station to which he is directed.

(11) When moving under written instructions against the direction of traffic on a double line, or against the established direction of traffic on a single line, the Loco Pilot shall proceed cautiously and make frequent use of the prescribed code of whistle.

S.R.6.09 (i)(a) Whenever a Loco Pilot has to stop his train between stations in order to divide the train, in consequence of an accident or the inability of the engine to haul the whole train forward, he shall apprise the Guard, by giving one long, one short, one long, one short whistle and then bring his train to a stand on a level portion of the road unless special circumstances render such a procedure unsafe. If it is not possible to work the train on to a level portion and consequently the train has to be divided when it is standing on a grade steeper than 1 in 400,or when the engine has to be detached immediately (as in the case of a vehicle being on fire) the Guard shall, whether it is a vacuum braked train or not, apply the hand-brake of his brake-van and also the hand-brakes of all the vehicles on the train and in addition also insert the wooden wedges, provided for this purpose, hard against the wheels, to prevent the vehicles from rolling back.

(b) After protecting the rear portion of the train in accordance with Rule 6.03, the Guard shall proceed towards the engine, on the left hand side of the train (as from the brake-van), for consultation with the Loco Pilot and the Loco Pilot shall also proceed, on the same side of the train towards the brake-van, to meet the Guard.

S.R.6.09. (ii)(a) The Guard shall prepare the written permission referred to in Rule 6.09(3) in form T/ 609 in duplicate, hand over the original to the Loco Pilot and get his signature on the duplicate. The Guard shall, before handing over form T/609 recover the tangible authority to proceed from the Loco Pilot and sign for it in the Loco Pilot's Rough Journal book. The Guard shall also send a written report to the Station Master of the next block station, through the Loco Pilot, giving details of the occurrence and assistance as required in Form ACC.3

Note:- Immediately the tangible authority to proceed is recovered by the Guard its currency as "Authority to proceed" ceases.

(b) Form T/609 shall not be given by the Guard or accepted by the Loco Pilot, until both have satisfied themselves that the portion of the train to be left behind is properly secured against moving backward or forward. To ensure this the brakes acting on the engine and front portion of the train shall be released to prove that the brake power of the rear portion of the train is sufficient to prevent it from moving.

(c) On the way out, the Loco Pilot shall warn the Gatemen at the level crossing in terms of S.R.6.05 (iv)(c).

(d)(1) The Loco Pilot who is taking his engine forward, with or without vehicles, on the authority of form T/609 leaving part of his train behind in the block section, shall, while being admitted by the taking "OFF" of the reception signals, bring his engine to a stand short of the outermost facing points of the station and indicate that his train is incomplete by giving one long, one short, one long, one short whistle.

(2) The Station Master shall acknowledge the same by waving a red flag by day and a red hand signal lamp by night, four times overhead from side to side and shall understand that the "Train out of block section" signal shall not be given or the "In Report" filled up or signaled. The Loco Pilot shall then move into the station.

(3) On arrival at the station, the Loco Pilot shall deliver the T/609 to the Station Master who shall with the help of this authority ensure that the first portion of the train has arrived complete. The Station Master shall issue the stub portion of the authority to the same engine or any other relief engine, which is to be sent into the obstructed section. The Loco Pilot shall stop his engine when the left over portion is sighted and shall proceed further to attach the engine to the balance portion of the train only on getting hand signals from the Guard.

The date/time of departure of the same engine/any other relief engine shall be entered in the Train Signal Register in Red ink. The progressive No. of Form T/ 609 shall be recorded in the remarks column of the Train Signal Register.

<u>Note:</u> The same procedure shall be followed for clearing the section if more than one split is to be done in the mid-section due to any reason.

6.09(ii)(e)After rear portion has been brought out of the section and the section is clear, a Certificate shall be given to the Station Master by the Guard and his acknowledgement obtained. The Guard shall also hand over the tangible authority to proceed to the Station Master, along with the certificate and obtain his acknowledgment on the certificate.

S.R.6.09 (iii)Whenever a train after leaving a block station is brought to a stand in the block section without completely clearing the station limits and the engine, with or with out vehicles is required to be detached and taken to the next block station, for any reason-

(a)The Loco Pilot shall inform the Guard who shall immediately advise the Station Master.

(b)(1) If it is possible, the whole train shall be moved back towards station so as to be clear of the block section. The station Master shall then close the block section.

(2)If it is not possible to move the train back towards the station so as to be clear of the block section, the provisions of Rule 6.09 shall be strictly complied with. The Guard shall hand over Form T/609 to the Loco Pilot only with the permission of the Station Master. The Station Master shall also immediately inform the Station Master at the other end of the block section of the action being taken and both the Station Masters shall record this fact in the Train Signal Register.

S.R.6.09 (iv) If the engine of a passenger train is unable to haul the full load, it shall not be divided but it shall remain coupled to the train until an assisting engine arrives. The train shall be protected as per Rule 6.03 and information for relief engine shall be conveyed to the Controller on the portable telephone. On non-controlled sections or where Control is not in Operation, information for assistance shall be sent to the nearest block station utilizing the means in the order of priority vide S.R.6.05.

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.R6.10 (i) Should a fire be noticed in a running train, the Loco Pilot shall, at once stop the train. If the fire occurs in a passenger carriage, the safety of the passenger shall first be attended to. First Aid shall be rendered to injured passengers. If a postal van or postal carriage is on fire, every effort shall be made to save the mails. Kent Couplers at either end shall be disconnected, electric lights and fans shall be switched off, and the battery fuse and dynamo fuse shall be removed. The vehicles behind the one on fire shall be detached and the front portion of the train moved forward so as to prevent the rear vehicles catching fire. Then the burning vehicle shall be detached and the vehicles in front of it shall then be moved forward to a safe distance. If the fire occurs in a vestibuled coach, the "Link" holding the fastening lever on both the sides of the vestibule connection shall be disconnected immediately and then the vestibule separated by means of the handle provided. The couplings of the vehicle shall be unfastened and then the vehicle separated. If circumstances do not permit unfastening the vestibule fittings, immediate action shall be taken to unfasten the couplings beneath the corridor foot-plate and an attempt shall be made to separate the vehicles by making the engine pull them apart, thereby tearing off the vestibule. When isolating the vehicle, necessary precautions shall be taken to secure the divided portion stationary by the application of hand brakes, sprags and wedges.

S.R.6.10 (ii) After isolating the vehicle on fire as above, every effort shall be made to extinguish the fire by using the correct type of fire extinguisher. In case of fire that can be put out by water, the steam engine can be brought near enough, if possible and the injector shall be turned on to the flames. Water from the tender of the engine shall also be freely used. If water is procurable at a short distance and if it is considered safe to run the vehicle to that spot, it may be run. Much, however, depends on the contents of the vehicle, the extent of fire when discovered and the liability of other vehicles catching fire also and the Guard and Loco Pilot of the train shall exercise their discretion and judgment in such cases. In such emergencies, the train staff may, if possible, obtain the assistance of the public passing by or living around, to obtain water and generally assist in putting out fire. If all efforts to extinguish the fire prove to be unavailing, the fire shall be allowed to burn itself out, after which the train shall be connected up and worked under the prescribed rules. If the detention is likely to exceed the prescribed time limit, the train shall be protected as per Rule 6.03.

S.R.6.010 (iii) In case of fire in a wagon, it shall at once be opened and earth or sand, or sods with grass thrown in on the burning goods and such articles as are not burning saved, if possible after the wagon is isolated from the rest of the train as per Rule 6.10(1).

S.R.6.10 (iv) Fires on Bridges-Loco Pilots noticing bridges, sleepers or any part of the wood work of the track on fire shall stop the train at once and the train staff shall

endeavour to extinguish the fire. The Guard and Loco Pilot shall report the occurrence to the nearest permanent way gang. The Loco Pilot shall stop his train at the next block station even if booked to run through , and the Guard and Loco Pilot shall also report the matter in writing to the station Master and obtain his acknowledgment.

6.11. Vehicles escaping from station:-

If any vehicle escapes from a station, the Station Master shall take immediate steps to warn the other stations or persons concerned, as for as practicable, to prevent an accident.

S.R6.11 (i)(a) If an engine or vehicles have escaped from a station, the station Master shall advise the next station in the direction in which they are running, as laid down in the Block Working Manual.

(b) The Station Master receiving the "Vehicles running away" Signal or message shall act promptly as follows:-

(1) If his station is on a gradient falling in the direction of the next station towards which the engine or vehicles are running, or if a train is approaching his station from the next station in that direction, whether there is falling gradient or not he shall do everything possible to stop the run-away vehicle. This shall be done by covering the rails heavily with sand, earth of small broken stones, for as great a distance as possible, before the vehicle comes in sight, and the points shall be set for a through loop or dead-end siding to receive the vehicle, in case it is not stopped by the obstruction on the rails, the trailing points of such loop being set and locked to force the vehicle to trail through them. It is preferable to receive a run-away vehicle on a loop to receiving it on a dead-end siding.

(2) If no train is approaching with which the vehicle can collide and the line is not on a falling grade, the vehicle may be allowed to run through the station, but a warning shall be sent promptly to the Station Master at the next station, who shall act according to these instructions.

(3) In all cases, the Station Master shall take into consideration the circumstances existing at the time and be guided by the state of his yard (i.e. as to whether the sidings are occupied or not), and plan his action accordingly.

(4) If the vehicles contain passengers or railway servants, it shall not ordinarily be turned into a dead-end siding unless it is essential to do so for the purpose of avoiding a more serious accident.

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 (i) may be sanctioned under special instructions subject to the conditions applicable to each system as described in these rules.

7.02.Applicability of General Rules referring to the working of signals and trains:-

All rules referring to the working of signals and trains also apply to the systems of working detailed in these rules, except where otherwise provided.

CHAPTER VIII

THE ABSOLUTE BLOCK SYSTEM

A. Essentials

8.01 Essentials of the Absolute block system,-

(1) Where trains are worked on the Absolute block System.-

(a) no train shall be allowed to leave a block station unless Line Clear has been received from the block Station in advance, and

(b) on double lines such Line Clear shall not be given unless the line is clear, not only upto the First Stop signal at the block station at which such Line Clear is given but also for an adequate distance beyond it,

(c) On single lines such Line Clear shall not be given unless the line is clear of trains running in the same direction, not only upto the First Stop signal at the block station at which such Line Clear is given, but also for an adequate distance beyond it, and is clear of trains running in the direction towards the block station to which such Line Clear is given.

(2) Unless otherwise directed by approved special instructions, the adequate distance referred to in clauses (b) and (c) of sub-rule (1) shall not be less than-

(a) 400 metres in case of two-aspect lower quadrant signaling or two-aspect colour light signaling, and

(b) 180 Metres in case of multiple-aspect signaling or modified lower quadrant signalling.

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 the Block Section Limit Board, if any,

(b) all necessary signals have been put back to "on" behind the said train; and

(c) the line is clear-

(i) at stations equipped with two-aspect signaling-upto the Home signal, or

(ii) at station equipped with multiple aspect signaling or modified lower quadrant signaling upto the outermost 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 land 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 signaling*- upto the Shunting Limit Board or Advanced Starter (if any) at that end of the station nearest to the expected train, or upto the Home signal if there is no Shunting Limit Board or advanced Starter, or upto the outermost facing points if there is no Shunting Limit Board or Advanced Starter or Home signal;

(ii) at stations equipped with multiple-aspect signaling or modified lower quadrant signaling –upto the Shunting Limit Board or Advanced Starter (if any) at the end of the station nearest to the expected train or upto the outermost facing points if there is no Shunting Limit Board or Advanced Starter.

Note.- At a class 'B' single line station ,this rule does not forbid direct reception of a train from one side, when the 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 signaling, and between the Home signal and outermost facing points in multiple-aspect signaling, or modified lower quadrant signaling is not less than the sum-total of the adequate distances prescribed in Rule 8.01, in regard to conditions for granting Line Clear and Rule 3.40 in regard to conditions for taking "off" Home signal for the admission of a train even where shunting Limit Boards or advanced starters have not been provided as prescribed in sub-rule (1) of Rule 3.32 see illustrative diagrams at the end of this chapter.

S.R8.03 (i) The Station Master shall comply with Rule 8.02(b), 8.03(1)(b), 8..03(2)(b), 8.04(b) by personally observing the signal arm by day and the back-light from the station or cabin and when it is not possible to see the signal are/back light from the station or cabin owing to thick or foggy or tempestuous weather or dust storm, he shall proceed to the place from where he can do so and observe the signal arm/back-light. In the case of signals provided with electric repeaters, the Arm repeaters by and both the Arm and light repeaters by night shall be observed and if the repeater is not in working order at the time, the Station Master shall personally observe the signal arm/back –light by proceeding to the place from where it is visible. In the case of colour light signals, the Station Master shall observe the aspect of the signal as indicated by the repeater provided.

S.R.8.03 (ii)(a) Before granting Line Clear for a train, the Station Master shall ensure that the arms of the reception signals pertaining to the train are at "on" and at night the signal lamps are lighted. If any signal arm is not at "on" at night the signal lamp is not lighted, the Station Master shall place the signal arm at "on" or light the signal lamp and until this has been done, Line Clear shall not be granted for the train unless he has initiated action in terms of Rules 3.68 to 3.72.

S.R.8.03 (ii)(b) Stations where signal repeaters are provided at the cabin with block working being done by the Station Master at the station house on platform, the Station Master before granting Line Clear shall in order to comply with the provisions of Rules 8.02,8.03 and 8.04 obtain an assurance with a Private Number from the Cabinman at the reception end that all the reception signals applicable to the train for which Line Clear is to be given are in the 'ON' position and at night the signal lamps are lighted.

S.R.8.03 (iii) During thick, foggy or tempestuous weather or dust storm, impairing visibility, when the Station Master finds it difficult or impossible to see the position of one or more of the signals concerned, he shall not give Line Clear until he has Complied with Rule 3.61. (C. Memo No. 1 /2011 dated 04.02.3011)

S.R.8.03 (iv) At block stations, where the authority to proceed shall be obtained but trains cannot cross:-

(a) The Station Master, having given line Clear for a train, shall at once block the section ahead for that train and shall not give Line Clear for a train from the opposite direction until the block section on either side of the station is clear.

Note:- (1) When Line Block is in force on the block section ahead, the station Master shall not give Line Clear for any train except a material train or motor trolly or motor lorry from the block station in rear, and after having given Line Clear for a material train or motor trolly or motor lorry, the station Master shall not block the section ahead. The Station Master shall, however, block the section ahead as soon as the Line Block is removed, if the material train or motor trolly or motor lorry, for which Line Clear has been given, has not cleared section at the block station in rear.

(2) With a train standing on the running line and within the station section, the block on the section ahead for the train may be cancelled on the requisition of the Signal Inspector or other authorized official to enable him to effect replacement or transference of tokens or to test the Block Instrument. The section ahead shall be reblocked for the same train after the work in connection with the Block Instrument is over. An entry as under in red ink, shall be made by the station Master and countersigned by the Signal Inspector or other authorized official.

"Block for train (No and Description)…… obtained from……. Station cancelled, for transference of tokens, etc".

(b) In the case of trains in the same direction, the Station Master shall not give Line Clear for a following train, until the preceding train has not only cleared the block section in the rear but has also entered the block section ahead and, except in an emergency, is continuing its journey.

Note:- Line clear may be given for a motor trolly with the preceding train still in the station section.

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, multiple –aspect or modified lower quadrant signaling, the line shall not be considered clear and Line Clear shall not be given unless-

(a) the whole of the last preceding train has passed complete at least 400 metres beyond the Home signal and is continuing its journey; and

(b) all signals taken 'off' for the preceding train have been put back to 'on' behind the said train:

Provided that on a single line, the line is also clear of trains running in the opposite direction towards the block hut from the block station at the other end.

C. Obstruction-Double Line

8.05. Obstruction on double line at a block station when a train is approaching:-

(1) Class 'A' station- When Line Clear has been given, no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, upto the Starter pertaining to the said line.

(2) Class 'B' station:- When Line Clear has been given, no obstruction shall be permitted outside the station section but shunting within the station section may go on continuously, provided the necessary signals are kept at 'on'

(3) When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried on towards the points over which the incoming train will pass.

8.06. Obstruction on double line in the block section.

(1) When Line Clear has been given, no obstruction shall be permitted in the block section in rear.

(2) Shunting or obstruction for any other purpose shall not be permitted in the block section in rear unless it is clear and is blocked back.

(3) Shunting or obstruction for any other purpose shall not be permitted in the block section in advance unless it is clear and is blocked forward.

Provided that when the block section in advance is occupied by a train traveling 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

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 on the line on which it is intended to admit the train, upto the Starter which controls the train:

8.08. Obstructing the block section at 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 traveling away from the block station at which the shunting is to be performed which shunting may be permitted under special instructions taking into consideration the speed, weight and brake power of trains and the gradients on the section. As soon as intimation has been received that the train has arrived, the block section shall be blocked back, and

(d) the Loco Pilot or other person in-charge of the shunting operations has received distinct orders from the Station Master to shunt in a manner directed by special instructions.

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 signaling 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 (i) (a) Even though Advanced Starters or Shunting Limit Boards are provided at a station in two-aspect signalling, obstruction of the line in rear of Home signal or outside the outermost facing points, if there is no Home signal, and upto the Advanced Starter or Shunting Limit Board in the face of an approaching train is permissible only if it is specifically authorized in the Station Working Rules.

(b) At stations equipped with manually operated multiple-aspect signals, even though Advanced Starter or Shunting Limit Boards are provided, obstruction of the line outside the outermost facing points and upto the Advanced Starter or Shunt Limit Board in the face of an approaching train is permissible only if it is specifically authorized in the Station Working Rules.

S.R.8.09 (ii) At stations where shunting in the face of an approaching train is permitted upto the Advanced Starter or Shunting Limit Board under S.R.8.09 (i), a "Shunting Warning" board shall be provided in rear of the First Stop signal to warn Loco Pilots of approaching trains that such shunting is permitted. This provision shall be indicated in the Station Working Rules. It shall consist of a diagonal board alternately painted yellow and black.

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 (i) When Line Clear has been given for a train, shunting shall not be carried out even within station section in thick, foggy or tempestuous weather impairing visibility.

8.11. Obstruction 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 authorized by special instructions.

S.R.8.11 (i) The line may be obstructed under Rule 8.11 (b), except in the following cases: -

(a) in thick, foggy or tempestuous weather impairing visibility.

(b) during night.

(c)at stations where the Outer signal concerned is not visible from opposite the Station Master's office.

(d)at stations where the Outer signal concerned is visible from opposite the Station Master's office but owing to trees or other objects interfering with the view or for any other reason, it is not possible for the Station Master to satisfy himself personally that the approaching train has been brought to a dead-stop at the Outer signal.

8.12. Obstruction 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 behalf 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. Obstruction 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.

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.

Note: - For special instruction see Block Working Manual.

S.R.8.14 (i) Shunting order in Form T/806 shall be issued for performing block forward/block back in double line and block back on single line.

S.R.8.14 (ii) In Form T/806 the brief details of all shunting movements proposed shall also be recorded.

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 (i) The following tangible authority and written permission shall be given to the Loco Pilot for shunting or obstruction:

I. Single line A. Token Territory

Sl.No.	Section/Limits	Tangible authority and written permission	
(i)	Station section	No tangible authority	T/ 806
(ii)	Beyond station section upto First Stop signal	a) Shunt metal token b) If shunt metal token is lost	a) T/806 b) T/806 with endorsement stating that "shunt metal token is lost".
(iii)	Beyond First Stop signal (Block Back)	a) Section Token b) During failure of the Block Instrument	a) T/806 b) Line Clear Ticket and T/806
(iv)	In the face of an approaching train	NIL	T/806

B. Tokenless Territory

Sl.No.	Section/Limits	Tangible authority and Written permission	
(i)	Between Starter and Advanced starter /Shunting Limit Board	(a) Shunt key (b) If shunt key could not be extracted.	a) T/806 b) T/806 with an endorsement stating that "shunt key could not be extracted" and a Private Number obtained from the block station at the other end.
(ii)	Between Advanced Starter/Shunting Limit Board and First Stop signal at the station	a) Shunt key b) If shunt key could not be extracted.	a) T/806 b) T/806 with an endorsement stating that "shunt key could not be extracted" and a Private Number obtained from the block station at the other end.
(iii)	Beyond First Stop signal (Block back)	a) Shunt key b) Shunt key could not be extracted.	a) T/806 with private number obtained from the block station at the other end. b) T/806 with an endorsement stating that "shunt key could not be extracted" and Private Number obtained from the block station at the other end.

		c) Block instrument failed	**c) T.806 with an endorsement stating that "Block instrument failed" and private number obtained from the block station at the other end.**
(iv)	**In the face of an approaching train upto Advance Starter on Shunting Limite Board**	**a) Home signal key** **b) Home signal key could not be extracted**	**a) T/806** **b) T/806 with an endorsement stating that "home signal key could not be extracted" and a Private Number obtained from the station in advance.**

II. Double line

Sl.No.	Section/Limits	Tangible authority and Written permission	
(i)	**Station Section**	**Nil**	**T/806**
(ii)	**Block back**	**a) Nil** **b) Block instrument failed.**	**a) T/806 with private number issued to the block station in rear.** **b) T/806 with an endorsement stating that "Block instrument has failed." with a private number issued to the block station in rear.** (C M 9 dated 20.02.07)
(iii)	**Block forward**	**a) LSS key (SH key)** **b) If LSS key could not be extracted / block instrument failed.**	**a) T/806** **b) T/806 and an endorsement stating that "LSS key could not be extracted" with private number obtained from the block station in advance.**

Note : (i) The issue of Form T/806 is not necessary for performing shunting up to Advanced Starter/Shunting Limit board when such shunting is done by taking 'OFF' Shunt signals.
(ii) The issue Form T/806 is necessary only at those stations where there are no shunt signals and where shunting has to be done by taking 'OFF' starter signals or with hand signals only. (c. memo 8)

S.R. 8.15(ii)(a) The token of prescribed design for shunting shall bear the following inscriptions:

(1)At way side stations provided with two aspect signals with two block sections only.
E.g. Salem Town.

SHUNT SXT TO UP OUTER	SHUNT SXT TO DOWN OUTER

Note: (i) The shunt metal token in use at terminal stations shall bear the above inscriptions, referring to the Up or Down Outer according to the direction in which shunting is to be performed.

(ii) As stations provided with manually operated multiple aspect signals, the shunt metal token in use shall bear the above inscriptions except that the description "Outer" be substituted by "Home".

(2)At junction stations with more than two block sections provided with two aspect signals. E.g.....

SHUNT 'X' Station TO 'Y' SIDE HOME	SHUNT 'X' Station TO 'Z' SIDE HOME	SHUNT 'X' Station TO 'W' SIDE HOME

(3) Where the block section between adjacent block stations is so short that the station limits of these two stations overlap each other, i.e., the First Stop signal of one station is situated within the First Stop signal of the adjacent station, shunting in the direction of the adjacent station is permitted only upto the First Stop signal of the adjacent station.

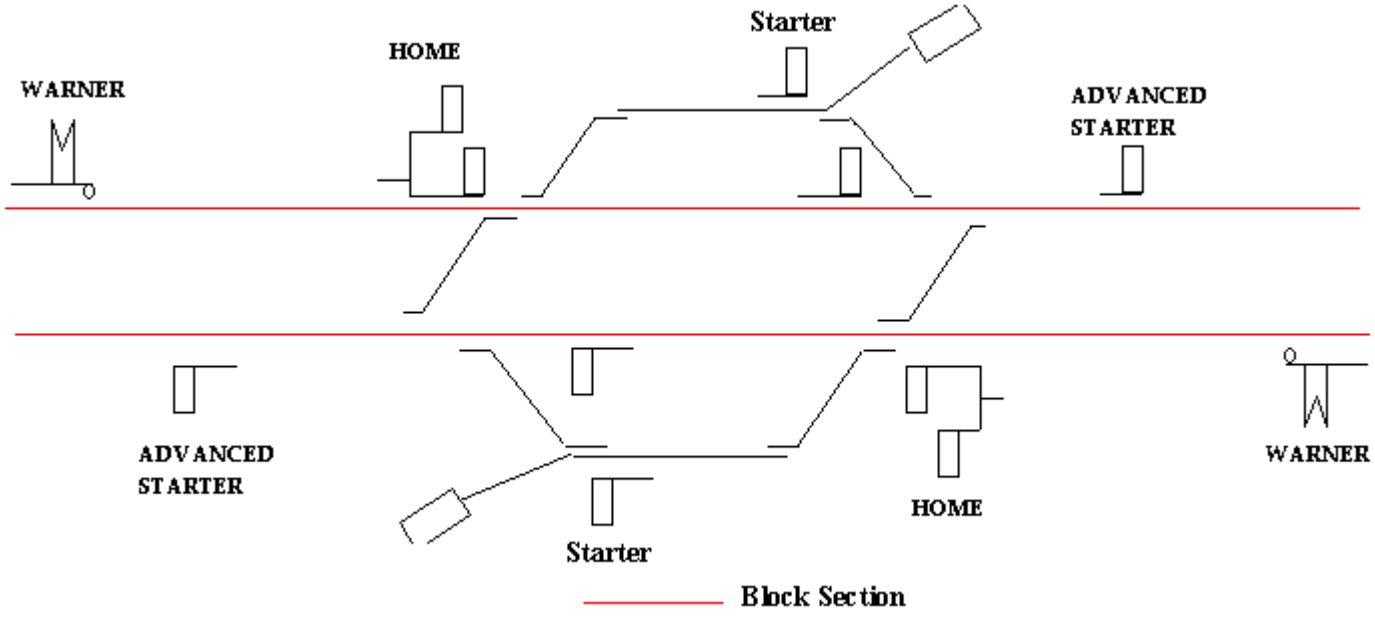
S.R.8.15 (ii)(b)(1) The Station Master shall take back the shunt metal token and /or the written permission in form T/806 before giving Line Clear for a train to approach from the direction referred to thereon or before permitting the outer signal to be taken off for a train stopped at the outer signal, underG.R.8.11 (b) and S.R.8.11(i).

S.R.8.15 (ii)(c) For shunting beyond Starter where Starter is the Last Stop signal in addition to the shunt key/shunt metal token an endorsement shall be made in Form T/806. In all such cases, a proceed hand signal also shall be shown at the foot of the Starter by a competent railway servant.

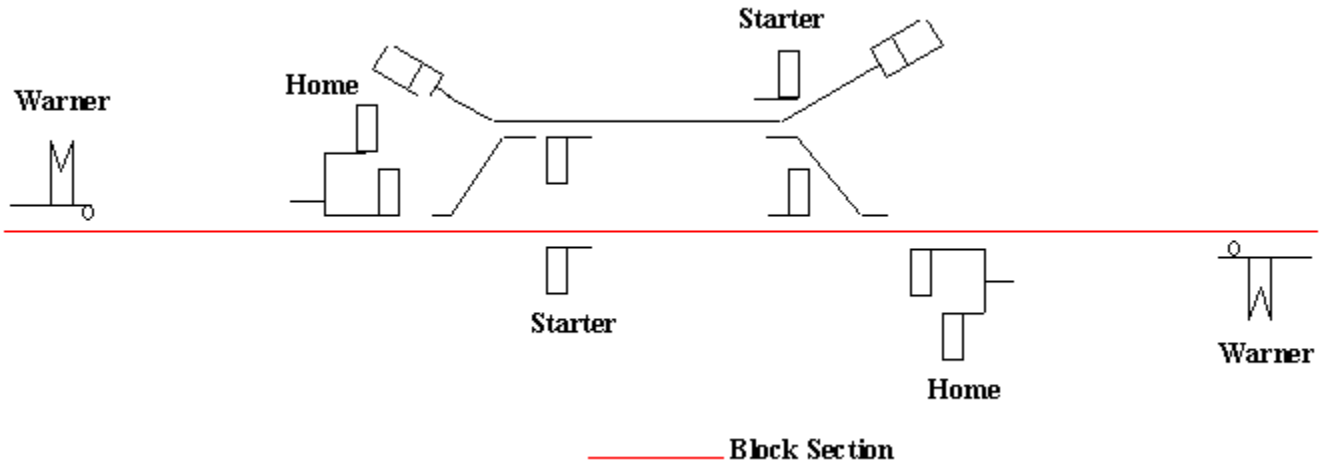
8.16. Illustrative diagrams. –

Class `A', `B' and `C' stations on single line and double line are illustrated in the following diagrams, which are not drawn to scale. -

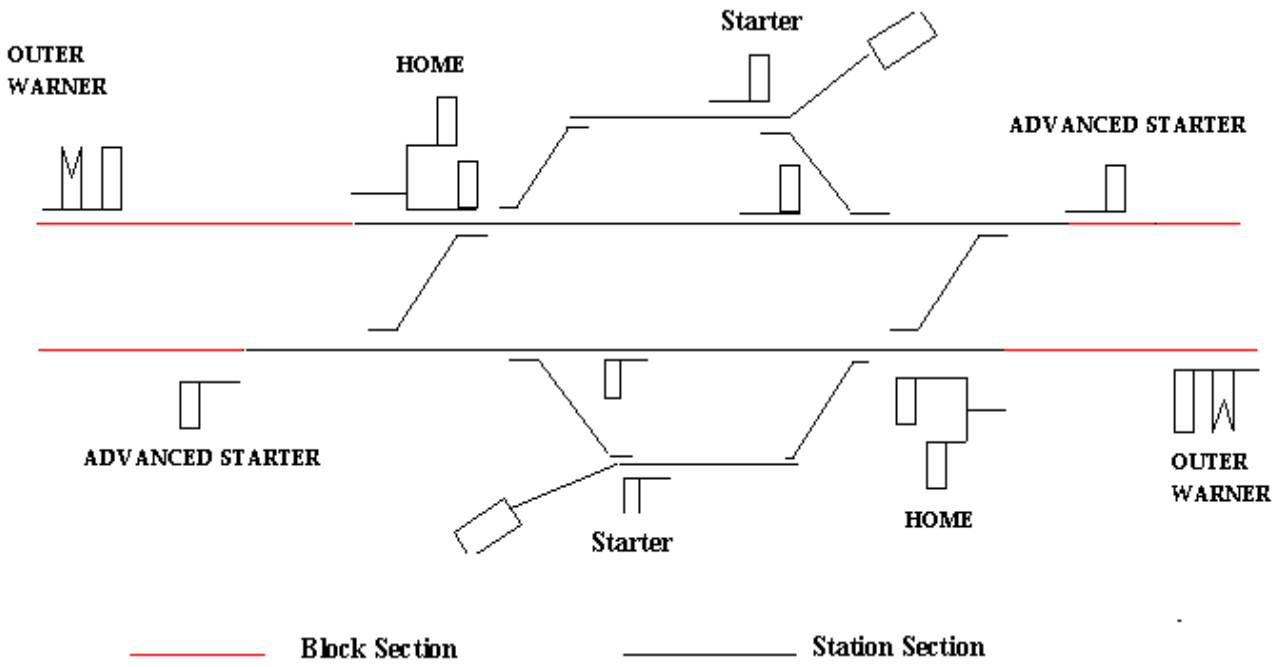
Class "A" Double line station in two-aspect signalling territory with Warner, Home and Starter signals



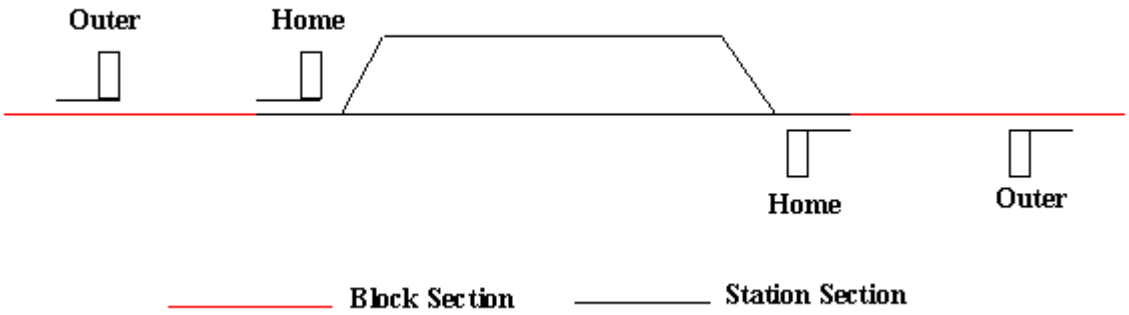
Class "A" Single line station in two-aspect signalling territory with Warner, Home and Starter signals



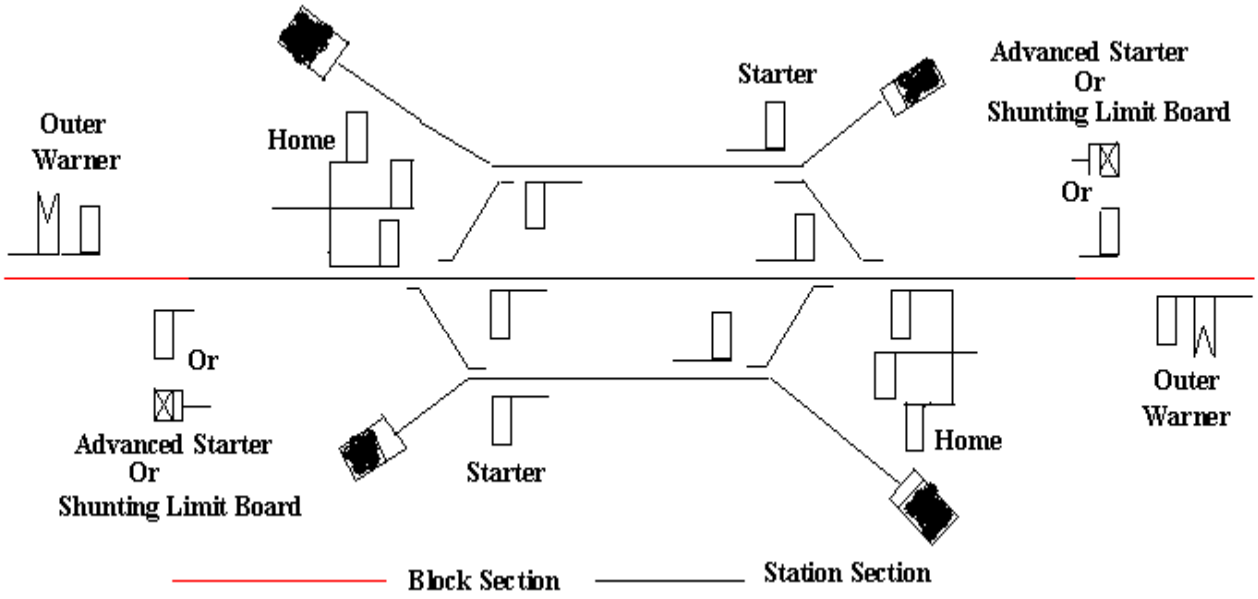
Class “B” Double line station in two-aspect signalling territory with Warner, Outer, Home, Starter and Advanced Starter signals.-



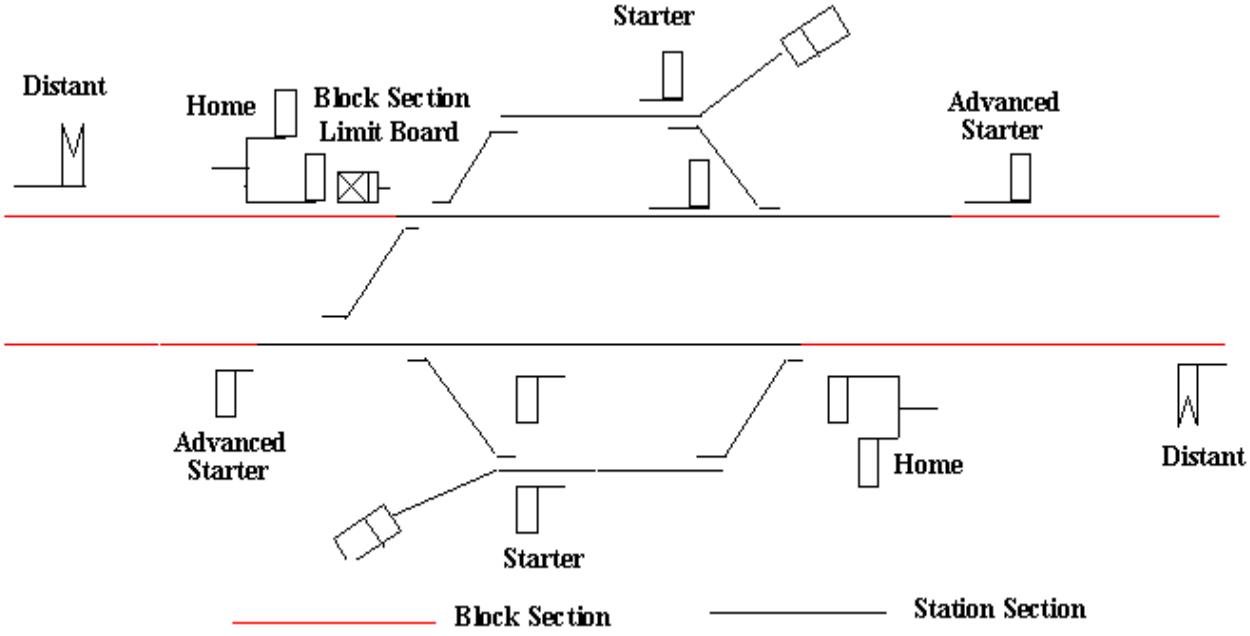
Class “B” single line station in two-aspect signalling territory with Outer and Home signals.



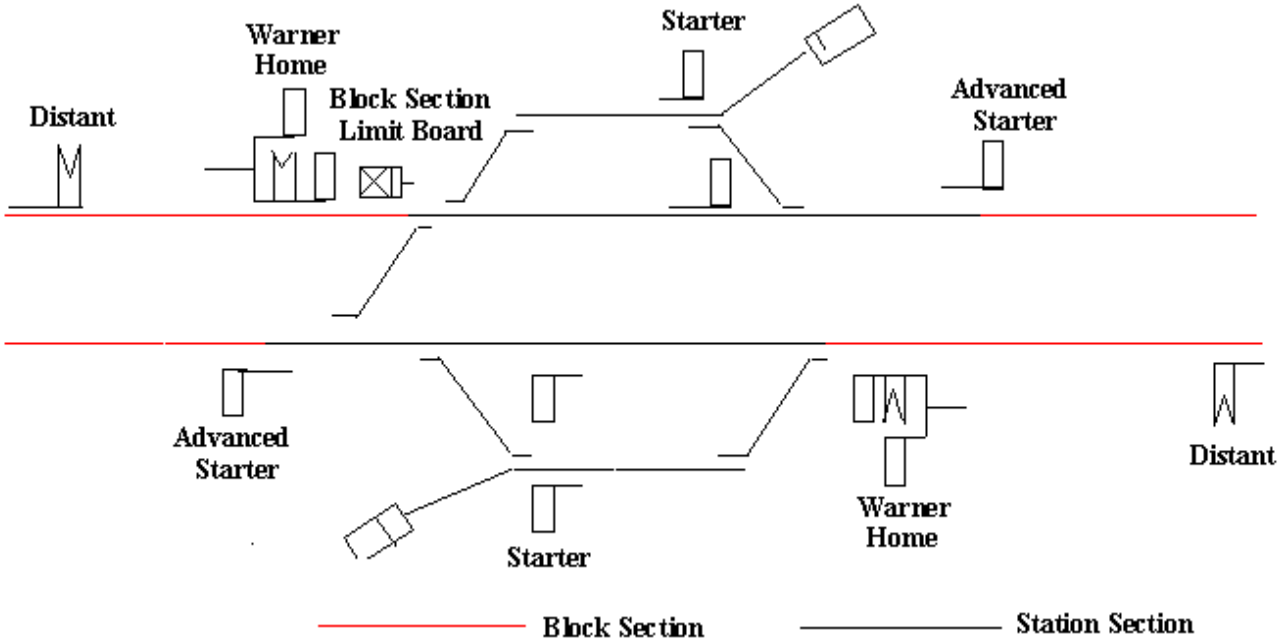
Class "B" Single line station in two-aspect signalling territory with Warner, Outer, Home, Starter and Advanced Starter Signals/Shunting Limit Boards.



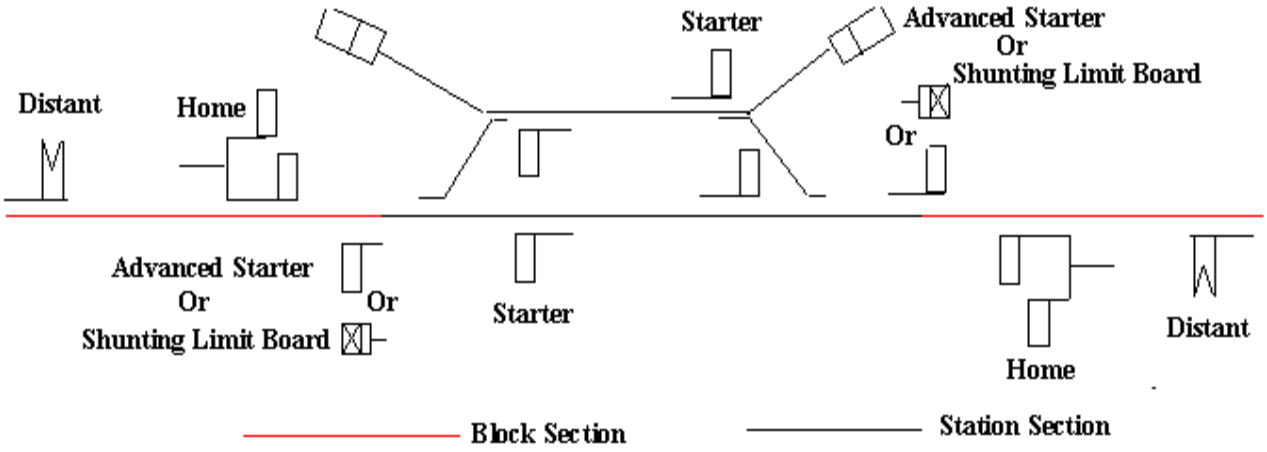
Class "B" Double line station in Multiple-aspect signalling territory with Distant, Home, Starter and Advanced Starter signals and Block Section Limited Board



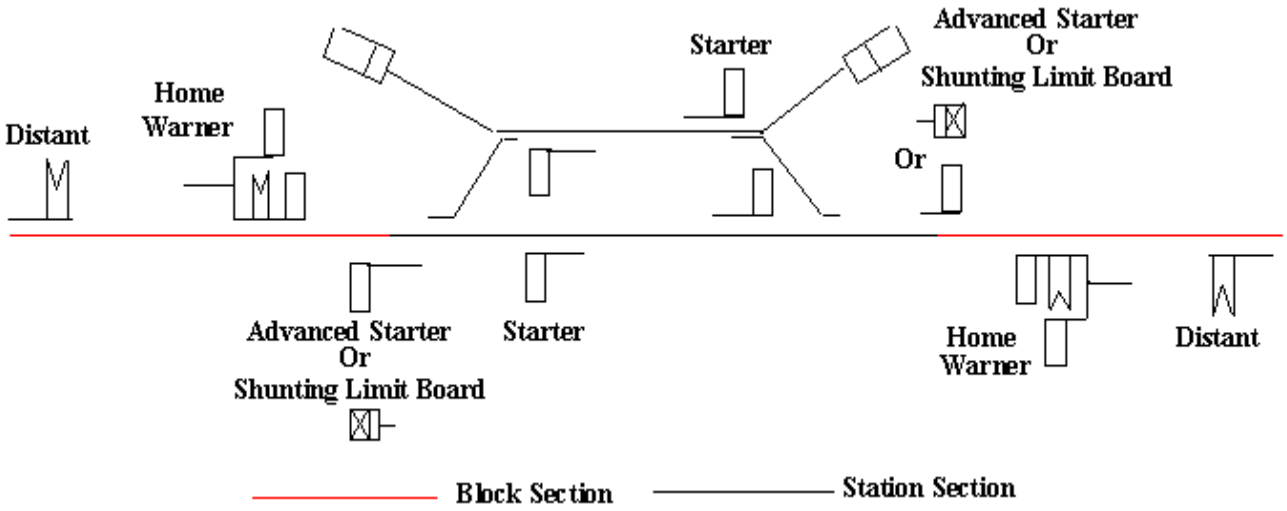
Class “B” Double line station in Modified Lower Quadrant signalling territory with Distant, Warner, Home,
Starter and Advanced Starter signals and Block Section Limit Boards



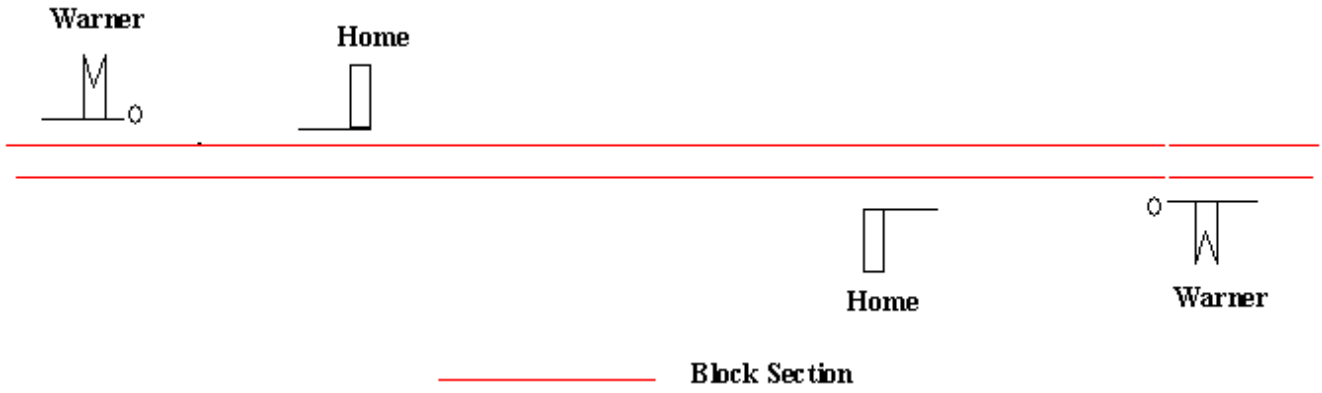
Class "B" Single line station in Multiple-aspect signalling territory with Distant, Home, Starter and Advanced starter signals/Shunting Limit Boards.



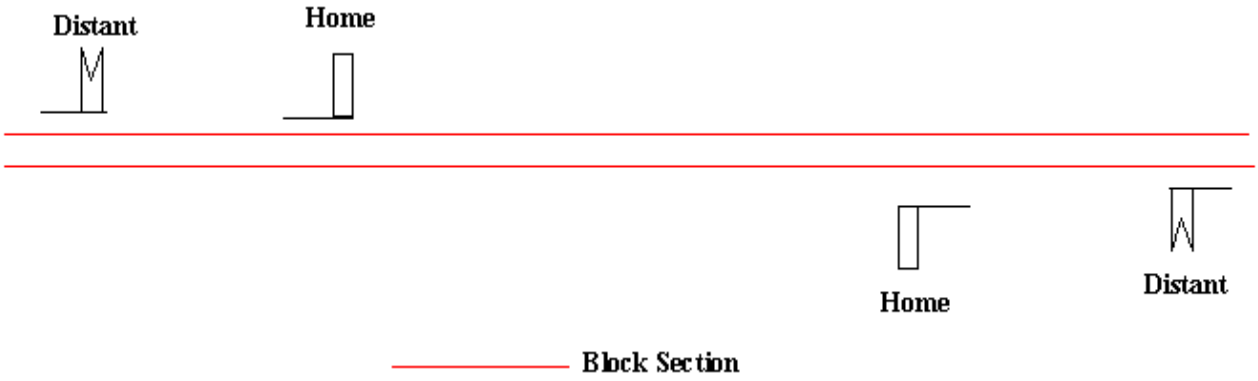
Class “B” Single line station in Modified lower quadrant signalling territory with Distant, Warner, Home, Starter and Advanced starter signals/Shunting Limit Boards.



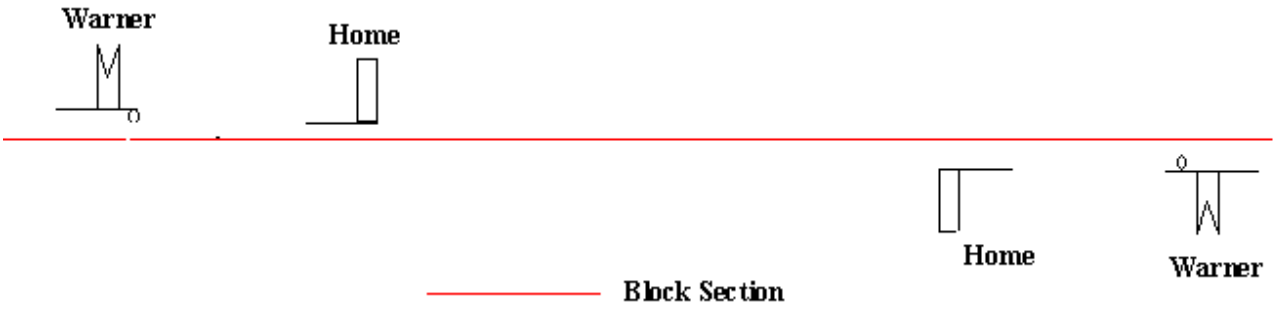
Class “C” Double line station in Two-aspect signalling territory with Warner and Home signals



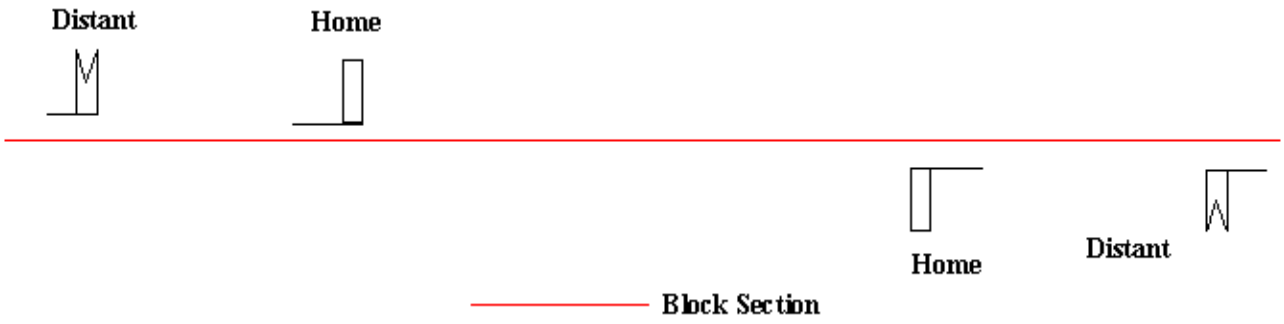
Class “C” Double line station in Multiple-aspect signalling territory with Distant and Home signals.



Class “C” Single line station in Two-aspect signalling territory with Warner and Home signals

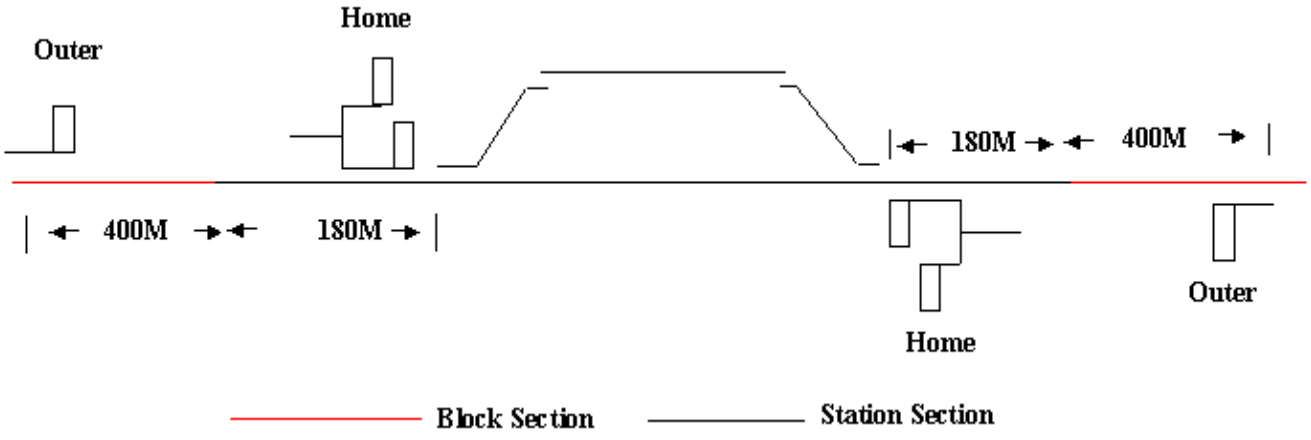


Class “C” Single line station in Multiple-aspect signalling territory with Distant and Home signals.

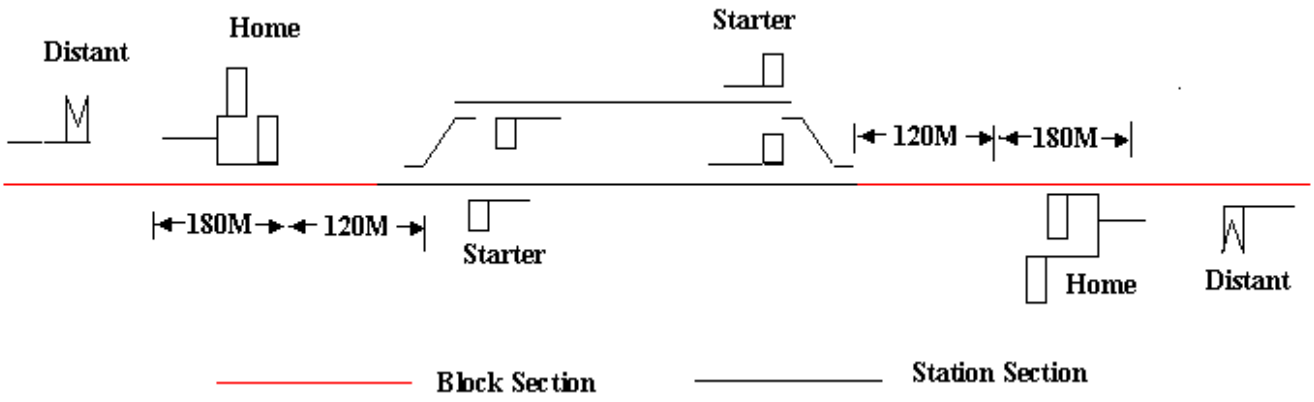


Class “B” Single line station in two-aspect signalling territory with Outer and Home signals.

(Refer Note to Rule 8.03)

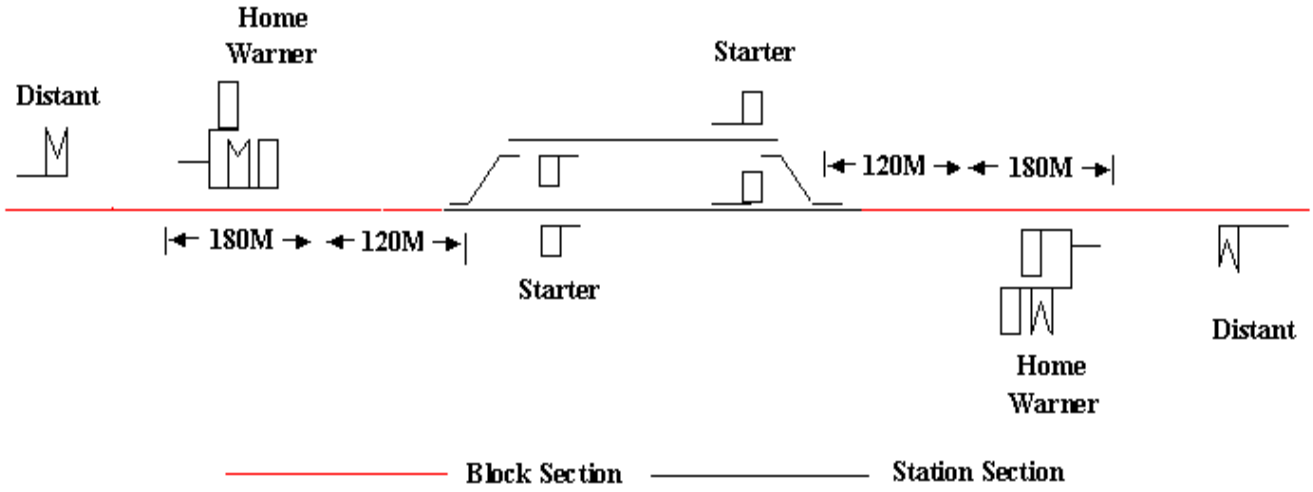


Class "B" Single line station in Multiple-aspect signalling territory with Distant, Home and Starter signals.
(Refer Note to Rule 8.03)



Class "B" Single line station in modified lower quadrant signalling territory with Distant, Warner, Home and Starter Signals.

(NOTE TO RULE 8.03 REFERS)



CHAPTER IX
THE AUTOMATIC BLOCK SYSTEM
A. Rules applicable to Double Line

9.01. Essentials of the Automatic Block System on double line. –

(1) Where trains on a double line are worked on the Automatic Block System

(a) the line shall be provided with continuous track circuiting or axle counters,

(b) the line between two adjacent block stations may, when required, be divided in to 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- 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 instructions, one of the Automatic stop signal between two stations in the Automatic block signalling territory in each direction may be made as Modified Semi-automatic stop signal;

(b) the midsection 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 by 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 the ends;

(c) Advanced starter signal of the station in rear shall be interlocked with the midsection 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 up to an adequate distance beyond the midsection Modified Semi-automatic stop signal; similarly the midsection Modified Semi-automatic stop signal shall assume 'OFF' aspect automatically or be taken off only when the line is clear up to an adequate distance beyond the Home signal of the station ahead;

(d) during abnormal conditions like fog, bad whether impairing visibility, the midsection 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, midsection Modified Semi-automatic stop signal shall work as normal Automatic stop signal

4. (a) when the Loco Pilot finds midsection 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 midsection 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 up to the next signal and act as per aspect of this signal; and
(d) the Loco Pilot shall report the failure of midsection modified Semi automatic stop signal to the Station Master of the station ahead. (C. Memo No. 2 / 2011 dated 17.10.2011)
S.R.9.01 (i) Each signal is controlled by the track circuit between the signal and the next signal ahead plus the track circuit in the overlap. The overlap track circuit should in no case be less than 120 metres beyond the signal. When a train is occupying the controlling track circuit of a signal, that signal is held automatically at "Danger" (Red).

S.R.9.01 (ii) Trains are worked under the Automatic Block System (Double line) in the following sections:

i)	Chennai Beach	-	Tambaram (Suburban)
ii)	Chennai Central	-	Jolarpet Jn
iii)	Basin Bridge Jn	-	Gudur Jn
iv)	Basin Bridge Jn	-	Washermanpet
v)	Veyasarpadi	-	Washermanpet
vi)	Washermanpet	-	Korukkupet
vii)	Chennai Beach	-	Velachery
viii)	Tambaram	-	Chengalpattu Jn
ix)	Tiruvalangadu (3rd and 4th line)	-	Arakkonam
x)	Ennore	-	Attipattu (3rd and 4th line) (C.Memo No. 01/2014 dated 14.07.14)

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' market 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 therefore one minute by day and two minutes by night. If after waiting for this period, the signal continues to remain at "ON", he shall give the prescribed code of whistle and exchange signals with the Guard and then proceed ahead, as far as the line is clear, towards the next Stop signal in advance exercising great caution so as to stop short of any obstruction.

(2) The Guard shall show a Stop hand signal towards the rear when the train has been so stopped at an Automatic Stop signal, except as provided for in sub-rule (4).

(3) Were 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 a Assistant Loco Pilot, and if he considers necessary, may seek the assistance of the Guard by giving the prescribed code of whistle. (C. Memo No. 5 dated 22.12.10)

(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 lookout.

(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 up to that signal and shall act upon its indication only after he has reached it.

S.R.9.02 (i)(a) The 'ON' position of an Automatic Stop signal may be due to the presence of a train in the Automatic Signalling section ahead or due to an obstruction on the track or any other cause. When a Loco Pilot stops at and then passes an Automatic stop signal at 'ON' he shall proceed with great caution at a speed not exceeding 15 KMPH even in normal condition of visibility up to the next stop signal looking out for any possible obstruction and be prepared to stop short of the same.

Note: See S.R. 4.51 (i) also.

(b) The Guard of the train shall watch that the Loco Pilot does not exceed the speed prescribed.

(c) In the case of E.M.U. train 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 per G.R. 4.45.
(d) In the case of other trains also if the Loco Pilot exceeds the speed prescribed the Guard shall take action as per G.R. 4.45.

(ii) After stopping and then 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 O.H.E. 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 O.H.E. span in the case of an E.M.U. train following. In special circumstances like floods etc. the following train may be pulled closer to the preceding train or the obstruction.
However, during dense fog, after passing an Automatic Stop Signal at 'ON' (RED), the Loco Pilot / Motorman of the train hauled by any locomotive including EMU train shall, while moving at a speed not exceeding 10 kmph should ensure that he maintains a reasonable distance at which he is able to observe the flashing tail lamp of the train ahead or the obstruction, as the case may be.(C. Memo No. 1 /2011 dated 04.02.3011)

S.R 9.02 (iii) When visibility is poor due to sharp curve fog, rain or dust storm, the Asst. Loco Pilot/Diesel Asst./Fireman in the case of locomotive and Guard in the case of Electric Multiple Unit shall pilot the train on foot until the track ahead is visible.

(iv) When a Loco Pilot comes across an Automatic Stop signal which is flickering/bobbing, he should observe the procedure as laid down in S.R. 3.74 (i).

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 directions 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 up to 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 up to 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 instructions, one of the Automatic stop signal between two stations in the automatic block signalling territory in each direction may be made as Modified Semi-automatic stop signal;
(b) the midsection 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 by 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 the ends;
(c) Advanced starter signal of the station in rear shall be interlocked with the midsection 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 up to an adequate distance beyond the midsection Modified Semi-automatic stop signal; similarly the midsection Modified Semi-automatic stop signal shall assume 'OFF' aspect automatically or be taken off only when the line is clear up to an adequate distance beyond the Home signal of the station ahead;
(d) during abnormal conditions like fog, bad whether impairing visibility, the midsection 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, midsection Modified Semi-automatic stop signal shall work as normal Automatic stop signal

4. (a) when the Loco Pilot finds midsection 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 midsection 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 up to the next signal and act as per aspect of this signal; and
(d) the Loco Pilot shall report the failure of midsection modified semi automatic stop signal to the Station Master of the station ahead. (C. Memo No. 2 / 2011 dated 17.10.2011).

S.R. 9.03(i) Where Centralised Traffic Control is in operation at both ends of a block section obtaining of Line Clear may be dispensed with. Whenever Centralised Traffic Control working is not in force (due to failure or other cause) the authority to give permission to enter the block section rests with the Centralised Traffic Control Operator or the Station Master concerned, depending on the number of such affected b lock sections.

S.R.9.03 (ii) Trains are worked under the Automatic Block System (Single Line) in the following sections:-

i)	Chennai Beach	-Chennai Egmore (Third line)
ii)	Chennai Egmore	-Tambaram (Twin Single line)
iii)	Korukkupet	-Ennore (Third line)
iv)	Tiruvallur	-Tiruvalangadu (Third line) (C.Memo No. 01/2014 dated 14.07.14)

9.04. Minimum equipment of fixed signals in Automatic Block territory on single line:-
The minimum equipment of fixed signals to be provided for each direction shall be as follows-

(a) Manual Stop signals at a station-
- **(i) a Home,**
- **(ii) a Starter,**

(b) An Automatic Stop signal in rear of the Home signal of the station.

Note: Under approved special instructions the Automatic stop signal may be dispensed with.

9.05. Additional fixed 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 up to 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 up to 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-rule (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 (i) Procedure when Home signal is at '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 at 'ON' such as shunting or reception of a train from the opposite direction, he shall depute his Diesel Asst./ Asst. Loco Pilot/Fireman to proceed to the station to inform the Station Master of the signal being at 'ON'. If in the meantime the signal is taken 'OFF' the Loco Pilot shall give one long, one short whistle, exchange signals with the Guard and proceed slowly picking up his Diesel Asst./ Asst. Loco Pilot/Fireman on the way.

(b) The Station Master when he finds the Home signals at 'ON' without any apparent reason or on getting information about the Home signal being at 'ON' from the Diesel Asst./ Asst. Loco Pilot/Fireman, shall inform the Centralised Traffic Control Operator about the signal being at 'ON' and ask for instructions. If he is not able to contact the Centralised Traffic Control Operator, he shall take over emergency Control of the Station Panel.

S.R 9.06(i)(c) The Centralised Traffic Control Operator, on being informed about the Home signal being at 'ON' by the Station Master, shall ascertain the cause and take 'OFF' the Home

signal, if permissible. If the Centralised Traffic Control Operator finds that the signal has failed to assume 'OFF' shall authorise the Station Master concerned to take over emergency Control of the Station Panel and arrange for the reception of the train by taking 'OFF' the Home signal.

(d) 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 assumes 'OFF', the Loco Pilot shall proceed in the normal manner.

(e) If after the operation of the station Panel, the signal does not assume 'OFF' or the Station Panel does not indicate the correct position of the points, the station Master shall arrange to operate the points, by the crank handle provided for the purpose. After personally satisfying himself that the points have been correctly set, clamped and pad-locked, the station Master shall authorise the Loco Pilot to pass the Home signal at 'ON' on the authority of the prescribed form delivered at the foot of the signal.

Note: Issue of the prescribed form by the Station Master of the station in rear to authorise a Loco Pilot to pass Home signal at 'ON' is prohibited in Centralised Traffic Control territory.

S.R.9.06 (ii) Procedure when Last Stop signal is at 'ON':

(a) If a Loco Pilot finds the Last Stop 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 at 'ON' he shall contact the Station Master.

(b) The Station Master when he finds the Last Stop signal at 'ON' without apparent reason or on getting information about the Last Stop signal being at 'ON' from the Diesel Asst./ Asst. Loco Pilot/Fireman shall inform the Centralised Traffic Control Operator about the same and ask for instructions. If he is not able 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 Last Stop signal being at 'ON' by the station Master or the Loco Pilot, shall ascertain the cause and take 'OFF' the Last Stop signal if permissible

(d) If the Centralised Traffic Control Operator is unable to take 'OFF' the last stop signal, he shall transfer control of panel to Station Master or if this is not possible advise the Station Master to take over Emergency Control and take 'OFF' the relevant last stop signal. The Station Master shall then take 'OFF' the Last Stop signal to allow the train to proceed. In cases, where the Station Master is unable to contact the Centralised Traffic Control Operator and take over the Emergency Control on his own accord, he shall prior to starting a train by taking 'OFF' the last stop signal, consult the Station Master of the station in advance who in such cases shall contact the Centralised Traffic Control Operator, if available on the telephone, regarding train regulation.

Note: Any consultation with the station Master of the station in advance regarding the passage of trains shall not be construed as an enquiry for granting Line Clear by the Station Master of the station in advance.

(e) If after having taken over the 'Emergency Control' the station Master is unable to take 'Off' the last stop signal, he shall ensure that the points are set correctly by seeing the indication on the Station Panel. He shall also clamp and padlock the points. He shall then issue to the Loco Pilot a written authority to pass the Last Stop signal at 'ON' in the authorised form for entering the block section. If there is no indication on the Panel and the 'DOT' cannot be established, he shall arrange for the correct setting of the route of despatch and ask for 'Line Clear' from the Station Master of the station in advance over Panel telephone or Control telephone in their order of priority and issue Line Clear Ticket to the Loco Pilot along with signal failure memo in the authiorised form. If he is not able to get Line Clear from the station in advance event through any one of the above means, he shall despatch trains in a accordance with S.R. 9.06 (iii).

S.R.9.06 (iii) 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, (i.e. failure of panel indication, Panel phone and Control telephone) trains shall be worked in accordance with Rule 6.02 (ii).

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' marker 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 as 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 for 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 a Assistant Loco Pilot, and if he considers necessary, may seek the assistance of the Guard by giving the prescribed code of whistle. (C. Memo No. 5 dated 22.12.10)

(6) 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 lookout 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 (i)(a) When a Loco Pilot comes across an Automatic stop signal which is flickering/bobbing he should observe the procedure as laid down in S.R. 3.74(i).

(b) While passing the Automatic Stop signal at 'ON', the Loco Pilot of an E.M.U. train shall give oo pause oo (Two pause two rings) bells signal and the guard shall acknowledge it by repeating the signal. Whenever a Guard is required by the Loco Pilot for assistance, the latter shall give ooo (Three rings) bell signal and the Guard shall acknowledge it by repeating it before proceeding to the engine.

(c) When visibility is poor due to curve, fog, rain or dust storm the Asst. Loco Pilot/Diesel asst./Fireman in the case of locomotives and Guard in the case of E.M.U. stock shall pilot the train on foot until the track ahead is visible.

(d) When a Loco Pilot stops at and then passes an Automatic stop signal at 'ON' he shall proceed with great caution at a speed not exceeding 15 KMPH even in normal conditions of visibility up to the next stop signal looking out for any possible obstruction and be prepared to stop short of the same.

(e) (1) The Guard of the train shall watch that the Loco Pilot does not exceed the speed prescribed.

(2) In the case of E.M.U. 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.
Note: see S.R. 4.51 (i) also.

(3) In the case of other trains also if the Loco Pilot exceeds the speed prescribed the Guard shall take action as per G.R. 4.45.

(f) 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 meters or two clear O.H.E. 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 O.H.E. span in the case of an E.M.U. train following. In special circumstances like floods etc., the following train may be pulled closer to the preceding train or the obstruction.

However, during dense fog, after passing an Automatic Stop Signal at 'ON' (RED), the Loco Pilot / Motorman of the train hauled by any locomotive including EMU train shall, while moving at a speed not exceeding 10 kmph should ensure that he maintains a reasonable distance at which he is able to observe the flashing tail lamp of the train ahead or the obstruction, as the case may be. (C. Memo No. 1 /2011 dated 04.02.3011)

9.08. Person in-charge of working trains on Automatic Block System on single line:-

(1) Except where Centralised Traffic Control is in operation, the Station Master shall be responsible for the working of trains at and between stations.

(2) On a section where Centralised Traffic Control is in operation, the Centralised Traffic Control Operator shall be responsible for the working of trains on the entire section except as provided for in sub-rule (3).

(3) On a section where Centralised Traffic Control is in operation, the working of trains at a station or part of a station may be taken over by or handed over to the Station Master during emergency or as prescribed by special instructions. When such emergency control is transferred, the Station Master shall be the person in-charge of working trains at the station or part of the station and the station shall be worked in accordance with sub-rule (1)

C. Rules applicable to both Double and Single Lines

9.09. Working of trains on Centralised Traffic Control territory:
On a section where Centralised Traffic Control is in Operation, the working of trains shall be governed by special instructions.

9.10. Protection of a train stopped in an Automatic block signalling section:-

(1) When a train is stopped in an Automatic block signalling section, the Guard shall immediately exhibit a Stop hand signal towards the rear and check up that the tail board or tail light is correctly exhibited.

(2) If the stoppage is on account of accident, failure, or obstruction and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle and the train shall be protected immediately as per Rule 6.03 except that for the protection of the occupied line one detonator shall be placed at 90 metres from the train on the way out and similarly two detonators, 10 metres apart, not less than 180 metres from the train or at such distance as has been fixed by special instructions.

9.11. Loco Pilot to report failures:-

(1) When a Loco Pilot has to pass an Automatic Stop signal at "on", he shall stop his train at the next reporting station or cabin as prescribed by special instructions and report particulars of Automatic Stop signals passed at "on" by him.

(2) The Station Master or person in-charge of the reporting station or cabin shall promptly report the fact to the signal and operating officials concerned.

S.R.9.11 (i) The next reporting station for the purpose of Rule 9.11 shall be the next stopping station.

S.R.9.11(ii) When a Loco Pilot comes across an Automatic signal which is flickering/bobbing he should observe the procedure as laid down in S.R.3.74 (i).

9.12. Procedure during failure of Automatic signaling:-

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.

Note:- Whenever Form T/B 912 is issued to the Loco Pilot the speed of the train shall be 25 kmph over straight with clear view and 10 kmph when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause and speed over facing points restricted to 15 kmph.

S.R.9.12 (i) **Failure of all signals likely to last for some time and cause serious delay when means of communications are available**:

In the event of failure of all signals occurring in an area consisting of two or more stations worked under Automatic Block system, the officials concerned of the signalling department shall take immediate steps to inform all concerned and the following procedure shall be adopted for train passing:-

(1) Before any train is allowed to enter the affected section, it shall be brought to a stand and the Loco Pilot of the train advised of the circumstances, by the station Master and the Guard of the train advised through a copy of the "Authority to proceed " a prescribed in S.R. 9.12(i)(5). Controller and the Station Master concerned ahead of the affected section shall also be informed.

(2) The Station Master on duty at the station in rear of the affected section shall obtain "Line clear" for the train by one of the following means of communications viz-

(a) Inter Cabin/station Group Telephone
(b) Fixed telephone such as Railway Auto phone and BSNL phones
(c) Control Telephone
(d) V.H.F sets under special instructions, but not as the sole means of communication on sections where passenger trains run.
(CM 8 dated 29.01.07)

(3) The Station Master on duty at the station in advance shall not give "Line Clear' [as per S.R.9.12 (i) (2)] unless:-

(i) the whole of the last preceding train has arrived.
(ii) the line on which it is intended to receive the incoming train is clear for at least 180 metres beyond the platform Starter or up to the place at which the trains usually come to a stand and
(iii) all points have been correctly set and all facing points locked for the admission of the train on the said line.

(4)(a) The Loco Pilot of the first train entering the affected section on "Authority to proceed" as prescribed in S.R.9.12(i)(5)(a) shall proceed with utmost caution and shall not run at a speed exceeding 25 KMPH under any circumstances, subject to other speed restrictions in force. The Loco Pilot shall continue to look out for any obstruction until he reaches the station ahead.

(b) After ensuring that the first train has arrived safely at the station ahead of the affected section, the Loco Pilots of all subsequent trains shall also proceed with great caution, subject to other speed restrictions in force and shall continue to look out for any possible obstruction.

(5) The Station Master shall hand over to the Loco Pilot/Motorman of each train.

(a) An 'Authority to proceed" on Automatic block system during prolonged failure of signals in Form T/D 912.

(6) Before handing over the "Authority to proceed" all the points over which the trains will pass shall be correctly set and facing points locked. Whenever any power operated points have to be operated for diverting trains, these may be released and operated locally under the written instructions of the Station Master on duty by the Signal Maintainer at stations where Signal Maintainers are available.

(7) When approaching the next station, the Loco Pilot shall bring his train to a stand outside the First Stop signal and sound one long continuous whistle. The Station Master after satisfying himself that all is safe, shall arrange for a man in uniform to pilot the train from the signal who shall obey hand signals, if any relayed from the station platform.

(8) Clearance of the section by each train shall be intimated to the station in rear under a Private Number.

(9) Train Signal Register shall be brought into use and all entries regarding train working recorded therein. Controller shall be kept advised of all train movements taking place in the affected section, if possible.

(10) As soon as signals are put fight by the competent authority, normal working of trains on Automatic block system may be resumed, after exchanging messages with Private Number by the Station Master concerned, assuring that the section is clear. Controller's permission, if possible shall be obtained before resumption of normal working.

(11) All the records in connection with train working on this system shall be retained at the station and the Traffic Inspector of the section shall scrutinize them and submit his report to the Divisional Railway Manager (Traffic) within seven days or the resumption of normal working.

S.R.9.12 (ii) **Failure of all signals likely to last for sometime and cause serious delay when no means of communications are available**:

In the event of failure of all signals occurring in an area consisting of two or more stations worked under Automatic Block system and when trains cannot be worked by any of the following means, viz.,

(a) Inter Cabin/station Group Telephone
(b) Fixed telephone such as Railway Auto phone and BSNL phones
(c) Control Telephone
(d) V.H.F sets. sets under special instructions, but not as the sole means of communication on sections where passenger trains run. (CM 8 dated 29.01.07)

The following procedure shall be adopted for train passing –

(1) The movement of trains on the affected section shall be controlled by such stations and on such lines as are prescribed by special instructions.

(2) All the points over which the trains will urn within the affected area shall; be correctly set and facing points locked before the movement of any train is authorised over them.

Whenever any power operated points have to be operated for diverting trains, these may be released and operated locally under the written instructions of the Station Master on duty by the Signal Maintainer at stations where Signal Maintainers are available.

(3) Before any train is allowed to leave the station as prescribed in S.R.9.12 (ii)(1), it shall be brought to a stand and the Loco Pilot/Motorman and the Guard of the train shall be advised of the circumstances by; the Station Master.

(4) The Station Master shall give the Loco Pilot/Motorman of each train an Authority to proceed without line clear on Automatic Block signalling territories in Form T/B 912. The original shall be give to the Loco Pilot and the record foil shall be retained by the Station Master duly obtaining the signature of the Loco Pilot and the Guard.

(5) No train shall be allowed to enter an affected section until there is a clear interval of 15 minutes between the trains about to leave and the train which has immediately preceded unless a shorter interval has been prescribed under special instructions.

(6)(a) In the event of a Loco Pilot approaching or passing any portion of a line where view ahead is not clear, the Fireman/Asst. Loco Pilot/Diesel Asst. or the Guard with hand signals shall be sent in advance to guide the further movement of the train. A sharp look out ahead shall be kept and the engine whistle freely used.

Further, before entering a section where there are tunnels, the Loco Pilot shall light the buffer lamps and the electric headlights.

(b) A tunnel shall be entered only after is has been ascertained that it is clear and the train shall be piloted on foot by a railway servant equipped with hand signals and detonators.

(7) The Guard shall keep a sharp look out in the rear and be prepared to exhibit a stop hand signal to prevent the approach of a train from the rear and to protect it, if necessary as per extent rules. Before entering a section where there are tunnels, he shall also light the side and tail lamps.

(8) When approaching the next station nominated under special instructions under S.R.9.12 (ii)(1), the Loco Pilot shall bring his train to a stand outside the First Stop signal and sound on long whistle. The Station Master after satisfying himself that all points have been correctly set and facing points locked shall arrange for a man in uniform to pilot the train from the signal who shall obey hand signal, if any relayed from the station platform. Manual/Semi-Automatic stop signal if any. Will however be passed at 'ON' on the written authority on the prescribed form to be issued by the Station Master.

(9) The Loco Pilots of all trains shall make over the "Authority to proceed without line clear" to the Station Master of the nominated station at the end of the section. These shall be kept by the Station Master in safe custody for inspection by the Traffic Inspector of the section who shall prepare a report on the working of trains and shall forward the same along with his report to the Divisional Railway Manager/T within seven days of resumption of communications.

(10) A record of all trains passed on the affected section on "Authority to proceed without line clear" during the course of total interruption of communications shall be maintained in the Train Signal Registers to be opened at all the specially nominated stations under S.R.9.12 (ii)(1).

(11) Trains shall continue to work on this procedure until either the signals are put right or any one of the means of communications is restored by the competent authority.

(12) As soon as the signals are put right, normal working of trains shall be resumed, but where signals continue to remain inoperative and any of the means of communications is restored the Station Master shall immediately send a message to the Station Master at the other end of the affected section on the following form:-

From Station Master_____	To Station Master_____
No._____ Train (Number and description) _____ arrived complete at _____hours. Last Train _____ (Number and description) despatched to your station at _____hours. Cancel the present method of working of trains. Line Clear shall be obtained by means of _____ Acknowledge. Private Numbers (In figures) _____ _(In words)_____.	

On receipt of the above message the Station Master at the other end of the affected section shall acknowledge in the following form:-

From To Station Master Station Master No._____. Your No._____ understand that Train (Number and description)_____ which was the last train to leave my station has arrived complete at your station. Train No._____ which left your station has arrived complete at my station at ____Hours/not arrived. Present system of train working is being/ shall be cancelled immediately after the complete arrival of train No_____ Line Clear for the next train shall be obtained by means of _____. Private Number (In figures)_____ (In words)_____.

(13) Line Clear shall not be obtained or given by any means of communications which has been restored until both the Station Master are satisfied that all trains, engines etc. despatched from their stations have arrived complete at the other station. When the trains referred to in S.R.9.12 (ii)(12), arrive complete at the stations, their number and their arrival time shall be communicated to the other Station Master concerned under exchange of Private Numbers. There after intimation about this shall be given to Controller, if possible.

S.R.9.12 (iii) **Rules and regulations for working of trains under Automatic Blocks System during obstruction of one or more lines when signals are operative and communications are available**:

In the event of obstruction of one or more lines in an area consisting of two or more stations worked under the Automatic Block System when signals are operative and communications are available the following procedure shall be adopted.

PART I

ON THE DOUBLE LINE SECTIONS WHEN ONE LINE IS OBSTRUCTED

S.R.9.12(iii)(1) When it is desirable to introduce temporary single line working on Double line on electrical communication instruments, the Station Master at one end of the affected section shall on receipt of reliable information in writing that one line is clear, take steps to introduce temporary Single line working on that line in consultation with Controller and the Station Master of the station at the other end of the section.

(2) If there is reason to suspect that the line over which temporary Single line working is to be introduced is also fouled or damaged, temporary Single line working shall not be introduced until a responsible Engineering/Electrical official not less than an Inspector in rank has inspected that section and certified that the road is safe for the passage of trains.

(3)The movement of trains on affected section shall be controlled by such station and on such lines as are prescribed by special instructions.

(4) All trains running in the wrong direction shall be worked in accordance with the rules for the use of electrical communication instruments on Single line and Line clear shall be obtained on the Inter cabin/Station Group Telephone or Fixed telephone such as Railway Auto Phones and BSNL phones or Control Telephone or VHF sets (under special instructions, but not as the sole means of communication on sections where passenger trins run) as the case may be, (CM 8 dated 29.01.07)Line clear shall not be given unless the line on which the train is to be received is clear for at least 180 metres beyond the point opposite the First Stop signal pertaining to the correct line or the Last Stop signal pertaining to the wrong line whichever is earlier. For each first train running in the wrong direction, Line Clear shall be neither be asked for nor granted unless the two Station Master have assured, under exchange of Private Numbers, that all the trains running in the right direction have already arrived complete at the station in advance. Except for each first train running in the right direction for which the procedure laid down for the trains running in the wrong direction shall be followed, subsequent trains running in the right direction may be allowed to follow each other on "automatic signal" indication provided the station in rear has intimated the station in advance of the fact that he is permitting particular train/trains to follow and has ascertained the latter's readiness to receive it/ them. Private Numbers shall be exchanged for this transaction.

(5) Train Signal Registers shall be introduced at these stations on affected section.

(6) Loco Pilots of all trains on the affected area shall be so advised in writing by the station immediately in rear of the affected section on which temporary Single line working has been introduced. A written authority (Form T/369-(3b)) shall also be given to the Loco Pilots of trains running in the right direction to pass the last stop signal. The Loco Pilots of trains running in the wrong direction shall be given the pres cribbed Line Clear Ticket before entering the affected section.

(7) All the points over which the train will run within the affected area shall be correctly set and facing points locked before the movement of any train is authorised over them.

Whenever any power operated points have to be operated for diverting trains, these may be released and operated locally under the written instructions of the Station Master on duty by the Signal Maintainer at stations where Signal Maintainers are available.

(8) After ascertaining that one of the lines is clear for the passage of traffic, the Station Master proposing Single line working shall issue a message under exchange of Private Numbers containing the following information, to the Station Master at the other end of the affected section:-

(a) cause of introduction of single line working;
(b) the line by which single line working is proposed;
(c) the source of information that the said line is clear;
(d) place of obstruction;
(e) restriction of speed, if any, on the line;
(f) the number and timings of the last train which arrived/left the station nominated by the Divisional Railway Manager under S.R.9.12 (iii)(3).

(9) On receipt of acknowledgement from the Station Master at the other end confirmed by a Private Number, Single line working shall be introduced. Line Clear shall be obtained on Inter Cabin/Station Group telephones or Fixed telephones such as Railway Auto phones and BSNL phones or Control Telephones or V.H.F. sets (under special instructions, but not as the sole means of communication on sections where passenger trains run) as the case may be, (CM 8 dated 29.01 07)and trains run on the procedure stated above.

(10) (a) A Caution Order shall also be handed over to the Loco Pilot of each train in which shall be clearly stated: -

(i) the line on which the train or light engine is to run;
(ii) the kilometres between which the obstruction exists;
(iii) any restrictions of speed which may have been imposed, and
(iv) the instruction that Automatic Stop signals in the wrong direction shall be considered as out of use even though they may be showing "Proceed" or "Caution" aspect;

(b) For trains running in the wrong direction, an authority on the prescribed form (T/A912) authorizing the Loco Pilot/Motorman to pass the intervening non-governing (i.e.) relating to the opposite direction, Semi-Automatic and Manually operated Stop signals on being hand signaled past by a Points man or any other railway servant in uniform deputed for the purpose and the gate stop signals cautiously upto the level crossing where he shall ascertain that the gates are locked and hand signals are displayed by the gateman before he proceeds further. He shall also ascertain that the points of the outlying sidings are correctly set and locked before passing over them. In such cases, the hand signals shall be displayed at such points/gates instead of signals. The individual distinguishing number including number of each automatic, semi-automatic, manually operated and gate stop signal/ signals shall be indicate d on this authority.

(11) An endorsement shall also be made on the caution order given to the Loco Pilot of the first train introducing temporary single line working in the wrong direction to stop and inform all gatemen and gang men on the way about the introduction of temporary single line working. The road on which the train shall run shall also be specified.

(12) The speed of all trains running in the wrong direction shall not exceed 25 kilometres an hour.

(13) When approaching the next station nominated under special instructions, under S.R. 9.12(iii)(3), the Loco Pilot of the train running in the wrong direction shall bring his train to a stand opposite the First Stop signal pertaining to the correct line or the Last Stop signal pertaining to the wrong line on which he is running whichever he comes across, first , sound one long continuous whistle.

The Station Master after satisfying himself that all points have been correctly set and facing points locked, shall arrange for an man in uniform, to pilot the train from this signal on the written authority (S.R.5.10) who shall obey had signals, if any relayed from the station platform.

(14) Resumption of normal working: -
(a) On receipt of written certificate form a responsible Engineering / Electrical official that the obstructed track is free for passage of trains, the Station Master shall issue a message to other station or stations as the case may be, under exchange of Private Numbers and decide, in consultation with Controller, the train after the passage of which normal working has to be introduced.

(b) An entry shall also be made in the Train Signal Registers of all stations concerned showing the time the double line working was suspended, time single line working was introduced and the time normal working was resumed.

(15) All the records in connection with the temporary single line working shall be retained at the station and the Traffic Inspector of the section shall scrutinize them and submit his report to the Divisional Railway Manager /Traffic within seven days of the resumption of normal working.

Note: - "The Loco Pilot should switch "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching "ON" the flasher light is noticed by the station staff, Gatemen and Gangmen, they shall stop the train immediately."

Part II
ON A QUADRUPLE LINE SECTION

A. If one-line or two lines (one Up and one Down) are obstructed-
(i) Trains will continue to run on the unobstructed line under normal system of working and shall be diverted on to their proper line where possible.

(ii) Suburban trains running on through line shall stop only at those stations having platform on that line. Where stoppage of a train at stations where it is scheduled to stop is eliminated on this account, passengers shall be suitably notified through loud speakers or other means at convenient stations.

B. If Both the Up lines or both Down lines are obstructed

(i) On the local line: On the local line trains will continue to run in the rights direction, under the normal system of working.

(ii) On the through line: (1) The movement of trains on the affected section shall be controlled by the nearest stations provided with cross-over between unobstructed lines.

(2) All facing points on the line on which the trains run shall be clamped and locked for the movement of the trains on that line and an assurance to this effect shall be obtained on the telephone form the Station Masters of the affected section, under exchange of Private Numbers.

(3) Trains shall be allowed to follow one another at intervals of 15 minutes or at such interval as may be prescribed by special instructions.

(4) Trains shall run on " Authority to proceed without line Clear" applicable upto the terminal station at the other end of the affected section (to avoid stoppage of trains running on through lines at the stations not provided with platforms on through line)
In order to ensure that a minimum time interval of fifteen minutes is kept between two consecutive following trains the Divisional Railway Manager shall prescribe the stations in between the affected section form where a written authority shall be given to the Loco Pilot of the train authorizing him to leave the station. This authority shall be in addition to the "Authority to proceed without Line Clear" already issued and shall note given to the Loco Pilot by the Station Master concerned on duty unless he has satisfied himself, that at least 15 minutes have elapsed since the departure of the last preceding train.

Suburban trains shall stop only at those stations, having platform on the through line. Where stoppage of a train at stations where it is scheduled to stop is eliminated on this account, passenger shall be suitably notified through loud speakers or other means at convenient stations.

(5) Trains shall run at a speed not exceeding 20 kilometres an hour when the view is clear and 10 kilometres an hour when the view is not clear subject other speed restrictions in force. Speed over facing points shall be restricted to 15 kilometres an hour.

(6) All movements on the through line, other than the normal complement of passenger and scheduled through goods trains, such as running of light engines from and to shed, shunting goods trains etc., shall be suspended. The running of normal trains on the through line shall be controlled by hand signals.

C.**If three lines are obstructed: - Trains shall be worked on the unobstructed line in accordance with Part I of S.R.9.12 (iii).**

D.**Resumption of normal working**: (i) On receipt of a written certificate from a responsible engineering/electrical official that the obstructed track/tracks is /are free or passage of trains, the station master shall issue a message to either station or stations, as the case may be under exchange of private numbers and decide in consultation with the controller, the train after the passage of which the normal working has to be introduced.

(ii) An entry shall also be made in the Train Signal Registers of all stations concerned showing the time when normal working was suspended and the time when normal working was resumed.

(iii) All the records in connection with the train working under this system shall be retained at the stations and the Traffic Inspector of the section shall scrutinize them and submit his report to the Divisional Railway Manager traffic within 7 days of the resumption of normal working.

Note: - "The Loco Pilot should switch "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching "ON" the flasher light is noticed by the station staff, Gatemen and Gangmen, they shall stop the train immediately."

S.R.9.12 (iv) **Rules and regulations for working of train under the Automatic Block System during obstruction of one or more lines when no communications are available and signals have also failed**:

Part I I

ON A DOUBLE LINE SECTION WHEN ONE LINE IS OBSTRUCTED

In the event of total interruption of communications occurring on a section worked under Automatic Block System and when trains cannot be worked by any on of the following means viz:

(a) Automatic Block
(b) Inter Cabin/ Station Group Telephone;
(c) Fixed telephones such as Railway Auto phones and BSNL phone
(d) Control Telephone:
(e) V.H.F sets under special instructions, but not as the sole means of communication on sections where passenger trains run. (CM 8 dated 29.01 07)

(1) The movement of trains on the affected section shall be controlled by such stations and on such lines as are prescribed by special instructions.

(2) Before any train is allowed to leave the first controlling station prescribed under S.R.9.12.(iv)(1), to enter the affected area, it shall be brought to stand and the Loco Pilot and the Guard of the train shall be advised of the circumstances by the Station Master.

(3) The Station Master shall satisfy himself that the Guard and the Loco Pilot thoroughly understand the rules under which the trains are to be run during total failure of communications on single line. He shall also obtain the signature of the Loco Pilot and the Guard in Form T/B 912. (cm No.7 dated 07.12.06)

(4) Communications shall be opened by an empty train, train engine, light engine, motor Trolley or tower wagon to be sent on the unobstructed line. In case a train consisting of electric multiple unit stock/diesel has to be sent to open communications, all passengers shall be detrained before the train is

despatched. The relevant provisions of the unified rules for single line working on double line during total failure of communications shall be adhered to.

(5) Loco Pilots of all trains approaching the affected area shall be advised in writing by the first controlling station prescribed under S.R.9.12(iv)(1) about the stations between which and the line on which single line working has been introduced,. In addition, the Loco Pilots of trains which will run on the right road on temporary single line shall stop at the stations immediately in rear of the affected section and proceed further only on receipt of the prescribe authority to proceed.

(6) The Station Master shall hand over to the Loco Pilot opening the communication the following documents.

(i) An authority to proceed without line clear on automatic block signalling territory (T/B 912).
(ii) The conditional line clear message for a train to enter the affected section from the other end, i.e., the conditional line clear message of Form T/B 602 duly scoring out the first three portions.
(iii) An enquiry message addressed to the Station Master of the nominated station in advance seeking line clear for the next train to proceed to his station, i.e., the enquiry message of Form T/B 602.

Note: The Form T/B 912 shall contain the line on which the train or light engine is to run and the kilometre between which the obstruction exits.

(7) An endorsement shall also be made on the caution order given to the Loco Pilot of the first train to stop and inform all Gatemen and Gang men on the way about the introduction of temporary single line working. The road on which the train will run shall also be specified.

(8) All the points over which the trains will run within the affected area shall be correctly set and the facing points locked before any train is authorised over them.

Whenever any power operated points have to be operated for diverting trains, these may be released and operated locally under the written instructions of the station master on duty by the Signal Maintainer at stations where Signal Maintainers are available.

(9) (a) after sending forward a train engine/empty train/light engine/motor trolley/tower wagon with enquiry and Line Clear messages, no other train or engine shall on any account be allowed to leave in the same direction until the return of that engine/empty train/motor Trolley/tower wagon.

(b) No obstruction of the line at the station shall be allowed until the return of that engine/motor Trolley or tower wagon or empty train.

(10) The Loco Pilot of such an engine empty Electric Multiple Unit/train/motor trolley/tower wagon proceeding to open communication shall proceed at a speed not exceeding 20 Kmph over the straight with a clear view and 10 Kmph when approaching or passing any portion of the line by night or foggy weather, the Loco Pilot must proceed at walking pace, whistling repeatedly, preceded by two men on foot at an adequate distance, one displaying a red light and the other carrying fog signals ready for immediate use. One of these men shall be provided by the Station Master from his traffic staff and the other by the Loco Pilot from; a member of his crew. Both these men will have their duties clearly explained to them by the Station Master who shall satisfy himself that they thoroughly understand the same, in the presence of the Loco Pilot.

(11) In the event of an engine or tower wagon or motor trolley or empty train meeting any other engine, tower wagon, etc., sent from the other end, in the midsection, the two Loco Pilots shall, taking into consideration the importance of the trains waiting, the distance from the nearest station, gradients to be encountered, the presence of catch sidings etc., decide which engine/unit etc., should push back so as to allow the other to go through.

(12) On arrival of the train etc., at the next station nominated under special instructions, under S.R.9.12 (iv)(1) the Loco Pilot shall hand over the Conditional Line Clear and Line Clear Enquiry messages to the Station Master.

(13) The Station Master on the authority of the Conditional Line Clear shall despatch the waiting train from his station. The Loco Pilot shall be given the following documents:

(i) Conditional Line Clear Ticket.
(ii) Conditional Line Clear message for a train to leave from the station waiting at the other end of the affected section (T/F 602).
(iii) A Caution Order on which shall be clearly stated.

   (a) The line on which the train is to run.
   (b) The Kilometres between, which the obstruction exists.
   (c) Any temporary restriction of speed, which may have been imposed.

(iv) An enquiry message (T/E 602) addressed to the Station Master of the nominated station in advance seeking Line Clear for the next train to proceed to his station.

(14) When approaching the next station nominated under special instructions, under S.R.9.12 (iv)(1), the Loco Pilot shall bring his train to a stand outside the First Stop signal pertaining to the correct line or opposite to the Last Stop signal pertaining to the wrong line on which he is running, whichever he comes across first and sound one long continuous whistle. The Station Master after satisfying himself that all points have been correctly set and facing points locked, shall arrange for a man in uniform, to pilot the train from this signal who shall obey hand signals, if any relayed from the station platform. Manual/Semi Automatic stop signals if any shall however, be passed on a written authority on the prescribed form (T/369-3b) to be issued by the Station Master.

(15) On arrival at the station, the Loco Pilot shall hand over the Line Clear reply message to the Station Master who shall record it in the Line Clear message book and on its authority issue a Conditional Line clear Ticket for the waiting train.

(16) The speed of all trains passing over the temporary Single line shall be restricted to 25 Kmph subject to observance of other speed restrictions imposed and speed over facing points being restricted to 15 Kmph.

(17) If there be an even flow of trains in both directions, enquiry and Line Clear messages for each succeeding train may be sent through the Loco Pilot of the preceding train.

(18) The arrival and departure of all trains shall be carefully recorded in the Train Signal Register.

(19) If the Station Master at one end has more than one train to despatch in the same direction before another train is normally expected from the opposite direction, he shall mention in the Line Clear Enquiry message the number of the trains he wants to send and should also state therein that the latter trains will be despatched after the first train at intervals of fifteen minutes or full running time whichever is more. After the receipt of Line Clear for the required number of trains, the Station Master while despatching the first train shall endorse on the

Line Clear Ticket that a particular train (giving its number and description in full) shall follow at specified interval.

While adopting this procedure the Guard and the Loco Pilot shall be instructed to keep a sharp look out and be prepared to stop short of any obstruction and if the view is restricted because of fog, curve or any other reason, speed shall not exceed 10 Kmph.

Note: The Line Clear enquiry message for more than one train shall be mentioned in Form T/E 602.

(20) Resumption of normal working: The normal working shall not be resumed unless:

(a) The Station Master has received a written certificate from a responsible Engineering/Electrical official that the obstructed track is free for passage of trains and
(b) Either the signals are put right or any one of the means of communications as listed in S.R. 9.12 (iv) is restored by the competent authority.

Note: (i) In case when obstruction is removed but signals continue to remain inoperative and none of the means of communications is available, the trains shall be worked in accordance with the instructions prescribed in S.R. 9.12 (ii) above.

(ii) In case where either signals are put right or any one of the means of communications is available, but the obstruction continues, the instructions as prescribed in S.R.9.12 (iii) shall be observed.

(c) An entry shall also be made in the Train Signal Register of all stations concerned showing the time when normal working was suspended and the time when normal working was resumed.

(21) All the records in connection with the train working under this system shall be retained at the station and Traffic Inspector of the section shall scrutinize them and submit his report to the Divisional Railway Manager/ Traffic within seven days of the resumption of the normal working.

Part II
On A QUADRUPLE LINE

(i) **When one line or two lines (one Up and one Down) are obstructed**-

(1) The trains shall continue to work on proper unobstructed line/lines as in the case of "total interruption" under rules prescribed in S.R.9.12 (i).

(ii) **When both the Up or both the Down lines are obstructed-**

On local line, trains shall continue to run on the proper line as in the case or "total interruption" vide rule prescribed in S.R.9.12 (i).

(2) On the wrong line (through line):

(a) The movement of trains on the affected section shall be controlled by; the nearest stations provided with cross overs between unobstructed lines.
(b) A train shall not be started in the wrong direction until the affected section is clear of all trains running in the right direction on that line.
(c) All facing points on the line on which the trains will run shall be clamped and lock for the movement of the trains on that line.
(d) To ensure that all trains running on the through line in the right directions have arrived and that all facing points on the line on which the trains will run have been clamped and locked for the movement of trains on that line, the following procedure shall be observed:

(i) The Station Master of the station at which the trains are running in the proper direction shall, on receipt of the information that the tracks are obstructed, prepare a memo by carbon process for the Station Master at the other end of the affected section (say station 'A') and also for the Station Master of all intermediate stations. This memo shall be to the effect that the train is the last one running on the proper line and that after its complete arrival at station 'A', the Station Master of that station shall be authorised to despatch trains in the wrong direction on the through line. Requisite number of copies shall be handed over to the Guard of the train and his acknowledgement obtained. The Guard shall deliver a copy each or the memo to the Station Master of intermediate stations and station 'A' and obtain their acknowledgements. On receipt of the memo, the Station Master of the intermediate stations shall clamp and padlock all facing points for movement of trains on that line. The contents of the memo shall be advised to the Loco Pilot also.

(ii) The Station Master shall hand over to the Loco Pilot the following documents:-

(1) An Authority to proceed without Line Clear on the prescribed form (Form T/B 912 Up or Down)

(2) This authority also authorises the Loco Pilot /Motorman to pass the Automatic Stop signals intervening the two nominated stations at "ON", the Semi-Automatic signals intervening and manually operated signals on being signalled past by a Pointsman or any other railway servant in uniform deputed for the purpose and the gate stop signals cautiously upto the level crossing where he shall ascertain that the gates are locked and the hand signals are displayed by the Gateman before he proceeds further. The individual distinguishing number /numbers of each Automatic, Semi-Automatic, Manually operated and gate Stop signal/signals shall be indicated on this authority.

(3) On arrival of the complete train at station 'A' the Loco Pilot shall hand over the "Authority to proceed without Line Clear" and other documents to the Station Master. The Guard shall also hand over the memo to the Station Master who shall record it in the Train Signal Register. On receipt of the memo, the Station Master of station 'A' shall despatch the waiting train from his station and the flow in the wrong direction on through line will thus be established. The first train travelling on the wrong line shall carry an Engineering official who shall ensure that the facing points on which the trains will run are properly clamped and locked for the movement of trains on that line. For this purpose, the first train shall stop short of all the facing points concerned and shall also stop at all the intermediate stations.

(e) Trains will be allowed to follow one another at intervals of fifteen minutes or at such intervals as may be prescribed by; special instructions.

(f) Trains shall run on "Authority to proceed without Line Clear" applicable up to the terminal station at the other end of the affected section (to

avoid stoppage of trains running on through lines at the stations not provided with platform on the through lines) and suburban trains shall stop only at those stations having platforms on the through line. Where stoppage of a train at stations where it is scheduled to stop is eliminated on this account, passengers shall be suitably notified through loudspeaker or other means at convenient stations.

(g) All movements on the through line, other than the normal complement of passengers and scheduled through goods trains, such as running of light engines from and to shed, shunting goods trains etc., shall be suspended. The running of normal trains on the through line shall be controlled by hand signals.

(iii) **When three lines are obstructed**:- The procedure laid down in Part I of S.R.9.12 (iv) shall be followed

(iv) **Resumption of normal working**: - The normal working shall not be resumed unless:

(a) The Station Master has received a written certificate from a responsible Engineering /Electrical official that the obstructed track /tracks is / are free for passage of trains; and

(b) (1)The signals are put right.

Note: In case when obstruction is removed but signals continue to remain inoperative and none of the means of communications is available, the trains shall be worked in accordance with the instructions prescribed under S.R 9.12 (ii).

`(ii) In case when obstruction is removed but signals continue to be inoperative and one of the means of communications [as listed in S.R.9.12 (iv)] is available, the trains shall be worked as per the rules prescribed under S.R.9.12 (i).

(iii) In case where either signals are put right or any one of the means of communication is available but the obstruction continues, the instructions as prescribed in S.R.9.12 (iii) shall be observed.

(c) An entry shall be made in the Train Signals Register of all stations concerned showing the time when normal working was suspended and the time when normal working was resumed.

(v) All the records in connection with train working under this system shall be retained at the station and the Traffic Inspector of the section shall scrutinize them and submit his report to the Divisional Railway Manager /Traffic within seven days of the resumption of the normal working.

Note: The Loco Pilot should swith "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed in case, the train engine running on the wrong line without switching "ON' the flasher light is noticed by the station staff, Gatemen and Gangmen, they shall stop the train immediately.

S.R. 9.12 (v) **Rules for despatch of a relief engine/train into an obstructed section on automatic block signalling territories**.

(1) When a block section in an Automatic Block territory is obstructed due to any reason such as an accident, engine failure, etc., any number of trains may be allowed to enter into the obstructed section from either end as may be necessary and the Loco Pilot of such trains shall be issued with T/C 912.

In the event of the block section being totally obstructed by the Engineering department, only material trains, motor trollies, dip lorries, wiring trains and other departmental trains are permitted to enter the section, on the authority of T/C 912.

(2) Before preparing this authority, the Station Master shall examine the Train Signal Registers, Train Message Books, Working Time Tables, Train Notice Register and Caution Order advices and also contact Control and the Station Master at the other end.

(3) This authority shall be prepared in triplicate clearly and legibly. All columns shall be completely and correctly filled without alternation or mistakes. It shall be signed in full by the Station Master. In case of any error, the word "Cancelled" shall be written across it and a fresh authority shall be prepared and issued. The cancelled authority shall be retained in its place or pasted on the triplicate copy, if already detached.

Note: The location of the obstruction or the engine/Brakevan/first vehicle/last vehicle shall be mentioned in Form T/C 912.

(4) The Loco Pilot shall examine this authority carefully and ensure that all columns are completely filled in without any mistake or alternation in any of the entries, that the date, station names and the number and description of the train are correct and it is signed in full by the Station Master. If any error is detected, it shall be returned to the Station Master and a fresh authority shall be obtained.

(5) All trains shall be stopped at the station for the purpose of issue of this authority.

(6) All the entries relating to the train dealt on this authority shall be made in red ink in Train Signal Register.

(7) When a train arrives at the station with this authority, the Station Master shall enter the number and description of the train and the time of its arrival in Train Signal Register, obtain the signature of the Guard or the Loco Pilot in the case of light engine against the entry for the train and then exchange message as per clause (9) below.

(8) If the train returns to the starting station, the Station Master shall comply with the provisions of clause (7) above and make the relevant entries in Train Signal Register on the line referring to the train.

(9) For each train clearing section at either end of the block section, the Station Master shall exchange the following messages.

No …….
My /Your Private Number……Train (No ……and description), ……..cleared section here at …… Hrs…….mts.

No ……
Your/My Private Number…….Understand train (No ……and description), ……cleared section at yours at ……Hrs…….mts.

(10) The speed of the train shall not exceed 25 kilometres an hour over straight with clear view and 10 Kmph when view ahead is impaired due to tunnel, curve, obstruction, rain fog or any other cause.

(11) During night, if the engine is not fitted with electric head light or if the electric head light is not in working order, the train or the light engine shall be preceded at an adequate distance by a railway servant carrying detonators and exhibiting a red light ahead to stop any approaching train.

(12) A sharp look out shall be kept at all times and the Loco Pilot shall be prepared to stop short of any obstruction.

(13) When approaching the station ahead, the Loco Pilot shall bring his train to a stand in rear of First Stop signal on single line sections and sound one ling continuous whistle. When the train is running in the wrong direction, the Loco Pilot shall bring his train to a stand opposite to the First Stop signal pertaining to the

correct line or the Last Stop signal pertaining to the wrong line on which he is running whichever he comes across, first and sound one long continuous whistle.

If no one turns up from the station within 10 minutes, the Loco Pilot shall send his assistant immediately to the station or the cabin to inform the Station master or Cabinman or the arrival of the train. The train may be received by taking off the reception signals.

(14) The working of trains on this authority shall be discontinued and the normal working resumed when the cause for the issue of this authority no longer exists.

(15) All the records in connection with the train working under this system shall be retained at the station and Traffic Inspector of the station shall scrutinise them and submit his report to the Divisional Railway Manager (Traffic) within seven days of the resumption of the normal working.

9.13. Movement of trains against the direction of traffic on the automatic block system:-

In Automatic Signaling territory, trains shall run in the established direction of traffic only. Movement of trains against the established direction of traffic in not permitted. When in an emergency it becomes unavoidably necessary to move a train against the established direction of traffic, this shall be done only under special instructions, which shall ensure that the line behind the said train upto the station in rear is clear and free from obstruction.

S.R.9.13 (i) in case a Loco Pilot finds in the mid section that it is impossible to proceed onwards due to the failure of the train engine or obstruction on the line or any other reason he shall contact the Controller on duty through the traction power controller on the field telephone and furnish the details. It the train is required to be moved against the direction of traffic, the controller on duty shall contact the Station Master of the station in rear of the train and ensure that no train has been permitted into the section on the same line in rear of the train required to be brought back. After ensuring this, the controller shall advise the Station Master to make arrangements for receiving the train and issue numbered message shall contain a Private Number. The Station Master shall acknowledge the same by giving a message with a Private Number to the controller and shall not permit entry of nay train into the section on the same line till the complete arrival of the train being brought back into his station. He shall also arrange for closure of all level crossings to be negotiated by the returning train. The automatic working shall be deemed to be suspended till the disabled train is backed into the station in rear and the section is clear of trains. The Station Master shall advice the Station Master in advance, of the situation and both the Station Masters shall enter in the respective train signal registers the reason for backing the train. The Station Master shall also advise the gatekeepers of intervening level crossings of the movement over phone wherever phone communication is available. The Station Master and the Gate Keeper shall make proper entries in this regard. After obtaining the acknowledge from the Station Master in rear, the Controller shall issue a numbered message with a Private Number to the Loco Pilot of the train waiting in the mid-section authorizing him to back his train, permitting hi m to proceed against the direction of traffic upto the station in rear. The Loco Pilot shall record the message in his rough journal book and shall not move his train unless the Guard

has read and acknowledged the message by signing in the rough journal book of the Loco Pilot. The Guard shall travel in the leading vehicle and continuously exhibit a proceed hand signal towards the Loco Pilot. The Loco Pilot shall keep a good lookout and be prepared to stop the train in the absence of the proceed hand signal form the Guard treating it as an indication of obstruction. The Guard shall keep a sharp look out. The Loco Pilot shall use the whistle frequently. The speed shall not exceed 10KMPH. Before passing a level crossing, the Guard and the Loco Pilot shall ensure that the level crossing gates are closed and secured against road traffic and that the gatekeeper displays proceed hand signal. In thick and foggy weather or when visibility is poor the Guard shall also depute a competent railway servant to proceed ahead, with hand signals, detonators. Etc., with instructions to exhibit hand danger signals towards the train in case of any obstruction and to use fog signals immediately.

Note: - If a relief engine/train is required to be sent into the block section to pull back a disabled /crippled train from mid section, the relief engine/train shall be sent into the block section on "Authority to proceed without line clear"

S.R.9.13 (ii) in case following trains have already entered behind the disabled train into the block section, the rearmost trains shall be brought back to the station first and the next train subsequently, always ensuring that the track in rear of the train to be moved against the direction of traffic upto the station in rear is clear. Each train shall have the specific authorization from the controller and shall be moved as mentioned in S.R.9.13 (i) above.

S.R.9.13 (iii) If difficulty is experienced in contacting the controller on the field telephone, the Loco Pilot shall depute the Assistant Loco Pilot/Assistant Guard/Guard with a message to the station in rear or in advance of the affected section so that the information is conveyed by the quickest means. If control working has failed, the stationmaster in rear shall authorise the movement of the train(s) upto his station against the direction of traffic, after duly contacting the Station Master at the other end of the affected section and advising him of the position. All messages despatched to the Loco Pilots shall have the signature of the Station Master in rear with the station stamp. All the messages issued by the Loco Pilot and the Station Master in rear must be promptly communicated to the Station Master in advance also. When control working has failed at the station in rear and/or if the disabled/crippled train is nearer to the station in advance, messages between the Loco Pilot and th Station Master in rear shall be communicated through the Station Master of the station in advance. In such cases the messages shall have the signature of the Station Master in advance with the station stamp.

S.R.9.13 (iv) the train being brought back against the direction of traffic shall be stopped will clear of the home signal in the case of single line and opposite to the manual/semi-Automatic Signal on the other line in the case of double line and thereafter be guided by the Station Master who shall arrange to receive the train on signals or by piloting according to the situation. The relevant provisions contained in G.Rs.4.12 and 5.15 and the subsidiary rules there under shall be strictly adhered to by all the staff concerned

S.R.9.13 (v) whenever it becomes necessary to make shunt moves, which involve movement against the direction of traffic, the Station Master shall advise the Station Master at the other end of the section and the controller on duty if control is working. After ensuring that the section is clear, the Loco Pilot shall be issued with a memo to shunt upto the specified location and return back. For forward movement Starter or shunt signals, if any, shall be cleared. In the return

direction the point at which the Loco Pilot shall stop before being received into the station shall also be mentioned in the memo. The individual number(s) of the Automatic Signals the Loco Pilot has to pass while performing shunting shall be mentioned in the memo. This is subject to the stipulation in the Station Working Rules.

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.

S.R.9.14(i)(a) In automatic territories the Loco Pilot shall not pass a Manual Stop Signal or a semi Automatic Signal working as manual stop signal at "ON" unless he is in possession of Form T/369-(3b) issued by the Station Master duly piloted by a competent Railway servant if the signal governs the entry of the train into the station and Form T/369-(3b) issued by the Station Master and a proceed hand signal at the foot of the signal, if the signal controls the departure of the train from the station.(C.Memo No.1/2014 dated 14.07.14)

The Station Master shall before issuing Form T/369-(3b), ensure that all the points over with the train will pass are correctly set and padlocked and the L.C. gates are closed and secured across road traffic. He shall then depute a competent Railway servant to deliver Form T/369-(3b) at the foot of the above signal. Similarly the Station Master before issuing Form T/369-(3b) shall ensure that the points over which the train will pass are correctly set and padlocked and that the L.C. gates are closed and secured across the Road traffic and post a competent Railway servant to show a proceed hand signal at the foot of the signal.

S.R.9.14(i)(b) In the Automatic Signalling territory the following rules will be observed in the event of failure of a Semi-Automatic/Manual departure signal:-

(i) If a Semi-Automatic Signal fails the Loco Pilot when permitted to pass that signal on a written authority he shall take all the precautions as in the case of passing an Automatic Signal at 'ON' as per GR & SR 9.02.

(ii) In the case of failure of a manual stop signal, the Loco Pilot shall pass the signals at danger only after being given a written authority in the form T/369-(3b) with a

proceed hand signal at the foot of that signal. After passing the manual stop signal at danger on the prescribed written authority the Loco Pilot shall proceed upto the next signal as applicable for the Automatic Signal.

Note: - The written permission shall be given by the Station Master of the station where the semi-automatic stop signal concerned is situated, unless otherwise provided for by special instructions.

S.R.9.14 (i)(c) Semi- Automatic Signals controlled from a lever frame or panel in conjunction with king lever/knob function either as manual signals with the king lever/knob in the "normal position " or as Automatic Signals with the king lever/knob in the "reversed" position. The king lever/knob when reversed locks the points in their required position, so that the signals will function automatically. An illuminated marker light is lit when the king lever/knob is in automatic position. The marker light is switched "off " when the king lever/knob is returned to "normal ", thus signifying to the Loco Pilot that it is functioning as manual signal.

Note: There are Semi-Automatic Signals controlling crossovers situated in automatic section. These signals protecting the cross overs act as automatics signals with the "a" marker light lit up when the crossover is set to the normal position. When the crossover is not set to the normal position, these signals will at as manual signals with the "A" marker light extinguished.

S.R.9.14 (ii) **Issue of Competency Certificate to Loco Pilot/Motormen and Guards working on automatic block system**.

The Loco Pilots/Motormen and Guards working on the automatic block system shall undergo and orientation course on automatic block system at the Zonal Railway Training Institute, Tiruchchirappalli. They shall be thoroughly examined in their knowledge of rules for working of trains in the automatic block system of working and there upon be issued with the Competency Certificate by the Principal, Zonal Railway Training Institute, Tiruchchirappalli. When the original Competency Certificate is lost, Principal, Zonal Railway Training Institute, Tiruchchirappalli shall issue duplicate Competency Certificate. However, in the meanwhile Sr.DOM/DOM of the Division is authorised to issue a " Provisional Orientation Course Certificate" after satisfying himself about the Competency of the individual. This certificate is valid for 10 days. Loco Pilot/Motor man and Guards shall not be allowed to work on such sections unless they are in possession of the Competency Certificate /Duplicate Competency Certificate/Provisional Competency Certificate. The Competency Certificates shall be renewed after conduction systematic checks by Loco/Traffic Inspectors at intervals not exceeding 6 months. (C M 9 dated 20.02.07).

If for any reason , the Competency Certificate has not been renewed by the Loco Inspector/Transportation Inspector within the period of 6 months, the certificates shall be renewed for a further period of 6 months by Sr.DEE/AEE/OP/DME/AME in case of LPs/ALPs and by DOM/Genl. or AOM/Genl. or any other officer of Traffic Transportation Department of the Division concerned only in the case of Guards, after checking their knowledge. Records regarding the validity of Competency Certificates to work in Automatic territory for LPs/ALPs and Guards may be maintained and monitored by the Depot Official in –charge.

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) 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 up to the level crossing and

(iii) If the gateman is available and exhibiting hand signals proceed further past the level crossing gate cautiously, or

(iv) If the gateman is not available, or is available but not exhibiting hand signals, stop in rear of the level crossing and after ascertaining that the gates are closed against road traffic and on getting hand signals from the Gateman and in his absence from Assistant Loco Pilot, the Loco Pilot shall sound the prescribed code of whistle and cautiously proceed up to the next Stop signal complying with the rule 9.02 or 9.07 as the case may be.

Note :- The code whistle mentioned in G.R. 9.15 (b) (i) & (iv) shall be one long continuous whistle and the Loco Pilot shall stop 30 metres short of the level crossing before passing it cautiously in case of G.R 9.15 (b) (iv). (C. Memo No. 5)

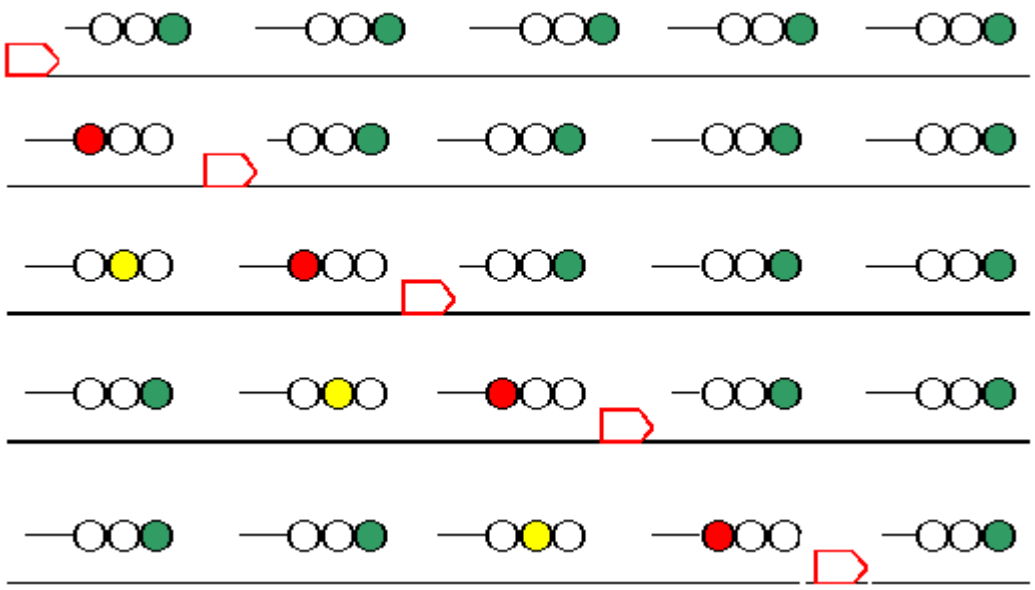
S.R.9.15(i) Semi-Automatic Signals controlled by level crossing gates are fitted with a yellow enameled disc with a letter "G" in black in addition to the "A" Marker light, and they are controlled by the gate in addition to track-circuits. The gate control cannot be released until the gates are closed and locked across the public road. When the gate control is released the 'A' marker remains lit.

S.R.9.15 (ii) When a Loco Pilot finds that a semi-automatic Stop signal protecting a level crossing is at "ON" with "A" marker light extinguished, he shall report the fact to the next station in the same manner as he reports the failure of an Automatic Stop signal under Rule 9.11.

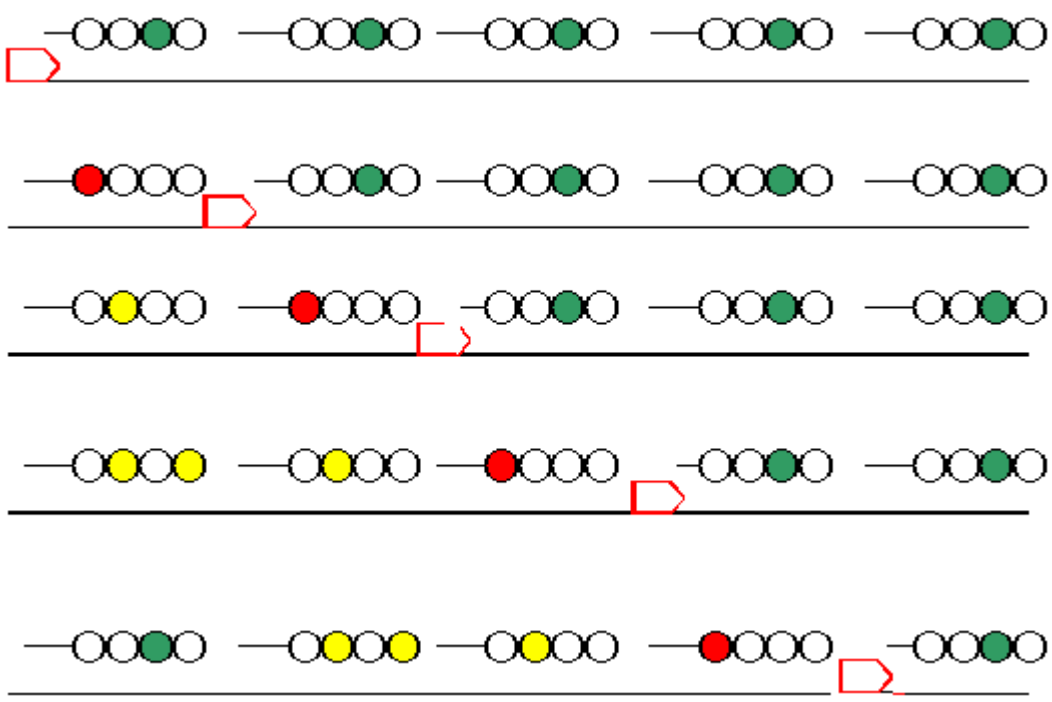
9.16. Illustrative diagrams.-

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:-

AUTOMATIC CHANGE OF SEQUENCE OF ASPECTS BEHIND THE TRAIN IN THREE-ASPECT SIGNALLING TERRITORY



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 dispatched 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 Train System unless the Station Master of the block station in advance has exchanged messages regarding his redlines 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 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 15 minutes, or such shorter interval as may be fixed by special instructions,

(e) all the trains following the first train shall be timed to run at the same speed and such speed shall not exceed 25 Kilometres an hour except under special instruction,

(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) counter signed by the Guard and then handed to the Loco Pilot either by the Station Master or by some railway servant appointed in this behalf by special instructions.

(4) An authority to proceed shall not be handed to the Loco Pilot under sub-rule (2) or (3)-

(a) until the train is ready to start, and

(b) if the train is waiting to pass another train, until the whole of the latter train has come in and is clear of the running line for the former train.

10.05. Authority to proceed on the Following trains System:-

The written authority to proceed for use on the Following Trains System shall be in the following form:-

Serial No…….. ……Railway

THE FOLLOWING TRAINS SYSTEM

AUTHORITY TO PROCEED

Up (or Down)

Train No……..Up (or Down) Date……Time……Hours……Minutes
From……Station to……..Station

To Loco Pilot and Guard

(1) You are hereby authorized to proceed with your train from……Station to …….Station

(2)Train No ……ahead of your train left this station at ….hours……minutes.

(3)Train No……Shall follow your train from this station at ……hours……minutes.

(4) You are required to observe a speed restriction of …… Kilometres an hour.

Signed…….....
Station Master at……
(Station Stamp)

Signature of Guard at……..Station.

Strike out which ever is inapplicable.

This ticket shall be given up by the Loco Pilot immediately on arrival to the Station master or other person authorized 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 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, as been rectified.

(3) When an authority to proceed is delivered to the Guard of the train under sub-rule (3) of Rule 10.04, he shall, before it is handed to the Loco Pilot satisfy himself similarly.

10.07. Obstruction in face of approaching train or trains on the following trains system:-

The line shall not be obstructed outside the outermost facing points in face of an approaching train as long as this system of working is in force.

10.08. Cessation of Working on the following Trains System:-

When it is intended that no more following trains shall be despatched in the same direction, the Station Master shall intimate such intention by a message to the block station in advance, after which no more trains in either direction shall be despatched between the two station until the last train has arrived at the block station in advance and the line has been cleared between the two stations.

10.09. Protection of trains on the Following Trains System:-

(1) When a train is stopped between Stations and if the detention exceeds or is likely to exceed five minutes, it shall be protected in accordance with the provisions of rule 6.03, except that the Guard going back to protect the train shall place one detonator, at 250 metres from the train on the way out, and two detonators; 10 meters apart, at 500 meters from the train, irrespective of gauge.

(2) In case the train, stopped between stations, is unable to proceed on account of accident, failure, obstructions or any other exceptional cause, the Loco Pilot shall also arrange to protect the train in the front in the manner laid down for the Guard.

CHAPTER XI

THE PILOT GUARD SYSTEM

11.1. Essentials of the Pilot Guard system: - Where trains are worked on the pilot Guard System,-

(a) a railway servant (hereinafter called a Pilot Guard) shall be specially deputed to pilot trains; and

(b) no train shall leave a station except under the personal authority of the Pilot Guard.

11.02. Conditions to be observed for following trains on the Pilot Guard System:-

Trains shall not follow one another in the same direction between stations, unless-

(a) the Loco Pilot has been properly warned of the time of departure of the preceding train and of the place at which it will next stop;

(b) all the trains are timed to run at the same speed, and such speed shall not exceed 25 kilometres an hour except under special instructions; and

(c) an interval of fifteen minutes has elapsed since the departure of the preceding train.

11.03. Pilot Guard's dress or badge:-

The Pilot Guard shall be distinguished by a red dress or badge.

11.04. Pilot Guard to accompany train or give authority to proceed:-

(1) No train shall be started from a station unless the Loco Pilot sees that it is accompanied by, or that the authority to proceed is given personally by the Pilot Guard wearing the dress or badge prescribed in Rule 11.03.

(2) The Pilot Guard shall accompany every train:
Provided that when it is necessary to start two or more trains from one end of the section before a train has to be started from the other end, the Pilot Guard shall accompany only the

last 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.

11.05. Pilot Guard's Tickets:-

(1) When the Pilot Guard does not accompany a train, he shall deliver to the Guard (or, if there be no Guard, to the Loco Pilot) a Pilot Guard's ticket on a printed form properly filled up and signed in ink, as the authority to proceed.

(2) Every such ticket shall apply only to the single journey to the station named on it.

(3) If the train is in charge of a Guard, he shall, before the train is started, deliver the ticket to the Loco Pilot.

(4) Immediately on the arrival of the train, the Loco Pilot shall deliver the ticket to the station Master who shall at once cancel it.

11.06. Protection of trains on the pilot Guard System:-

In the event of a train, which is followed by another train, stopping on the line between stations, the Guard and the Loco Pilot shall take action to protect the train in accordance with the provisions of Rule 10.09

CHAPTER XII

THE TRAIN STAFF AND TICKET SYSTEM.-

12.01. Essentials of the Train staff and Ticket System,- Where trains are worked between two stations on the Train-staff and Ticket System,

(a) a single Train-staff shall be kept at one of such station, 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:-

Train shall not follow one another in the same direction between Train-staff stations, unless-

(a) the Loco Pilot has been properly warned of the time of departure of the preceding train and of the place at which it will next stop;

(b) all the trains are timed to run at the same speed, and such speed shall not exceed 25 kilometres an hour except under special instructions; and

(c) an interval of fifteen minutes has elapsed since the departure of the preceding train.

12.04. Loco Pilot to have Train-staff or Train-staff Ticket:-

No train shall be started from a station unless the Loco Pilot has in his possession to be carried with him on the journey, either the Train-staff or a Train-staff Ticket, for the section of the line over which the train is about to travel.

12.05. Train-staff or Train-staff Ticket: by whom to be delivered to Loco Pilot:-

The Train-staff or Train-staff Ticket shall be delivered to the Loco Pilot by the Station Master or by some railway servant appointed in this behalf by special instructions.

12.06. Train-staff or Train-staff Ticket: when to be delivered to Loco Pilot:-

(1) When no other train is intended to follow before the Train-staff will be required for a train running in the opposite direction, then subject to the provisions of sub-rule (3), the Train-staff shall be delivered to the Loco Pilot.

(2) When other trains are intended to follow before the Train-staff can be returned, then, subject to the provisions of sub-rule (3), a Train-staff Ticket indication 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 trains 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, 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 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.

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 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 instruction to receive it.

(2) The person to whom any such Train-staff Ticket is so delivered shall immediately cancel the same.

12.10. Procedure when engine is disable on the Train-staff and Ticket System:-

(1) If an engine which carries the Train-staff breaks down between two stations, the Assistant Loco Pilot shall take the Train-staff to the Staff-station in the direction whence assistance can best be obtained, in order that the train-staff may be available at that station for delivery to the Loco Pilot of the Assisting engine.

(2) If an engine which carries a Train-staff Ticket breaks down between two stations, assistance shall ordinarily be obtained only from the station at which the Train-staff has been left; but if assistance can more readily be obtained from another station in the opposite direction, immediate steps shall be taken to have the Train-staff transferred to the other end of the section

(3) Whenever an engine has broken down between two stations, the Assistant Loco Pilot shall accompany the assisting engine to the spot.

12.11. Train-staff Tickets: how kept:-

Train-staff Tickets shall be kept in a ticket-box provided for the purpose and fastened by an inside spring, the key to open the box being the Train-staff to which the tickets apply.

12.12. Train staff: how kept:-

The Train-staff, when at a station, shall not be left in the box but shall be kept by the Station Master in safe Custody

12.13. Distinguishing marks on Train-staff Tickets 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 to 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 authorized to proceed from…….station to ……..station and the Train –staff will follow.

Train No. ……..in front left…….Hours……minutes.

Signed……

Station Master at……

(Station Stamp)……

Date…….

(Back of Ticket)

The Loco Pilot shall not accept this ticket unless he sees the Train-staff for the portion of line which he is about to enter.

This ticket shall be given up by the Loco Pilot, immediately on arrival, to the Station Master or other person authorised to receive it, and such person shall immediately cancel it.

12.15. Record of Train-staff Tickets issued:-

The Station Master shall keep a record in a book of each Train-staff Ticket issued, showing the number of each ticket and the particular train for which it was issued.

12.16. Obstruction outside the Home Signal:-

The line outside the Home signal shall not be obstructed unless the Train-staff of the Portion of the line to be obstructed is at the station.

12.17. Protection of trains on the Train-staff and Ticket System:-

In the event of a train, which is followed by another train, stopping on the line between stations, the Guard and the Loco Pilot shall take action to protect the train in accordance with the provisions of Rule 10.09.

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.

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 (i)(a) A Metal Token bearing the inscription, "One Train Only" and the section to which it applies shall be supplied to each base station. For example, the inscription on the Metal Token provided for use between A and B shall be as follows:-

ONE TRAIN ONLY
A - B

(b) (1) The Station Master on duty shall keep the Metal Token locked in a box, specially provided for the purpose and retain the key of the box in his personal custody.

(2) The Station Master shall not take the Metal Token out of the box, except when handing it over to the Loco Pilot of train to enter the section. Immediately the Metal Token is received from the Loco Pilot on his return to the base station, the Station Master shall secure it in the box.

(3) The non-availability of the Metal Token from the box shall be regarded by the Station Master as an indication that the section is occupied by a train.

(4) The Metal Token shall be the sole "Authority to Proceed" for a train to work on the section.

S.R.13.03 (ii) The Loco Pilot of the train on returning to the base station shall hand over the metal token to the Station Master.

S.R. 13.03 (iii) The Station Master of the base station is also responsible for promptly recovering the Metal Token from the Loco Pilot. He shall satisfy himself that the train has arrived complete and immediately secure the Metal Token in the box.

The Station Master of the base station shall also maintain a Train Signal Register wherein he shall enter the Train Number, description of the train, the time of handing over of the Metal Token to the Loco Pilot, the time of departure of the train from the base station, the time the train arrives back and the time of securing the Metal Token from the Loco Pilot. Similarly, the Station Master or Clerk-in-charge on duty at the other end of the sections shall enter the arrival and departure of the train in the Train signal Register/Station Diary under signature.

S.R. 13.03(iv)(a) If the Metal Token in normal use is lost or badly damaged so as to require replacement, the emergency, Metal Token kept in a box locked and sealed in the duty Station Master's office. (the key of which shall be in the personal custody of the Station Master on duty) shall be brought into use. For example, the Metal Token provided for use in case of emergency on the A and B section shall have the following inscription:-

EMERGENCY ONE TRAIN ONLY A - B

The Station Master on duty alone is authorized, in the exceptional circumstances referred to above, to break the seal, open the lock and make use of the emergency Metal Token as "Authority to Proceed" for trains to work on the section.

(b) (i) Whenever the Station Master of the base station brings into use the emergency Metal Token, he shall record the fact in the Station Diary, detailing the circumstances under which and the time at which the emergency Metal token was brought into use; he shall also advise the Station Master at the other end by telephone. He shall also promptly advise the Traffic Inspector of the section, the Loco Foreman and the Divisional Railway Manager by a special letter. The Station Master at the other end shall also record the fact in the Station Diary. The Divisional Railway Manager shall immediately arrange to supply a duplicate Metal Token to the Traffic Inspector advising the Loco Foreman and both the Station Masters. The Inscription on the duplicate Metal Token shall bear the word `Duplicate'. For example, the duplicate Metal Token for use on the A and B section shall be as follows: -

DUPLICATE ONE TRAIN ONLY A-B

On receipt of the duplicate Metal Token, the Traffic Inspector shall proceed to the base station and bring the duplicate Metal token into use after having restored the emergency Metal Token into the box and resealed the box. He shall advise the Station Master at the other end with copy to the Loco Foreman and the Divisional Railway Manager.

An entry shall be made to this effect in red ink in the Train Signal Register or the Station Diary as the case may be.

(ii) If the original Metal Token which has been lost is subsequently found, it shall not be handed over as "Authority to Proceed" to any Loco Pilot. The Station Master shall immediately return it to the Divisional Railway Manager advising the Traffic Inspector of the section.

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 acknowledgement.

(2) (a) Such Station Master, if he is not the Station Master of the base station, shall communicate this information to the Station Master of the base station. On receipt of such information, the Station Master of the base station may allow another engine to enter the line.

(b) The engine so sent shall either be accompanied by the Guard of the disabled train, who shall explain to the Loco Pilot where and under what circumstances the disabled train is situated, 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 train until the disabled train has been moved and any other engine sent to the assistance of the disabled train has been returned to the base station.

(4) If there is no Guard of a disabled train, the Assistant Loco Pilot or, if necessary, the Loco Pilot shall perform the duties imposed by this rule on the Guard, provided the engine is not left unmanned in terms of Rule 4.20.

S.R. 13.04(i)(1) When a Loco Pilot leaves a base station without proper "Authority to Proceed" he shall immediately stop the train.

(2) The Loco Pilot and the Guard shall protect the train in accordance with Rule 6.03.

(3) The Guard, or in his absence, the Loco Pilot shall convey the report of the occurrence in writing to the Station Master of the base station direct or through the official at the terminal either by utilizing the magneto telephone, if provided, at a nearby flag station or engineering level crossing gate or by sending a messenger if there is no phone communication.

(4) The Loco Pilot shall restart his train only when he is in receipt of a memo authorising him to restart supported by a Private Number from the Station Master of the base station.

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 of 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.

S. R. 14.01 (i) The order of preference of the means of communication for obtaining / granting Line Clear for train operation under Absolute Block system shall be as enumerated below:-

a) Block instruments / Track Circuits / Axle Counters.
b) Telephone attached to Block Instrument
c) Station to station fixed telephone
d) Fixed telephone such as Railway Auto Phone and BSNL phone
e) Control Telephone and
f) VHF sets under special instructions, but not as the sole means of communication on sections where passenger trains run.

S. R. 14.01 (ii) (a) In all cases where Line Clear is to be obtained for a train by any means of communication other than the Block Instruments / Track Circuits / Axle Counters or Telephone attached to Block Instrument, the Station Masters at either end of the concerned block section shall establish their identity and that of their stations by crossing checking the Private Numbers in the Train Signal Register given for Line Clear for the preceding three trains in the direction in which the train is to be started.

b) The first Private number shall be called out by the Station Master seeking line clear. The preceding Private Number shall be called out by the Station Master at the other end and the third Private number again by the Station Master seeking line clear, with due crossing checking of each number. When ever Line Clear is obtained through Control phone, the crossing checking of Private Numbers shall be done in the presence of Section Controller who shall record the same in the register maintained for this purpose.

c) After establishing the correct identity by cross checking of Private Numbers, Line Clear shall be obtained in the usual manner and the train may run at normal speed subject to other speed restriction in force expect for the first train on twin single line section for which a caution order shall be issued for a speed restriction of 25 kmph over the entire block section.

d) All the three Private Numbers cross checked shall be entered in the 'Remarks' column of the Train Signal Register against the entry for the train at both stations. The following endorsement shall be made on the paper authority to proceed given to the loco Pilot.

'Line Clear obtained through _____ supported by cross checking of Private Numbers given for the preceding three trains'. (Correction Memo No. 6 dated 20.10.07)

14.02. Provision of instruments.-

(1) Electrical communication instruments shall be provided at every station, except at class `D' stations where they may be provided under special instructions.

(2) (a) The electrical block instruments, where provided, and electrical communication instruments at any station shall be of a type approved by the Commissioner of Railway Safety and shall not be brought into use in the first instance unless they have been passed by him.

(b) The person in charge of the maintenance of electrical block instruments 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).

S.R.14.02 (i) Token/ tokenless block territory indication Boards:- To remind Loco Pilots that they should be in possession of token when passing from a section worked by tokenless block instruments or double line block instruments to a section worked by token instruments, boards with the legend "Tokenless Territory ahead" are provided on the First Stop signal of the Station where tokenless working commence. At junction stations where token and tokenless territories meet, the First Stop signal of each direction shall carry the appropriate legend with added information "towards…" whenever a change from token to tokenless territory or vice versa is involved.

S.R.14.02 (ii) **System of Working/System of Signalling. Indication Boards**:-

To serve as a guidance to the Loco Pilots that they are passing from one system of Working to another, an indication Board with suitable legend shall be provided on the appropriate Stop signal. Indication Boards with suitable legend shall also be provided on the appropriate Stop signal to guide the Loco Pilots that they are passing from one type of signalling to another (From Two Aspect Signalling to Multiple Aspect Signalling etc.,)

14.03. Consent required before interfering with Block working equipment.-

No railway servant shall interfere with the block working equipment, or their fitting for the purpose of effecting repairs, or for any other purpose, except with the previous consent of the Station Master.

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 (i) The Principal, Zonal Railway Training Institute, Tiruchirappalli is responsible for proper training and issue of Block Competency Certificates to staff connected with block working, attending initial / promotional / refresher course and other special courses after necessary tests are conducted by him. Such certificates shall be valid only for a period of 3 years from the date of the issue, up to the last day of the month in which the BCC is due for renewal. It can be revalidated only once for two more months by Senior Divisional Operations Manager/Divisional Operations Manager. In such cases, the holder of the Block Competency Certificate shall advise to the Senior Divisional Operations Manager/Divisional Operations Manager in writing through the Station Manager/Station Master in charge not less than 15 days in advance of the date of expiry and the Senior Divisional Operations Manager/Divisional Operations Manager shall renew the same after conducting necessary test. A record of such test with its result shall be made at the back of the original Block Competency Certificate.

The Block Competency Certificate shall be in the personal custody of the staff to whom it is issued (except when it is sent for the counter signature of the Sr. Divisional/Divisional Operations Manager) and it shall be promptly produced for inspection by the Officers and the inspecting officials of the Operating and Signal Departments.

14.05. Bell Code.-

For the signalling of trains, the prescribed code of bell signals as detailed below, shall be used and a copy thereof shall be exhibited in each block station near the place of operation of the block working equipment-

REF NO	INDICATION	CODE	HOW SIGNALLED	HOW ACKNOWLEDGED
1.	CALL ATTENTION OR ATTEND TELEPHONE	0	One stroke or beat	One stroke or beat
2	IS LINE CLEAR OR LINE CLEAR ENQUIRY	00	Two	Two
3	TRAIN ENTERING BLOCK SECTION	000	Three	Three
4	(A) TRAIN OUT OF BLOCK SECTION (B) OBSTRUCTION REMOVED	0000	Four	Four
5	(A) CANCEL LAST SIGNAL (B) SIGNAL GIVEN IN ERROR	00000	Five	Five
6	(A) OBSTRUCTION DANGER SIGNAL (GENERAL)	000000	Six	Six
	(B) (B) STOP AND EXAMINE TRAIN	000000 - 0	Six pause one	Six pause one
	(C) TRAIN PASSED WITHOUT TAIL LAMP OR TAIL BOARD	000000 - 00	Six pause two	Six pause two

	(D) TRAIN DIVIDED	**000000 - 000**	**Six pause three**	**Six pause three**
	(E) VEHICLES RUNNING AWAY IN WRONG DIRECTION ON DOUBLE LINE OR INTO THE BLOCK SECTION ON SINGLE LINE	**000000 - 0000**	**Six pause four**	**Six pause four**
	(F) VEHICLES RUNNING AWAY IN RIGHT DIRECTION ON DOUBLE LINE	**000000 - 00000**	**Six pause five**	**Six pause five**
7	**TESTING**	**00000000 00000000**	**Sixteen**	**Sixteen**

Note;- (1) ' 0 ' INDICATES A STROKE OR A BEAR AND '__ ' INDICATES A PAUSE
(2) EACH SIGNAL SHALL BE GIVEN SLOWLY AND DISTINCTLY.
(3) Exchange or 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.

S.R. 14.05(i) In case where block instruments are housed in signal cabins, the Cabin Assistant Station Master / Switchman shall , whenever the Bell codes are given or received to indicate the following , immediately advise the Station Master at the station:-

(a) Stop and Examine Train.
(b) Train passed without tail lamp or tail board.
(c) Train divided.
(d) Vehicles running away in wrong direction on Double line or into the block section on Single line.
(e) Vehicles running away in right direction on Double line.

14.06. Acknowledgment of Signals.-

(1) Each signal received shall be acknowledged by sending its authorized 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 (i) (a) The Station Master at either end of a block section making an entry for a train in the Train Signal Register shall not break "off" duty till all entries relating to that train are completed except in the following cases:-

(1) Material train working on line

(2) Accidents, engine failures, overhead equipment failure, trains working in sidings etc., where reasons for trains getting abnormally delayed are well known.

(b)A line shall be drawn across in the Train Signal Register whenever Station Master change duty. The Station Master who is going "off" duty shall sign his name legibly and enter the time above the line and the incoming Station Master shall do so below the line.

(c)In exceptional cases cited under clause (a), entries in the Train Signal Register so far made shall be initialled by both the Station Masters. An entry, as under, shall be made in red ink, immediately below the entry for the train and above, the line [see clause (b)] stating the reason. e.g.:

"Block section still occupied by train

(No. and description)…….working on line".

Both the Station Masters shall sign this entry as required in clause (b). An entry to this effect shall also be made in the Station Diary and initialled by both the station Masters.

14.08. Authority to proceed.-

The Loco Pilot shall not take his train from a block station unless he has been given an authority to proceed-

(a) on the double line, by the taking `off' of the last Stop signal, and

(b) on the single line, either-

(i) by a token for the block section, taken from an electrical block instrument, or

(ii) by a Line Clear Ticket duly signed by the Station Master, or

(iii) by any document prescribed in this behalf by special instructions, or

(iv) by the taking `off' 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(i) Special instructions for working trains on "Authority to proceed without Line Clear" Under abnormal conditions and emergencies:-

1.Circumstances under which the "Authority to proceed without Line Clear" is to be issued:-

(A) On single line

(i) When the Station Master on duty becomes incapacitated and no relief can be had within a reasonable time, the Guard of the waiting train shall prepare an "Authority to proceed without Line Clear" for his train after verifying that the block section is clear of trains. He shall communicate with the Station Master at the other end, obtain a Private Number and enter the same in the "Authority to proceed without Line Clear". The Guard shall also issue an Authority to the Loco Pilot to pass the despatch signals, if any, at "on". He shall also issued Caution Order, if necessary. Before leaving the Station, the Guard shall make necessary entries in the Train Signal Register in red ink. He shall also secure the incoming token of the previous block section from the Drier and hand it over to the Station Master at the next block station.

If the Guard is not able to communicate with the Station Master at the other end and get a Private Number, he shall not start his train but make every endeavor to get in touch with the Divisional Operations Manager/Divisional Safety Officer for further orders.

(ii) When Line Clear Ticket (Form T/C 1425 or T/D 1425) or Conditional Line Clear Ticket (T/G 602, T/H 602) cannot be issued to a train at the starting end. (C.Memo No. 1 / 2008 (8) dated 10.01.08)

(iii) When a Station Master in advance is unable to give a Private Number at the time of giving Line Clear for a train.

(iv) When Accident Relief Train is required to enter a block section already occupied by a trolley on Form T/1518 with `line clear refused' endorsement.

(B) On the double line.-

(i) When the Station Master on duty becomes incapacitated and no relief can be had within a reasonable time, the Guard of the waiting train shall prepare an "Authority to proceed without Line Clear" for his train.

He Shall carry out all the precautions envisaged under Single line before issuing "Authority to proceed without Line Clear" for his train.

(ii) When Line Clear Ticket (T / C 1425 or T / D 1425) cannot be issued at the starting station. (C.Memo No. 1 / 2008 (9) dated 10.01.08)

(iii) When the Station Master in advance is unable to give a Private Number at the time of giving Line Clear for a train.

(iv) When Accident Relief Train is required to enter a block section already occupied by a trolley on From T/1518 with `line clear refused' endorsement.

(2). **Information to be given on the "Authority to proceed without Line Clear" in respect of the affected block section**:-

(a) Reason for issue of the "Authority to proceed without line Clear".

(b) Whether the block section is occupied not-if so, the details.

(3) **Preparation of the "Authority to proceed without Line Clear" by the StationMaster/Guard**:-

(a) Before preparing the "Authority to proceed without Line Clear", the Station Master/Guard shall examine the Train Signal Registers, Train Message books, Working time Tables, Train Notice Register and Caution Order advices; and also contact Control and the Station Master at the other end, whenever communication is available.

(b) The "Authority to proceed without Line Clear" shall be prepared in duplicate (by carbon process) clearly and legibly. All the columns shall be completely and correctly filled in, without any alteration or mistake in any of the entries. It shall be signed in full by the Station Master/Guard. If a mistake is made in the "Authority to proceed without Line Clear" the word "cancelled" shall be written across it and a fresh "Authority to proceed without line clear" shall be prepared and issued, the cancelled" Authority to proceed without Line Clear" being retained in the book in its place or if already detached pasted on the back of the duplicate copy.

(c) Whenever a Private Number cannot be obtained, due to the Station Master at the other end of the section having lost or mislaid his Private Number book, the Station Master shall Write "not obtained" in the P.N. column. (C M 9 dated 20.02.07)

(4) **Examination of the "Authority to proceed without Line Clear" by the Guard and Loco Pilot**:- (a) The Guard and the Loco Pilot shall examine the "Authority to proceed without Line Clear" carefully and ensure that all the columns are completely filled in, without any mistake or alteration in any of the entries, that the date, station names and the number and description of the train are correct and that it is signed in full by the Station Master. If any mistake is detected, the "Authority to proceed without Line Clear" shall be returned to the Station Master and a fresh "Authority to proceed without Line Clear" shall be obtained, the cancelled "Authority to proceed without Line Clear" being pasted on the back of the duplicate copy. The "Authority to proceed without Line Clear" shall be signed in full by the Loco Pilot and Guard in token of their having examined it and found it to be complete and correct.

(b) All trains, including non-stopping trains, shall be stopped at the station for the issue of the "Authority to proceed without Line Clear" as well as at the other end for the Guard to sign the remarks column of the Train Signal Register.

(5) **Report to the Divisional Railway Manager**:- The Station Master who issues an "Authority to proceed without Line Clear" shall make a special report of the circumstances under which it was issued, to the Divisional Railway Manager.

(6) **Entries to be made in the Train Signal Register**:- (a) All the entries relating to the train dealt with on an "Authority to proceed without Line Clear" shall be made in red ink, in the Train Signal Register.

(b) (i) When a train arrives at a station with an "Authority to proceed without Line Clear", the Station Master shall enter the number and description of the train and the time of its arrival in the Train Signal Register, obtain the signature of the Guard, or the Loco Pilot in the case of a light engine, against the entries for the train and then exchange the messages as per clause (iii) below, when communication is available.

(ii) If the train returns to the starting station, the Station Master shall comply with the provisions of clause (i) above and make the relevant entries in the Train Signal Register on the line referring to the Train.

(iii) For each train that clears the section at either end of a block section, the Station Master shall exchange the following messages:-

No……. My/Your Private Number……Train (No……and description) …… cleared section here at ……hrs……mts

No……. Your/My Private Number ……. Understand Train (No. and Description ……..cleared section at yours at…….hrs…….mts

Note:- Reference to Private Number shall be omitted when a Private Number has not been given.

(7) **Precautions to be observed by Loco Pilots when trains are run on "Authority to proceed without Line Clear":-**

(i) On Double line sections, the speed shall not exceed 25km.p.h. during day when the view ahead is clear and 10 Kmph during night or when the view ahead is not clear during day.

(ii) On single line sections the speed shall not exceed 15km.p.h by day when the view ahead is clear and 10km.p.h during night or when the view ahead is not clear during day.

(iii) In thick or foggy or tempestuous weather or in dust storm, the Loco Pilot shall go at walking pace whistling repeatedly preceded at an adequate distance by one man on foot with hand signals on double line sections and by two men on foot, one displaying red light and the other carrying fog signals ready for immediate use on Single line sections.

(iv) Both by day and by night, the train shall be piloted by a railway employee equipped with hand signals and detonators through tunnels.

(v) During night, if the engine is not fitted with electric headlight or if the electric headlight is not in working order, the train or the light engine shall be preceded at an adequate distance by a railway servant carrying detonators and exhibiting a red light ahead to stop any other approaching train.

(vi) A Sharp look-out shall be kept at all times and the Loco Pilot shall be prepared to stop short of any obstruction.

(vii) When approaching the Station ahead, the Loco Pilot shall bring his train to a stand outside the First Stop signal and sound the whistle. If no one turns up from the station within 10 minutes, he shall send his Fireman/Assistant immediately to the station or the cabin to inform the Station Master or Cabinman of the arrival of the train. The train may be received by taking "off" the reception signals.

(8) **Resumption of block working**:- The Working of trains on the "Authority to proceed without Line Clear" shall be discontinued and block working resumed when the cause for the issue of "Authority to proceed without Line Clear" no longer exists.

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.

S.R.14.09(i) When a train clears the block section after entry at either end, the currency of the "authority to proceed" ceases. If a train is required to re-enter the block section, fresh Line Clear shall be obtained and fresh "authority to proceed" shall be given to the Loco Pilot.

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. (C. Memo No. 5 dated 08.08.07)

(3) The provision of clause (b) of sub-rule (2) may be relaxed at class `A' single line crossing stations. In such cases, the Station Master shall satisfy himself that the train is standing at its Starter clear of the line on which the second train is to run.

(4) Where in a section a block proving Axle Counter or continuous Track circuiting between block stations and complete track circuiting of station section excluding non-running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, it would be taken as assurance for complete arrival of the train to the Station Master. (C.Memo No. 5)

SR 14.10 (i) The responsibility and procedure for ensuring compete arrival of trains at Stations/Yards shall be incorporated in the Station Working Rules.

SR 14.10 [ii] For all run through trains and for other trains which usually come to a stop at a place whose Tail-Lamp/Tail Board can conveniently be observed, the responsibility for ensuring complete arrival of a train devolves on the Station Master by physical observation of Tail Board/Tail Lamp in terms of GR 4.17[1].

SR 14.10 (iii) At stations/Yards where owing to the inconvenient location of the Station Master's office/ cabin or any other reason the Station Master in charge of the block working cannot physically verify himself that the train has arrived complete by observation of Tail Board/ Tail Lamp, one of the following procedures shall be followed in the order of priority according to the circumstances

SR 14.10[iii] (a) Whenever the last vehicle of a train which has been received and berthed at the station is in such a position that the Station Master is unable to see the Tail Board/Tail Lamp and satisfy himself that the train has arrived complete, the Guard shall indicate to the Station Master that the train has arrived complete and berthed clear of the fouling marks by waving his arm four times overhead from side to side by day and by waving a white light in the same manner by night .This shall be acknowledged by the Station Master in the same manner. This procedure shall be followed whenever the Guard and Station Master can exchange the complete arrival signal conveniently.

SR 14.10 (iii) (b) In the case of stations where block working is performed in the Station house, worked with two cabins, one at either end of the yard, the cabin Station Master/cabin man shall indicate to the Station Master in charge of block working that the train has arrived complete and berthed clear of the fouling mark by giving a Private Number through telephone where provided or by waving a green flag four times over head from side to side by day and by waving a white light by night in the same manner where telephone is not provided or the telephone provided becomes defective. This shall be acknowledged by the Station Master in the same manner.

SR.14.10 (iii) (c) In case the Station Master is unable to ensure the complete arrival of a train in terms of SR 14.10 (iii) (a) or (b), the complete arrival shall be ensured by exchange of Private Numbers between station Master and Guard through walkie-talkie in the following manner.

The Station Master shall contact the Guard of the train through walkie-talkie by revealing his identity by quoting his name, designation and station. The Guard shall acknowledge by giving out his name, designation, the train number and description and the line of reception. After satisfying himself that the last vehicle of his train is standing clear of the fouling mark the Guard shall communicate a Private Number to the Station Master who shall ,in turn, give a Private Number to the Guard of the train.

The Guard shall record the Private Number received from the Station Master in his Rough journal book. The Station Master in charge of the block working shall record the name of the Guard and the Private Number received from him in the Remarks' column of the Train Signal Register against the entry for the train. He shall not give `Train out of block section signal/Train out of section' report to the Station Master in rear until he has received the Private Number from the Guard.

SR 14.10 (iii) (d) During the failure of Walkie-Talkie /VHF sets and/or when the Station Master is not in a position to communicate with the Guard of the incoming train for any reason, `Train Intact Arrival Register' (T/1410) shall be used for ensuring complete arrival of trains in the following manner.

The Station Master shall send the register to the Guard through an authorized railway servant entering the date and train No. The Guard after satisfying himself that the last vehicle of his train is standing clear of the fouling mark, record the arrival time with his full signature in the appropriate columns. Thereafter the Station Master on duty shall intimate to the Station Master in charge of the block working of the complete arrival of the train from one or more directions as the case may be duly supported by a Private Number for each train. The Station Master in charge of the block working shall record this Private Number in the `Remarks' column of his Train Signal Register against the entry of the train and shall not give `Train out of block section' signal/`Train out of section' report to the Station Master in rear until he receives the Private Number referred to above.

Note: The used `Train Intact Arrival Register' shall be kept as a record at stations for a period of six months.

SR 14.10 (iv) At stations where Block Proving Axle Counter/ continuous Track circuiting is provided and is functioning in terms of GR 14.10(4), the procedure for ensuring complete arrival of trains as per SR 14.10 (iii) (a) to (d) may be dispensed with whenever the Station Master is unable to see the Tail Board/ Tail Lamp. (C. Memo No.5/2008 dt. 23.12.2008.)

14.11. Responsibility of Station Master as to authority to proceed:-

(1) An authority to proceed shall not be given to the Loco Pilot until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.

(2) An authority to proceed shall not be given to the Loco Pilot except by the Station Master or by some railway servant appointed in this behalf by special instructions.

(3) The Station Master shall see that the authority to proceed given to a Loco Pilot is accurate and that, when it is in writing , it is complete and is signed in full and in ink.

(4) If the train stops at the station and is waiting to cross another train, the authority to proceed shall not be given to the Loco Pilot until the whole of the train has arrived and is clear of the running line for the former train.

(5) If two engines are coupled together or if one engine is in front and another in rear of the train, the authority to proceed shall be given to the Loco Pilot of the leading engine.

14.12. Special responsibility as to electrical token instruments and to the token.-

(1) The Station Master shall be responsible to ensure that-

(a) no one but himself operates the electrical block instruments,

(b) the procedure regarding bell signals and, in addition any communication made by electrical communication instruments including the use of a private number, as laid down under special instructions, is correctly carried out,

(c) in the case of stopping trains, the incoming token is surrendered by the Loco Pilot before an outgoing token is delivered to him,

(d) when he receives the token of an incoming train, it is put in the electrical block instrument immediately, and

(e) no one except the person authorized 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(i) A damaged token shall not be accepted as an "authority to proceed". A damaged token is a token which cannot be readily inserted into or extracted from the instrument or where the station code initials, class and number engraved on the token has been defaced beyond recognition.

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 fail, Line Clear shall be obtained through the electrical communication instruments.

(2) When Line Clear has been so obtained, an entry to that effect shall be made in the Train Signal Register, and the train may be allowed to proceed on the issue of a written authority to proceed, which shall also bear a remark to that effect.

S.R.14.13 (i) On double line during the failure of Electrical Block instruments or track circuits or Axle Counters, Line Clear shall be obtained through the Block Telephone/ Station to station Fixed Telephones / Fixed telephones such as Railway Auto phones and BSNL phones / Control Telephone / V. H. F. sets (under special instructions, but not as the sole means of communication on sections where passenger trains run) (CM 8 dated 29.01.07) and 'Line Clear Ticket (Form T/C 1425 or T/D 1425) as the case may be shall be issued as Authority to proceed.(C. Memo No. 1 / 2008 (11) dated 10.01.08)

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 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.

A. Block Stations at which Electrical Block Instruments are not provided

14.15. Transmission of signals:-

For the working of trains at such stations where electrical block instruments are not provided, signals as prescribed under special instructions shall be transmitted, as occasion may require, on the electrical communication instruments.

14.16. Train Signal Register.-

The Train Signal Register referred to in Rule 14.07 shall also be maintained at block stations where block instruments are not provided.

14.17. Forms for messages and written authority to proceed:-

(1) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written on forms specially provided for the purpose by the Railway Administration.

(2) Such forms shall be bound up in books and kept at each block station by the Station Master, or by some railway servant appointed in this behalf by special instructions.

14.18. Distinction of messages:-

(1) Every message despatched in connection with the working of a train shall distinctly describe the train to which it relates.

(2) For every train a separate Enquiry 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 authorized to despatch or issue the same.

(2) No message or written authority to proceed shall be written out either, in full or in part, or signed, until necessary.

14.20. Completion of messages:-

No part of any message shall be despatched or acted upon until the whole message has been written out except with a view to the prevention of an accident, or in some other case of emergency.

14.21. Preservation of messages and written authorities to proceed:-

Messages and written authorities to proceed shall be destroyed at such time after issue as may be prescribed by special instructions:

Provided that no message or written authority to proceed shall be destroyed before one month after issue.

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 Form T/ C 1425 or T/D 1425. (C. Memo No. 1 / 2008 (12) dated 10.01.08)

(2) Each such ticket shall bear a serial No. 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 rules (1) & (2) shall be printed on white paper with blue font. To distinguish paper Line Clear Ticket for Up and Down directions, a water mark arrow pointing "Up" and "Down" shall be printed on the face of ticket

S.R.14.25(i)The Line Clear Enquiry message shall be recorded in the form T/A 1425 and Line Clear Reply message on Form T/B 1425.

S.R.14.25 (ii)Form T/C 1425 is the Line Clear Ticket for the Up direction and Form T/D 1425 is the Line Clear Ticket for the Down direction.

S.R.14.25(iii)Form T/C 1425 (or) Form T/D 1425 shall be prepared in conjunction with Form T/A 1425 only. (C. Memo No. 1 / 2008 (13) dated 10.01.08)

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. Condition of Permanent Way and Works.-

Each inspector of Way or Works 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 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.

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.

15.04. Inspection of Permanent Way and Works.-

(1) Every portion of the Permanent way shall be inspected daily on foot by some railway servant appointed in this behalf by special instructions:

Provided that the interval between such inspections may, under approved special instructions, be increased to once in two days in the case of lines with light and infrequent traffic.

(2) all bridges and works including signals, signal wires, interlocking gear, points and crossings, overhead equipment and any other equipment affecting the safety and working of trains shall be inspected regularly in accordance with special instructions.

S.R.15.04(i) The Key man of the gang shall walk over his length of line at least once daily in each direction, examining the permanent way and attending to the tightening or replacement of loose keys or fastenings. If he discovers any dangerous conditions such as a broken rail, he shall, at once , protect the line in

accordance with Rules, take such immediate action as is possible and report the matter without delay to the Gangmate, Permanent Way Inspector and the nearest Station Master who shall immediately communicate the same to the Permanent Way Inspector, if the latter is not available at his station.

Note.- Once a week, the duties of the Keyman shall be performed by the Gangmate.

15.05. Patrolling of Lines.-

(1) In addition to the inspection referred to in Rule 15.04, whenever any portion of a 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. Special Instructions regarding line patrolling-

(1) Occasions when line patrolling is necessary.- (a) During the monsoons and stormy whether, special arrangements, as detailed in the following paragraphs, shall be made to patrol the line at night. The divisional Engineers shall decide, from the state of the weather and from any forecast from the Meteorological office and from reports of Highways and Irrigation departments that may be communicated to them, as to when it is necessary to put on the patrol. On the Nilagiri Railway, the line shall be patrolled daily from before the running of the first train, either ascending or descending, until the last train clears section.

(b) Emergency patrols may be put on, on particular lengths, or taken off at any time by the Divisional Engineer, the Assistant Engineer, the Permanent Way Inspector, or the Gang mate. Whenever an emergency patrol is put on, the Station Master throughout the length patrolled shall be advised to enable them to comply with S.R.15.05(7)(e).

(c) (i) Permanent Way Inspectors, however, shall not hesitate to order the gangs out if they receive heavy rain fall warnings or if there is a sudden cloud burst at a time when the regular patrols are not operating and also to introduce emergency patrolling.

(ii) The mates of the respective gang lengths should introduce such patrolling immediately whenever heavy thunder showers occur or are anticipated in the respective gang lengths.

(iii) Deep cuttings where boulders are likely to roll down, unstable cuttings where slips are likely and bridges which are prone to flooding and scouring should

receive special attention. The patrolling introduced may be discontinued only after the Assistant Engineer of the section is satisfied of the total cessation of adverse conditions.

(d) Security patrolling.- On the apprehension of a civil disturbance or due to any other causes, the Divisional Engineer shall, on receipt of advice, arrange for security patrolling of the line.

(2) Section where there is normally no night running.-(a) on certain sections of the line where normally trains are not run at night, it is not necessary to engage Patrolmen on duty. On these sections, each Gangmate/Keyman shall pass over his length before the first train of the day, and in the direction, if possible, from which the train is expected, so that on arrival at the commencement of each gang's length, the Loco Pilot may know from the exhibition of the usual "Proceed" hand signal by the Gangmates/Keyman that their respective lengths have been examined and are in order.

(b)Should it, however, be found necessary to run trains at night on these sections, the Divisional Operations Manager shall communicate, not less than twenty four hours in advance, direct with the Assistant Engineers and with all Station Masters on the section concerned, and the latter shall at once advise the Permanent Way Inspector and nearest Gangmates who shall depute Gangman to patrol the line.

(3) Beat Sections, Beat Stations and Beats of Patrolmen.- (a) Patrolmen shall patrol their beats according to the Patrol Charts issued by the Divisional Engineer, copies of which shall be given to the running shed, Control offices and stations concerned.

(b) For the purpose of night patrol, the line to be patrolled is divided into "Beat Sections". A "Beat Section" is the length between two block stations so selected that the distance from one to another is divisible into the beats of the required length (one or more intermediate block stations being omitted, if necessary, for that purpose). The block stations selected, which define the "Beat Section", are called "Beat Stations". Where the distance between two block stations exceeds ten kilometres, an intermediate Flag station, if any, may be used as an intermediate Beat Station. If necessary, traffic staff may be posted temporarily during the monsoon season to man such Flag stations, during the nights.

(c) (i) Ordinarily, patrolling will be carried out by a single patrolman, but in regions where danger from wild animals, dacoits and other risks as in Ghat sections exists, patrolling in pairs may be introduced with the approval of the Principal Chief Engineer.

Note.-(i) When a patrolman has walked the length of his beat once out, and has returned to the point from where he started, he has completed a "patrol"

(ii) Each Beat Section is to be patrolled twice during the night. Normally the beat length shall not exceed five kilometres but this may be relaxed on other considerations of intensity of rainfall and train service, etc. Under no circumstances, a patrolman shall be rostered to walk more than twenty kilometres. For beats upto five kilometres in length, the two patrols will be performed by the same patrolman. On sections prescribed by the Divisional Railway Manager, Beat Sections may be patrolled only

once during the night. A period of at least half an hour's rest is desirable between consecutive beats.

(ii) A Beat Section may comprise of one or more beats.

(iii) The interval between two consecutive patrols of a beat shall normally be about three hours, but this may be increased to about four hours where train service is light and monsoon conditions are not severe. Patrols at intervals closer than three hours may be introduced where the rainfall is very heavy and the area subject to floods or cyclones or whenever considered necessary.

(iv) The speed at which a Patrolman walks while inspecting the line shall not exceed three kilometres an hour.

(v) Whenever Security Patrolling is introduced, the patrol beat may be much shorter than that in the monsoon period. The intensity of patrolling will be as directed in the "Security Instructions" issued from time-to-time.

(vi) The equipment of a patrolman, stationery or mobile are as under:-

(1) Staff.
(2) Number plate.
(3) One water proof case containing 10 detonators
(4) Tri-colour hand signal lamp
(5) One three cell electric torch with a locally made attachment to be able to give either red or white aspect.
(6) One match box in water proof case.
(7) One water proof cap with hood.
(8) Two red flags and one green flag.
(9) One patrol book in polythene sheet.
(10) One water proof haversack.
(11) A pocket book and a pencil.
(12) One whistle.
(13) One fusee in Double line/ Multiple lines sections Suburban and Ghat sections as well as on Automatic Block territories.

Where men have to patrol in pairs, items (2), (5), (9),(10) and (11) need not be duplicated.

Note.-When item (5) is not supplied, one more hand signal lamp shall be supplied.

(d) Every year, the Divisional Engineer shall ensure, one month before line patrolling is likely to become necessary, that each Permanent Way Inspector is in possession of the night Patrol Diagrams for his section. The diagram shall show the Beat Sections, the Beat Stations, the locations and times of starting, of handing over and taking over Beat books and of return to starting point of each patrol and the number of patrols to be performed.

(4) Beat books.-(a) The Movements of Patrolmen are regulated by means of Beat books. The required number of Beat books shall be maintained by the Station Masters at the Beat stations as indicated in the Patrol Diagram for that section. The books shall be serially numbered to correspond with the number of patrols on each section. The Beat book shall contain the name of Patrolman.

(b) Patrolmen shall be on duty at the time specified for each in the Patrol Diagram. They shall contact the Station Masters personally, obtain the Beat books directly at the prescribed time from them, with the time of departure and other particulars duty filled in and signed and commence the patrol.

At Beat stations where block instruments are located in the cabin, the night Patrolman shall obtain the Beat book from the platform duty Station Master with his signature, thereafter obtain the signature of the Cabin Assistant Station Master on the Beat and continue the patrol. The Cabin Assistant Station Master shall enter the actual time of departure of the Patrolman in the Train Signal Register in the "Remarks" column.

(c) After thus commencing the patrol, he shall proceed to the other end of his beat,. If the other end happens to be a Beat Stations, he shall present his Beat book to the Station Master on duty who shall fill up the column regarding the time of arrival, time of departure etc. The Station Master shall enter the name of the Patrolman and the Staff Number and sign and return the Beat book to the Patrolman. Thereupon the patrolman shall return to the point from which he commenced his patrol. If the other end happens to be only an intermediate point in the Beat Section, the Patrolman shall exchange his Beat book with the Beat book of the Patrolman of the adjacent beat and then return to the starting station. On reaching the Beat station from which he commenced his patrol, he shall again present his Beat book to the Station Master on duty who shall fill up the time of arrival, etc., and sign. The same procedure is repeated for the next patrol, the movements being governed according to the Patrol Diagram. In this way each Patrol book shall be conveyed from one station to the other and back again.

At Beat Stations where block instruments are located in the cabin, the night Patrolman while returning from the beat shall obtain the signature of the Cabin Assistant Station Master and thereafter obtain the signature of platform duty Station Master in his beat book. The Cabin Assistant Station Master shall enter the actual time of arrival of the Patrolman in the Train Signal Register in the "Remarks" column.

(d) Beat books will, while not in use, be kept in the custody of the Station Master at either end of the beat.

(5) Duties Patrolmen.- (a) Patrolling shall be carried out as per Patrol Diagrams issued by the Divisional Railway Manager.

(b) While walking along the line, the Patrolman shall carry his hand signal lamp lighted. He shall examine, with the help of electric torch, carefully the banks and cuttings especially near bridges, the permanent way and the bridges and their approaches and lookout for subsidence, slips, signs or erosion, trees blown across the line during storms, or any other causes likely to endanger the safety of the line. He shall apprehend damage to line when-

(i) the flood is rising or its level is higher than the High Flood Level mark in white or the "Danger" Level mark, in red.
(ii) the water on one side of the embankment is at a much higher level than on the other side;

(iii) any obstruction such as a fallen tree is blocking the waterway of a bridge;

(iv) the river is flowing at high velocity; or

(v) the track shows signs of sinkage.

If he notices any condition likely to affect the safety of trains, or in cases of doubt, the Patrolman or Stationary Watchmen shall be prepared to stop trains in the manner detailed in S.R. 15.05 (6) and pilot them, if necessary.

(c) two show that he is present and that no danger is apprehended the Patrolman shall for every passing train, take his stand on the right hand side of the train (based on the direction of travel) and exhibits his Number Plate, focusing the light of his hand signal lamp on it so that the number can be read from the engine. After the engine has passed, the Patrolman shall turn and focus the light on the Number Plate in such a way that the number can be read by Guard or any official from the side window of a coach or from an Inspection Carriage.

Note.-(1) On the Madras Beach-Tambaram section, the Patrolman shall take his stand on the kilometre post side of the non-suburban line in respect of all trains.
(2) on other double (and quadruple) lines the Patrolman shall stand on the post side.

(d) If, after a Patrolman has arrived at the end of his beat next Patrolman does not arrive to take over the Beat book, the former Patrolman shall proceed until either he meets the next Patrolman or he notices an obstruction which prevents him from proceeding further, whereupon he shall take steps to stop traffic in the manner prescribed in S.R.15.05 (6) or he arrives at the next block station. If the cause of his failure to meet the next Patrolman is other than Patrolman having been stopped by an obstruction, the former Patrolman shall report the matter to the Station Master at the next block station, who shall advise the Permanent Way Inspector by wire and the Gangmate by a message under cover.

(c) The primary duty of Patrolman employed on Security Patrolling shall be to protect trains against any condition of danger such as tampering of track or structures or obstruction placed on line. He shall take action to protect the line in the same way as the night Patrolman.

(6) Action to be taken by Patrolman when line is obstructed or breached.-

(1) A train is not fully protected until 3 detonators have been placed on the rail on both sides of the obstruction or breach at a distance of not less than 1000 metres on the Metre Gauge and the Narrow Gauge and 1200 metres on the Broad Gauge from the obstruction or breach.

(2) In the event of any portion of the line being breached or otherwise rendered unsafe for traffic, the following procedure shall be observed:-

(a) *In the case where one Patrolman is employed-*

(i) on single line.- When damage is detected, that side of obstruction or breach from which the Patrolman expects the first train shall be protected first; the Patrolman shall first place a lighted red lamp in a prominent position to show danger in the direction from which the train is not expected to arrive first;

the Patrolman shall exhibit a danger light and shall next proceed in the direction from which a train is expected first, exhibiting a red light throughout his subsequent movement and protect the line by placing one detonator at 500 metres on Metre Gauge/Narrow Gauge, 600 metres on Broad Gauge and three detonators, 10 metres apart at 1000 metres on the Metre/Narrow Gauge, 1200 metres on Broad Gauge; and the Patrolman shall then return to the place of obstruction and proceed to the other side with detonators and protect that side similarly;

(ii) *on double line.*-The Patrolman shall first place the red lamp in a prominent position so as to warn an approaching train which may approach from one direction and then proceed along the other track in the opposite direction that is from which he expects the first train and protect the line as laid down above. He shall return to the obstruction and protect the other line i.e., the line for which the red lamp was exhibited, similarly;

(iii) if a Patrolman notices a train approaching before he could protect the line on that side as laid down above with one or three detonators, he shall immediately place on the line three detonators, without attempting to reach the prescribed safety distance, but exhibiting a Stop hand signal all the time towards the approaching train;

(iv) as soon as the Patrolman has protected the line as above he shall return to the point of danger and shall not again leave the Place until relieved by the Gangmate except to stop an approaching train;

(v) While watching at the point of danger, the Patrolman shall endeavor to attract the attention of any passer-by and ask that person to carry a message to the nearest Station Master advising him all the conditions and asking him to turn out the gang and advise the Permanent Way Inspector;

(vi) the Patrolman shall also send the adjacent Patrolman when he arrives, with a similar message to the nearest Station Master;

(vii) in the event of it being impossible to get at the other side of the damaged point, the Patrolman shall place a red lamp so that it could be seen from as great a distance as possible by a train approaching form that direction;

(viii) if the Patrolman could attract the attention of passer-by on the other side of the breach or obstruction, he shall endeavor to get some detonators across to them to place them on the rails as they go to the station and also instruct them how to stop a train they may meet; and

(ix) should the adjacent Patrolman arrive at the far side of the breach or obstruction before a train, he shall of course protect the line on that side before proceeding to the station with a message.

(b) in case where two Patrolmen are employed-when damage is detected-
(i) the two Patrolmen shall immediately exhibit danger signals at once in both directions;
(ii) the two Patrolmen shall then proceed in opposite directions showing danger signals and protect the line by placing detonators as laid down above;
(iii) on single line both sides of the obstruction or damage shall be protected by detonators. On the double line, the detonators may be placed on the line on which the train will approach;

(iv) if a Patrolman notices a train approaching before he could protect the line as laid down above with one or three detonators, he shall immediately place on the line three detonators without attempting to reach the prescribed safety distance but exhibiting Stop hand signal all the time towards the approaching train;

(v) One of the Patrolmen will then remain at the place of damage or obstruction and exhibit a danger signal to trains and shall not leave the place until relieved by the Gangmate except to stop an approaching train. The other Patrolman shall proceed to the nearest station exhibiting a Stop hand signal and inform the Station Master of the occurrence;

(vi) on reaching gang quarters, if any, the Patrolman shall inform the Gangmate and the gang shall immediately proceed to the affected location.

(vii) the Patrolman on his way to the nearest station shall inform the Gateman at level crossings, if any, and Clerk-in-charge at Class `D' stations, if any, on the block section who shall in turn pass on the information promptly to the adjacent block station by telephone or .

(viii) after informing the Station Master, the Patrolman shall return to the place of obstruction or damage and shall not leave the place unless relieved by the Gangmate except to stop an approaching train; and

(ix) should the nature of the obstruction be such as to render it impossible for either of the Patrolmen to get across to the other side, one of the men should exhibit a danger signal and endeavor to stop trains approaching the place from other side while the other Patrolman should protect the line on his side as laid down above; the Patrolman arriving on the other side of the breach or damage shall on realizing the situation immediately exhibit a red signal and then proceed to protect the line on his side as laid down above. He shall remain at the place and send word about the danger through a railway employee or other persons he is able to contact at the spot itself. If there is another Patrolman on the other side, the latter may be utilised for informing the Station Master on the other side.

Note.-(1) The distance of 1000 metres on Metre Gauge and Narrow Gauge/1200 metres on Broad Gauge prescribed for placing three detonators during protection is the minimum and shall be suitable increased in case of falling gradients, curves, cuttings etc.
(2) The illuminating signal fusees shall also be lit and exhibited by the Patrolman in Ghat sections, Suburban, Double lines, Multiple lines and Automatic territories.

(7) Duties of Station Masters.-(a) Station Masters should see that the patrolmen come on duty sober and fully equipped, that their lamps are trimmed and filled with oil and that they leave for their beats according to time. Whenever the patrolman reports without prescribed equipment, the Divisional Safety Officer should be told through Control who will issue further orders regarding permitting the patrolman for the beat.

(b) The Station Masters of all Beat Stations on a Beat Section shall enter, in ink, the actual time of departure and arrival of the Patrolman in the Beat books and

shall sign the Beat books. The Station Masters of the Beat stations on a Beat Section shall retain the Beat books in their charge by day and personally hand over the correct Beat book to the patrolman. The Station Masters shall also enter the actual time of departure and arrival of the Patrolmen in the Train Signal Register in the "Remarks" column (Station Diary, in the case of Flag stations). Inspecting officials shall specially check these entries and initial them.

(c) If the Patrolman does not turn up within 15 minutes of his scheduled arrival, the Station Master of a Block Station on a Beat Section shall take the following action:-

(i) He shall stop run through trains proceeding into the Block section and arrange to issue Caution orders to the Loco Pilots of all trains restricting the speed to 40 kilometres an hour during day when the visibility is clear and 15 kilometres an hour during night or during day in thick or foggy weather or in dust storms when the visibility is poor.

(ii) He shall advise the Station Master of all the other Block stations on the Beat section and obtain their acknowledgements.

(iii) He shall also advise the nearest Permanent Way Inspectors by wire and send a written message to the nearest Gangmate instructing him to proceed along the line to ascertain the cause of his absence and also to arrange for a substitute. A copy of this message shall be sent to the Permanent Way Inspector, the Assistant Engineer and the Divisional Engineer by the first means.

Until one of the Station Masters of the Block stations on a Beat Section receives definite advice the Caution Orders referred to in clause (i) shall be issued to the Loco Pilots of both "Up" and "Down" trains in accordance with Rule 4.09, the cause being entered as follows:-

Beat No……Night Patrolman between……station and ……. station who was due to arrive at…….station at.....hours has not arrived yet.

Note.-(i) if the Beat station is a flag station, the clerk-in-charge shall send a written message to the nearest Gangmate instructing him to proceed along the line to ascertain the cause of absence of the patrolman and also to arrange for a substitute.

(ii) if the flag station is provided with telephone or communication, the Clerk-in-charge shall also advise the adjacent block station forthwith and the latter shall take immediate action to notify the Station Masters concerned for the issue of Caution Order to Loco Pilots and also advise the permanent way inspector by wire.

(iii) if the flag station is not provided with telephone or communication, the Gangmate receiving the written message from the Clerk-in-charge as mentioned in clause (i) above shall also depute a Gangman to carry the message to the adjacent block station. Immediately the Gangmate or the night Patrolman or the substitute, so sent out, returns, the Station Master shall ascertain the cause of detention and discontinue the issue of Caution Order, if there is no obstruction to the line, duly advising all concerned.

(d) The Station Master of a Beat station on a Beat section, on receiving a report from a Patrolman of any danger or of his having seen a red lamp, shall stop all traffic on the section affected and shall not allow any train to run on the section until he receives an authority for doing so, in writing, either from the Gangmate or Permanent Way Inspector. After the Station Master has stopped traffic he shall wire (with copy to the Station Masters of the other Block stations on the Beat section) to the Permanent Way Inspector, the Assistant Engineer and the Divisional Engineer, giving a short account of the report and at once send for the Gangmate ordering him to turn out the gang. The Station Master shall also inform the Controller.

(e) The Station Master of a Beat station on a Beat section shall be on the lookout to see that Patrolmen do their beats properly by walking and do not travel by trains and if any person other than the duly appointed night Patrolman comes on duty or presents the Beat book, shall record the fact that time, on the beat book and also report the matter to the Permanent Way Inspector, by wire.

(f) Whenever emergency patrols are put on in accordance with S.R.15.05(1)(b) or S.R.15.05(8)(b) the Station Master concerned shall arrange to issue Caution Orders in accordance with Rule 4.09 to the Loco Pilots of trains passing over the section during the period in which emergency patrols have been operating, notifying them of the working of the emergency patrols.

(8) Duties of Gangmates.- (a) The Gangmates shall see that the patrolmen thoroughly understand their duties and report for duty at the prescribed time with the proper and full equipment and shall arrange for substitutes whenever necessary. They shall turn out the gang on receiving a message from either the Station Master or the Patrolmen, proceed to the affected spot and attend to repairs and, if traffic has been stopped, do all they can to restore the line to enable traffic to be resumed as early as possible.

(b) Gangmates are empowered to put on their gangs to patrol the line at night or whenever they consider that such a step is necessary. When this is done the Gangmate shall at once get the Station Master to wire, on his behalf to the Permanent Way Inspector and the Assistant Engineer, advising them and giving reasons for the necessity

(9) Duties of Permanent Way Inspectors.- (a) The Permanent Way Inspector shall post, at each Beat station on his section, extracts from the Patrol Diagram showing the patrols for the Beat sections for which the station is the Beat station.

(b) The Permanent Way Inspector shall give a list, indicating the name, residence and beat of each Patrolman and his substitute on his section, to the Station Master on either side of the Beat section. A copy of this list shall be sent to the Assistant Engineer. The Permanent Way Inspector shall exhibit a notice in the prescribed form, on the Engineering Notice Board at each Beat station, showing the Patrolman on duty between that station and the Beat stations on either side of it.

(c) The Permanent Way Inspector shall explain, before and during the monsoon, to all staff concerned with the patrol duty, the instructions and the patrol movements and ensure that they understand the instructions and the patrol movements.

(d) Each Permanent Way Inspector shall examine the entries in the Beat books at all stations on his section, at least once during each week and shall initial and date them in token of having done so; he shall initial these entries each time he trollies. He shall also travel by night on an engine, at least once a week, at irregular intervals, throughout his section, to check the attendance of the Patrolmen and shall promptly put right any irregularity or failure of duty he may observe or that may come to his notice.

(e) During the period the patrolling is in force, the Permanent Way Inspector shall trolley once, each month, over his section by night to inspect patrol and their equipment and to see that the line is properly patrolled in accordance with the instructions laid down.

(f) On receipt of information from Station Master to the effect that the Patrolman has not arrived at his station or that the line is endangered or obstructed or breached, the Permanent Way Inspector shall proceed to the affected place, by the quickest possible means, examine the line to see if it is safe for traffic and, if not, take all possible steps to make it so. He shall as soon as possible, inform the Assistant Engineer, advising him of the extent of the damage and the probable detention to traffic, action he is taking and assistance required, if any, duly advising the Divisional Engineer.

(g) In bad weather, Permanent Way Inspector may, at their discretion, place two men from permanent way gangs to sleep at each Gangman's hut or elsewhere on the line, so that they may be readily available for emergencies. They may also post a man at each station to assist the Station Master in carrying out the instructions laid down in S.R.15.05 (7).

(h) Stationary Watchmen shall be posted at such bridges and other vulnerable points as ordered by the Divisional Railway Manager, during floods and heavy rain fall, whether there is imminent danger or not to the bridge bank and other structures, until the flood water subsides and reaches the normal level. The equipment for a Stationary Watchman is the same as that of a Patrolman except that, instead of a Beat book, he is provided with a Pocket Book to record details. Daily water level readings shall be taken at all important bridges as ordered by the Divisional Railway Manager and recorded in a Register, which shall be available for perusal by supervisory engineering staff.

(10) High flood level and danger marks on bridges.- (a) At every bridge, a high flood level mark shall be prominently painted in white colour. Similarly a prominent mark in red denoting the Danger level as assessed by the Divisional Engineers personally should also be marked on the bridge. When the water level rises, over the Danger level mark, the patrolman or stationary watchman, if any, posted at the bridge must be prepared to stop

the trains. He must protect at once both sides of the bridge site after doing so. The Station Master must arrange to communicate the same immediately to the adjacent Station Master, the Gangmate, and Permanent Way Inspector and his assistants. Pending the arrival of the Permanent Way Inspector or his assistants. The bridge must be protected and all trains stopped until the water level has fallen below the Danger level mark without any adverse effect on the bridge. The Permanent Way Inspector will immediately proceed on receipt of advice to such spots and allow the trains to pass over the bridge after satisfying that the track and the bridge are safe by examining the conditions of the bridge and approaches and by taking soundings and probing, before he decides that the bridge is safe.

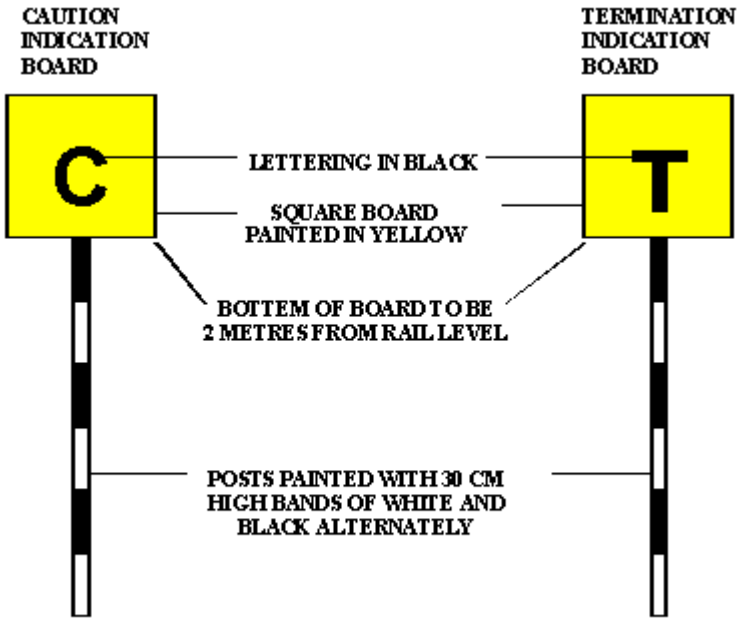
(b) The Station Master receiving information of a high flood at a bridge shall inform the Station Master at the other end of the block section in which the bridge is situated and obtain an acknowledgement. Both Station Masters shall issue Caution Orders to the Loco Pilots of trains entering the block section duly stopping trains out of course if necessary, entering the cause as follows:-

" Water reached "Danger " level mark at Bridge No. ..... at KM ..... between.....station and ..... station, proceed cautiously and observe engineering hand signals at site."

The Station Master shall also inform the Permanent Way Inspector expeditiously.

The Permanent Way Inspector shall forthwith proceed to the spot and satisfy himself that any special precautions necessary are taken. He shall examine the waterway and the safety of the structures, taking soundings and probing near the piers and abutments. On the result of this, he shall decide, whether it is safe for the train to be piloted over the spot or not. As soon as the necessity for the caution is over, the Permanent Way Inspector inspecting the site, shall advise the Station Masters at both ends of the block section and obtain their acknowledgements, a copy of the advice being sent to the Assistant Engineer and the Divisional Railway Manager. The Station Master shall then stop issuing Caution Orders.

(c) At vulnerable places including bridges which are prone to damages, special types of Caution and Termination indication boards of reflective type are fixed at 600 metres from the bridge as shown in the figure below to enable the Loco Pilot to know that he is approaching a vulnerable place. The Loco Pilot noticing, such indication boards shall keep his train under control and take his train with caution over these places. These indication boards are fixed and maintained in position only during the monsoon season, and will not be lighted up at night.



(11) Causeways.-(a) Indication posts, with guidance flat-bar are fixed at each dip, one at each end of the level portion at the Causeways. Stationary Watchmen shall be posted at each Causeway round the clock during monsoon seasons by the Permanent Way Inspector.

(b) Description of indication posts and flat-bars.- The indication posts (above 1.2. metres in height) shall be painted black and white, in 30 centimetres length so arranged that the flat-bars, painted white show up against the 30 centimetres length of black colour to indicate the water levels as under:-

		Height of the flat-bars attached to the posts about rail level	
		Passenger And Mixed trains (centimetres)	Goods Trains (centimetres)
Steam Locos	B.G.	30	45
	M.G	23	30
	N.G.	23	23
Diesel and Electric Locos		4	4
Electric Multiple Unit trains		0	1

(c) *Precautions to be observed when water does not overflow the ballast level.*- When water has risen on both sides of the Permanent way but does not actually overflow the ballast, the Loco Pilot of a train may pass over the Causeway cautiously. If he finds that the permanent way is likely to be affected by water or water is still rising, he shall stop the train at the next block station even if it is booked to run through and issued a message personally to the Station Masters at both ends of the block section and the Permanent Way Inspector concerned for necessary action.

(d) *Precautions to be observed when water rises above ballast level but below rail level.*- Whenever an engineering employee finds that water has risen above the ballast level, he shall arrange to protect trains from either direction, in accordance with Rule 3.62.

When the Loco Pilot of a train finds that water has risen above the ballast level but below rail level, he shall bring his train to a dead stop and then the following procedure shall be adopted:-

(i) If water level rises over the ballast level but below rail level the track should be walked over by two railway servants (Gangmen) abreast one at either end of the sleepers before each train and only if the track has not been disturbed should the train be allowed over the track. The Loco Pilot shall thereupon restart and proceed at walking speed being piloted by the two men walking abreast one at either end of the sleepers in front of the train.

(ii) If the track is not found to be safe for the passage of train, the train shall be protected in accordance with the Rule 6.03.

(e) *Precautions to be observed when the water rises above rail level but does not exceed the level of the flat-bars*-When the Loco Pilot of a train finds that water is rising above rail level but is below the level of the flat-bars, he shall bring the train to a dead stop and the following procedure shall be observed:-

(i) When water overtops the rail, the Permanent Way Inspector should satisfy himself by walking over and probing that the track is safe for the passage of the train and then issue a certificate to the Loco Pilot accordingly and obtain acknowledgement. The Loco Pilot shall restart only if the flood level limitations for movement of various types of locomotives on the flooded track as stipulated in S.R.15.05 (11) (b) have not been exceeded and be piloted by the Permanent Way Inspector walking ahead of the train till the cause way is passed.

(ii) If the track is found not safe for the passage of trains, the Permanent Way Inspector shall accordingly inform the Guard and Loco Pilot, who shall protect the train in accordance with Rule 6.03.

(iii) If, after the train is stopped short of the Causeway, the Permanent Way Inspector is not present, the Guard and Loco Pilot shall protect the train in accordance with Rule 6.03. When subsequently the Permanent Way Inspector turns up the procedure prescribed above shall be followed.

(f) *Precaution to be observed when water rises above the level of the flat-bars.*- If water has risen above the level of the flat-bars, no attempt shall be made to take or pass the train over the Causeway.

(g) The Permanent Way Inspector shall advise, the Divisional Operations Manager, Assistant Engineer and Divisional Engineer. Whenever water rises above the ballast level and again when water subsides; this shall be followed up with special reports.

(12) Inspection by Engineers.- Engineers shall make frequent inspections by night to see that instructions and measures necessary to safeguard the line during the monsoon and abnormal bad weather are carried out efficiently and correctly according to procedure laid down. They shall explain the instructions to the staff before and during monsoon. They shall also check the equipment with the patrolmen/Watchmen to see that the full complement is available and serviceable.

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.

S.R..15.06 (i) (a) No work necessitating interference with track, points, lock bars, detectors, signals, interlocking gear, signalling cables etc., which is likely to involve the safety of trains or traffic, shall be commenced except with the knowledge and consent of the Signal Inspector/Signal Maintainer/Traction Distribution Supervisor/Permanent Way Inspector, as the case may be. While such work is in progress, the official authorising the execution of the work shall be present superintend the work and ensure compliance with the provisions of General Rules 15.08 and 15.09 personally.

(b) A Signal Maintainer 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 the 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. The Signal Maintainer may, however, with the written permission of the Station Master, open the covers of an interlocked lever frame, if found necessary to release any jammed locking inside. Whenever interlocking is interfered with in this manner, the signals of the station shall remain suspended till the interlocking frame has been tested and interlocking certified by the competent authority.

(c) The Signal Inspector or the Official-in-charge of the work shall, before taking in hand any disconnection of points, signals, lock bars or detectors, etc. advise the Station Master in the prescribed form and obtain his acknowledgement. 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 acknowledgement.

(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 shall advise the Signal Inspector or the Official-in-charge 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 of the Official-in-charge 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 of the authorised official on his behalf to ensure that the points are set, clamped and padlocked for the correct route so as to prevent any interference therewith subsequently until the completion of the train or shunting movement, as the case may be. The padlock and clamp shall be removed by the Station Master, or the authorised Official-in-charge, after completion of the train or shunting movement, and then the Signal Inspector or the Official-in-charge of the work can resume work on the gear.

S.R. 15.06(ii) Special Instructions regarding new works.-

(1) General-(a) The instructions herein apply to works constructed subsequent to the first opening of a Railway or section of a Railway.

(b) The safety of the travelling public is ensured by the rules laid down in.-

(i) The Railways Act 1989;
(ii) The General Rules for all Open lines of Railway;

(iii) The Rules for the opening of a Railway or section of a Railway for the public carriage of passengers, 2000; and
(iv) The Indian Railways Schedules of Dimensions. Revised 2004 (C.Memo no. 01/2014 dated 14.07.14)

(c) The rules provide for the legal authorisation that should be obtained for any work which affects the running line before the work is started or brought into use and before a new section of the line is opened for public traffic.

(2) Classification of works.- For the purpose of these instructions, works are divided into two classes, namely.-

(I) Works requiring the sanction of the Commissioner of Railway Safety prior to execution and opening.
(II) Works not requiring the sanction of the Commissioner of Railway Safety.

Class I comprises the following- (a) (i) Under Section 119 of the Railways Act 1989 and Chapter VI of the "Rules for the opening of a Railway or section of a Railway for the public carriage of passengers, 2000", the approval of the commissioner of Railway Safety is required for the execution of any work, on the open line, which will affect the running of passenger trains and any temporary arrangements necessary for carrying it out, except in cases of emergency.(C.Memo No. 01/2014 dated 14.07.14)

(ii) For the commencement and opening of the following works, when they are connected with or form part of the Railway already opened, the sanction of the Commissioner of Railway Safety shall be obtained:-

(1) Additions, extensions or alterations to running lines.
(2) Alterations to points and crossings in running lines.
(3) New Signalling and Interlocking installations or alterations to existing installations.
(4) New stations, temporary or permanent.
(5) The construction (but not the removal) of an ash pit on a running line.
(6) Heavy regarding of running lines involving raising/lowering of track in excess of 50 cms.
(7) New bridges or extensions of existing ones, girder spans, whether additional or in replacement of existing ones, including temporary girders.
(8) Provisions of new level crossings across running lines.
(9) Temporary diversions.
(10) Additions or alterations to the electrical installations of tracks equipped for electric traction.

(b) (i)Application for any alterations, reconstructions or additions, that require the sanction of the Commissioner of Railway safety shall ordinarily be made fourteen days in advance of the expected commencement of such works pertaining to passenger trains and sanction obtained before such commencement. When alterations to the proposals originally sanctioned by the Commissioner of Railway Safety become necessary, the sanction of the Commissioner of Railway Safety shall be obtained for such alterations before the work is put on hand.

(ii) If, for any reason, a sanctioned work is not taken up in hand within 12 months of the date of a sanction, application shall be made to the Commissioner of Railway Safety for renewal of his sanction.

Class II comprises the following:- (a) Any new work, alteration or reconstruction not affecting running lines.

(b) Any work which does not interfere with the existing Signalling or interlocking arrangements, or involve new Signalling or interlocking arrangements.

(c) Work necessitated by accidents. The procedure detailed in S.R.15.06(14)shall however be adopted.

Note:-In every doubtful case application shall be made to the commissioner of Railway safety, before commencing the work.

(3) Application for sanction for works.- Application to the Commissioner of Railway Safety for sanction for carrying out works affecting the running line shall be made by the Junior Administrative grade officers in the Division and by the Divisional Railway Manager if no such officers are posted in the Division. In construction Organisations, it shall be signed by Junior Administrative grade officers of the department concerned on behalf of the Chief Engineer (Construction)/Chief Signal and Telecommunication Engineer (Construction)/Chief Electrical Engineer (Construction).

(4) Application for running of new type of locomotive and for rolling stock and for increase in speed.- (a)Application to the Commissioner of Railway Safety for sanctioning the running of new types of locomotives or rolling stock or increasing the maximum permissible speed on a specified section or sections shall be made by the Chief Engineer and accompanied by the following documents:

(1) Load diagram.
(2) Certificates for track strength.
(3) Certificates for strength of girders.
(4) Certificates of test runs (if required by the Commissioner of Railway Safety) obtained from the Transportation Branch.
(5) Certificate in the prescribed form, signed jointly by the Chief Mechanical Engineer / Chief Engineer / Chief Electrical Engineer / Chief Signal and Telecommunication Engineer.
(6) A statement in the prescribed form detailing any "infringement of maximum and minimum dimensions" involved in the running of the locomotive or rolling stock.

(b) On receipt of such an application, the Commissioner of Railway Safety will, if he so desires, inspect and /or try out the new locomotives and/or rolling stock and the Railway Administration shall afford him the necessary assistance to do so.

(5) A safety Certificate, in the prescribed form shall be issued before the work is brought into use.

(6) Inspection by the Commissioner of Railway Safety.-When the Commissioner of Railway Safety notifies his intention to inspect a work prior to opening for the public carriage of passengers, advice as to when the work will be

ready for inspection shall be intimated to him at least 14 days before it is proposed to open it.

(7) Submission of Safety Certificate.- (a) The Commissioner of Railway Safety in according his sanction, may or may not propose to inspect the works.

(b) (i) Should the Commissioner of Railway Safety.- decide not to inspect the work prior to opening, the Safety Certificate, together with the certificates referred to therein, shall be completed and submitted before the work is opened by the Engineer(s)-in-charge and a telegram, when so required, despatched to the Commissioner of Railway Safety. Copies of the Safety Certificates shall be sent to the Divisional Railway Manager, the Chief Engineer and/or the Chief Signal and Telecommunication Engineer and/or Chief Electrical Engineer.

(ii) The Safety Certificate for Engineering works shall ordinarily be signed by the Assistant Engineer. In the case of works, involving tracks and bridges and/or Signalling and interlocking, the Safety Certificates may, if required, be signed jointly by the Engineers concerned.

(c) If the Commissioner of Railway Safety decides to inspect the work prior to opening, he will, after inspection in the company of the officers concerned, communicate in writing his sanction to open the work.

(8) Deviation from plans approved by the Commissioner of Railway Safety.- If the material deviations from the plans approved by the Commissioner of Railway Safety, which affect the lay out of lines or the arrangement of signals or the Working Rules, are found necessary, his prior approval to such deviations shall be obtained with reference to the application first made.

(9) Special instructions regarding Safety Certificates for signalling works.- The following instructions shall also be observed regarding the submission of Safety Certificates for works involving Signalling and/or Interlocking:-

(i) Sanction of the Commissioner of Railway Safety is required under rule 4.10 to speeds over 15 kilometres an hour. Speeds in excess of 15 kilometres an hour but within the speeds permissible for the Standard of Signalling, subject to any local restriction necessary, may be permitted on the Chief Engineer's Safety Certificate.

(ii) Only a Gazetted Officer of the Signalling department shall initiate the Safety Certificate for works involving-

(a) any new signal any way interlocked;
(b) any alterations to points and crossings involving alteration to signals;
(c) any alterations to signals that involve a change in the working rules.

Note.- By "initiate" is meant that a signal officer certifies that the arrangements are in accordance with the signalling plan sanctioned by the Commissioner of Railway Safety.

(iii) The Divisional Engineer shall in all cases impose the restrictions of speed in accordance with clauses (i) and (ii) above, and shall order their removal when authorised to do so by the Divisional Signal and Telecommunication Engineer.

(iv) In the case of Joint Works carried out by more than one department, the

Safety Certificate shall be signed by Junior Administrative Grade officers in the Division and by the Divisional Railway manager if no such officers are posted in the Division. In Construction Organisations, it shall be signed by Junior Administrative Grade officers of the department concerned on behalf of the Chief Engineer (Construction)/Chief Signal and Telecommunication Engineer (Construction). Then it shall be submitted to the Commissioner of Railway Safety.

(10) Special Instructions in connection with Signalling and Engineering works.- (a) For the purpose of these instruction, works are divided under the following heads:-

(i) Routine maintenance work in connection with the Signalling and interlocking gear which do not require the issue of Special Working Rules in addition to the provisions of Rule 3.51.

(ii) Ordinary Engineering maintenance work which is executed on running tracks during day light hours, inside or outside station limits under traffic and without interference to the train service and which is of such a nature as not to require the issue of Special Working rules whether or not they require the application of Rules 15.08, 15.09 and 4.09.

(iii) Additions and alterations and works, other than routine maintenance, in connection with the Signaling and interlocking gear which requires Special Working Rules to be issued by the Divisional Railway Manager, in addition to the provisions of Rule 3.51(3).

(iv) Additions and alterations to or works affecting running lines within station limits carried out by the Works Branch which involves interference with the normal train service and which require Special Working Rules to be issued by the Divisional Railway Manager, in addition to the provisions of Rules 15.08 and 15.09.

(v) Works affecting running lines outside station limits which will or are likely to interfere with the normal train service and which require the imposition of Line Block.

(vi) Works inside or outside station limits which require the opening of temporary diversions or bridges and which require the issue, of special Working rules by the Divisional Railway Manager.

(b) In the case of items (iii) and (iv) of clause (a) above, the official responsible for carrying out the work shall send Special Notice to the Divisional Railway Manager, at least ten days before the work is due to commence, advising him when the work will be commenced and requesting him to issue Special Working Rules for the working of traffic during the time the work is in progress. A copy of the Notice shall also be sent to the Station Master of the station at which the work has to be carried out. The Divisional Railway Manager receiving such Notice shall at once prepare Special Working Rules and issue them to all concerned. Only after the issue of Special Working Rules shall the work be commenced. The Station Master shall be responsible for ensuring that all staff at the station responsible for the working trains understand them and carry them out. The date and time at which the work is actually commenced shall be communicated to the Divisional Railway Manager by the official who sent the special notice.

(c) Overhauling of Interlocking Lever Frame, Interlocking Key Boxes and Station Master's Slide Control Instruments.-

(i) During such overhauling, the station shall be worked under Special Instructions to be issued by the Divisional Railway Manager in conformity with Rule 3.38.

The Signal Inspector-in-charge shall issue the Disconnection/Reconnection Notice to the Station Master and obtain his signature before the commencement of and after completion of overhauling.

(ii) Overhauling of Interlocking Lever Frames.- The Station Master shall ensure that all the facing points (controlled from the Interlocking lever frame being overhauled) over which the train will pass are correctly set, clamped and padlocked and that all the trailing points over which the train will pass are correctly set before taking "off" signals.

Detailed temporary Working Rules for each phase of work shall be issued by the Divisional Railway Manager.

A notification regarding the date and time of the overhauling work to be taken on hand, its probable duration, and issue of Caution Orders shall be jointly issued by the Divisional Signal and Telecommunication Engineer and the Divisional Safety Officer to all concerned.

For the portion of the yard which is controlled by the interlocking frame to be overhauled, the Loco Pilot shall be issued with a Caution Order restricting the speed of trains to 15 Kmph at the station.

If the overhauling work extends beyond sunset, temporary engineering, indicators shall be provided. Only after the Station Master has assured himself that the line has been correctly set and locked for the required movement, he shall permit taking "off" signals.

The issue of Caution Orders and imposition of speed restrictions shall remain in force until the interlocking frame has been tested by the Divisional/Assistant Signal and Telecommunication Engineer or Signal Inspector and normal working is restored.

(iii) Overhauling of interlocking key boxes.- The responsibility for the safe custody of the interlocking keys released from the interlocking key box as long as the locking is disconnected shall rest with the Signal Inspector in charge. He shall ensure that no conflicting key is issued when reception or despatch of a train is arranged.

(iv) Overhauling of Station Master's Slide Control instrument.-

(a) All signals shall be cleared for the reception and despatch of trains as usual.

(b) The Station Master shall see that

(i) no slide is pulled for taking "off" a signal without informing the inspector-in charge of the work;
(ii) no electric slot or key is transmitted in an unauthorised manner; and
(iii) no conflicting slot or key is transmitted by him.

(11)Notification to Railway officials when opening works-Except as described in paragraph 13 below, no new work affecting the running of trains or the working of the traffic at station shall be brought into use until staff of the branches concerned have been notified by means of a circular issued by the Divisional Railway Manager. Timely intimation of the date of the opening of works shall be sent to the Divisional Railway Manager whenever any new or revised Working Rules are to be brought into operation to enable him to give the running staff due notice.

(12) Opening of temporary diversions or bridges-

(a) When opening temporary diversions or bridges for traffic, the following instructions shall observed:-

(i) At least 14 days before the restriction is to come into force, the Divisional Engineer shall send a notice, in the prescribed form to the Divisional Operations Manager, the Chief Signal and. Telecommunication Engineer, the Locomotive Foreman (or the Fitter Charge men or Train Examiners) of the Depot stations at both ends of the runs of the Loco Pilots concerned, including the Locomotive Foremen (or the Fitter Charge man or Train Examiners) of the Depot stations immediately on either side of the temporary diversion or bridge, Traction Distribution Supervisors, the Transportation Inspector, the Station Masters of the headquarter stations of Guards concerned and the Signal Inspector specifying the nature of the restriction and the approximate date on which it will come into force. This notice shall be followed by a second notice, in the prescribed form, giving the actual date and time at which the restriction will be applied. The second notice shall be issued at least 7 days before the actual date of commencement.

(ii) The Locomotive Foreman or other Official-in-charge at each end shall issue the necessary Notices and instructions to Loco Pilots who shall sign the book maintained therefor and comply with Rule 4.30.

(iii) The Station Master of the headquarters stations of Guards concerned shall issue the necessary Notices and instructions to Guards who shall sign the book maintained therefor and comply with rule 4.30.

(iv) When Line Block is required, the procedure laid down in paragraph 18 or 19 below shall be observed.

Note:- Temporary diversions or bridges shall not be opened for traffic earlier than the time notified in the prescribed form except in consultation with the Divisional Railway Manager.

(b) Where the opening of temporary diversions or bridges requires the issue of Special Working Rules, the Divisional Engineer shall ensure that such Rules are issued before commencement of such work.

(13) Works resulting from accidents.- (1) An abbreviated procedure to be adopted in the case of accidents, as laid down in Section 120 of the Railways Act 1989 is reproduced below-

"When an accident has occurred resulting in a temporary suspension of traffic, and either the original line and works have been rapidly restored to their original standard or a temporary diversion has been laid for the purpose of restoring communication, the original line and works so restored, or the temporary diversion,

as the case may be, may, in the absence of the Commissioner of Railway Safety, be opened for the public carriage of passengers, subject to the following conditions, namely":-

(a) That the railway servant-in-charge of the works undertaken by reason of the accident has certified in writing that the opening of the restored line and work or of the temporary diversion, will not in his opinion be attended with danger to the public using the line and works or the diversion, and;
(b) That notice by of the opening of the line and works or the diversion shall be sent as soon as possible to the Commissioner of Railway Safety.

(2)The certificate (in the prescribed form) shall be signed by the representative of the Works Branch in-charge of the work before opening it. This certificate shall be despatched to the Officers concerned. The Engineering representative shall hand over a copy of the certificate to the representative of the Transportation (Traffic) Department at the site of the accident; and the latter shall not permit the passage of traffic over the restored line or the diversion until he is in possession of the certificate.

(14) Opening of new works within station limits.-

(a) On receipt of sanction to open a new work, the Divisional Engineer, the Divisional Signal and Telecommunication Engineer, or the Divisional Electrical Engineer (Traction Distribution) shall arrange with the Divisional Railway Manager the date on which the new work is to be handed and taken over. After the new work is handed over, the Divisional Engineer, the Divisional Signal and Telecommunication Engineer/the Divisional Electrical Engineer (Traction Distribution) shall advise the Chief Engineer/Chief Electrical Engineer/Chief Signal and Telecommunication Engineer/Chief Operations Manager.
(b) When the work is important and affects a running line, the Engineering and Operating Officers shall be present.
(c) When the work is not important and does not affect a running line, the Officer of the concerned department may authorise the Inspector of his department to hand over the work, and the Divisional Railway Manager may authorise the Transportation Inspector or Station Master to take over the work.

Note.-(i) The Transportation (Traffic) Officer or Supervisor, who takes over a new work, shall satisfy himself that the levers, signals, points and connections work freely' and properly and that the installation fulfils its object. He shall also see that the signal lights are properly focused, that the back-lights are clearly visible from the place required by the rules, and that the Electric Repeaters, where provided, correctly represent the indication of the signals which they repeat.
(ii) Before issue of the certificate and taking over any interlocking installation, the Transportation- (Traffic) Officer or Supervisor shall instruct the station staff responsible for working the interlocking installation and test them in their knowledge of the signalling diagram exhibited at the station and of the rules and working instructions in connection therewith
(iii) No person shall be placed in-charge at stations where interlocking

Installations have been provided, unless the Transportation (Traffic) Officer or Supervisor has satisfied himself that such person has a full knowledge of the working of those stations.

15. Opening of new works outside station limits.- When sanction to open a new work outside station limits has been received, the Departmental officer concerned shall, after testing and passing the new work jointly, declare it opened from that date and advise the Divisional Railway Manager and the heads of departments concerned.

16. Provisions of locking bolts, cotters and padlocks and clamps.- When new lines are opened for traffic, adequate number of bolts cotters and padlocks and clamps shall be provided by the Divisional Engineer.

17. In electrified sections, all these Subsidiary Rules are subject to the provisions of the Indian Electricity Act, wherever applicable and where the Chief electrical Engineer also functions as the Electrical Inspector in terms of this Act.

18. Special instructions for Line Block-*Single Line.*-(1) When it is necessary to obstruct any portion of the line outside station limits for Engineering purposes, any official of the Engineering Branch not below the rank of an Inspector, shall apply to the Divisional Railway Manager for the Line Block Order. The official applying for the Line Block Order shall state in the application whether the Official-in-charge of the work would have the use of a portable telephone and also if the work spot, specified in the application, is on a level ground or at the lower end of a steep or long approach gradient. On sections where traffic position permits, even casual renewals may preferably be carried out under Line Block. Where breaking the road for longer periods is involved, such work shall be done under Line Block. All cases of renewals of track on a bridge or on the approach to a bridge or an embankment where the risk involved will be of a very high order, shall be done under Line Block.

Note.- Relaying may be done under the protection of Rules 15.08 and 15.09 without the imposition of Line Block, on a controlled area provided.

(a) The Divisional Railway manager and the station Masters of the block stations on either side of the relaying area are advised in advance;

(b) The relaying is in charge of an Inspector; and

(c) An official, with a field telephone, is specifically posted to be in continuous contact with Controller to ascertain the whereabouts of trains which are running so as to minimize interference with traffic.

(2) (a) The time for blocking the line shall be so arranged as to interfere as little as possible with the train service. Not less than twenty four hours notice shall be given to the Divisional Railway Manager that Line Block is required, and the application shall be in the following form, from which no deviation whatever is authorised, except as provided for in clause (b) below-

Please Block line between (station)……..and (station) ……..from after No…….clears section until……hours on……(date).

(b) when the application is made by the code word "GIVELB"

Denoting "block line between……from after No…….clears Section ……..hours on……..(date)" shall be used the following being an example:-

"GIVELB" TJ and ALK 109P until 13-30, 6th January.

Note.- Application for more than one Line Block period falling on the same date and between the same stations may be consolidated in one letter or telegraphic advice as required, provided the standard from of application laid down above is repeated for each of the Line Block periods applied for.

(c) (i) If the workspot is on a level ground, permission for blocking the line can be granted as from immediately after the last train (to pass the workspot prior to the commencement of the work) clearing section at the other end.

(ii) If, on the other hand, the workspot is at the lower end of a steep of long approach gradient and if the last train to pass the workspot prior to the commencement of the work, will have to negotiate this long or steep approach gradient, permission for blocking the line, as from immediately after the last train clearing the section, may be granted only if the workspot is on a controlled length and if the Engineering official-in-charge of the work will have a portable telephone for use during the period of the Line Block. If the workspot is not on a controlled length or if the Engineering official will have no portable telephone for use, permission for blocking the line shall be granted only as from 10 minutes after the last train, passing the workspot, would clear the section at the upper end, in case it is a passenger train, and 15 minutes after, it is a goods train, taking into consideration the probable running time of the train to traverse the length from the workspot to the block station at the upper end.

(3) The Divisional Railway Manager shall issue Line Block Orders to the Station Masters of the Block stations between which the line is to be blocked.

(4) (a) The Divisional Railway Manager shall be equally precise in his orders, which shall be issued. By letter or as required, in the following form, from which no deviation whatever is authorised, except as provided for in clause (b) below-]

From DRM/TPJ to SMs., 'TJ' and ALK. Block line between yours from..... after No..... clears section until..... hours on..... (date) for Engineering purposes, Copy A.E.N. or P.W.I., TJ (as the case may be) and SMR/TPJ, MV and VM.

(b) When the order is issued by , the Code work "BLOCKLB "denoting" Block line between yours from……..after No……clears section……hours on ……(date) for Engineering Purposes" shall be used, the following being an example:-

From DRM., TPJ to SMs., TJ and ALK, BLOKLB 109p until 13-30 6th January. Copy A.E.N. or P.W.I., TJ (as the case may be) and SMR/TPJ,MV and VM.

Note:- Line block orders with regard to more than one line block period falling on the same date and between the same stations may be consolidated in one letter or telegraphic advice, as required, provided the standard form laid down above is repeated for each of the Line Block periods ordered.

(5) (a) The official receiving the Line Block Order shall immediately acknowledge the order in the following terms, the Engineering official-in-charge of the Line Block work and the Station Masters of the block stations between which the line is to be blocked acknowledging by letter in all cases:-

I note line between (Station)……and (Station)…….shall be blocked from……after No……clears section until.....hours on ……(date). Copy P.W.I. or A.E.N. (as the case may be).

(b) In acknowledging by the Code word "ACKELB "denoting" I note line between……shall be blocked from……after No……clears section until……hours on ……(date)" shall be used, the following being an example:-

ACKELB /TJ and ALK 109 p until 13-30, 6th January. Copy P.W.I. or A.E.N. (as the case may be).

(6) When an order is received from the Divisional Railway Manager that the line is to be blocked, this order shall be copied in red ink in bold handwriting across each page of the Train Signal Register, and the Train Message Book when in use, day by day, until the Line Block actually takes effect, that is up to and including the last train that enters the section before it is blocked for Engineering purposes. Controllers shall take care that no extra train is ordered whose running would be affected by the Line Block and shall take all possible steps to ensure that the Line Block commences at the time applied for. Line Block collar shall be secured on the Last Stop signal handle.

SR.15.6(iii)(18)(7) (a) The Station Master shall issued to the Guard of the last train (specified in the Line Block Order), entering the block section before it is obstructed, a certificate (which need not be addressed to any one), in duplicate, in the following form:-

The line between (station)……and (station)……will be blocked for Engineering purposes from……after train No……clears section until ……. hours on…….(date).
Station…….. ……..
Date…… (Station Master)

The Station Master shall hand over a Caution Order to the Loco Pilot warning him

that he shall be on the look-out for a Stop hand signal from the Engineering official-in-charge, vide clause (b) (i) below. Immediately after acknowledging the "Train out of Block Section" signal for this train, the Station Master shall place the "Line Block" cap on the plunger of the block instrument and this cap shall not be removed until a traffic train is ready to enter the block section under the provisions of paragraph (8) (f) below. If the last train is a run through train, it shall be stopped out of course at the station.

In Tokenless territories, the Station Masters at either end of the block section shall remove the shunt keys and keep the same in the personal custody on complete arrival of the last train at the other end and place the Line Block cap on the T.G.T. button of the block instruments.

Note:.- A Caution Order need not be given to the Loco Pilot when there will be no Engineering official-in-charge at the site of the work.

(b) (i) The last train shall be stopped at the site of the work by the Engineering official-in-charge by the exhibition of a Stop hand signal. The Guard shall also be on the look-out and , on the train being stopped, deliver one copy of the certificate to the Engineering official-in-charge and obtain acknowledgement. The Guard shall deliver the duplicate copy to the Station Master at the station at the other end of the block sector and obtain acknowledgement, the train being stopped out of course for the purpose., if booked to run through.

Note:- In cases where the last train entering the block section prior to the imposition of Line Block enters the block section at such an hour as to render it inconvenient for the Engineering officials-in-charge to be at the site of the work when the train arrives there, the Engineering official-in-charge need not be present at the site of the work to stop the train and the train need not be stopped at the site of the work but it shall pass through to the block station ahead where the Guard shall hand over both copies of the certificates to the Station Master and obtain acknowledgement. The Engineering official-in-charge shall before commencing the work personally obtain the copy of the certificate intended for him from this Station Master and give acknowledgement therefore. In case the Engineering official-in-charge is present at the other end of the block section, he shall personally obtain a copy of the certificate from the Station Master shall immediately advise the Station Master at the other end of having done so . Whenever this procedure is required to be adopted, the official applying for Line Block shall specifically advise the Divisional Railway Manager who in turn shall specially advise the Divisional Railway Manager who in turn shall specifically advise the station Masters at both ends of the block section and get their acknowledgements.

(ii) The Station Master shall before clearing section for the train in token territories, and tokenless handle type territories or establishing "Line Closed condition in push button type tokenless territories, obtain the duplicate copy of the Certificate or both the copies, as the case may be. Immediately after giving the "Train out of Block Section " signal for the train or establishing "line closed" condition, in accordance with this sub-clause or clause (c) below, the Station Master shall place the "Line Block" cap on the plunger of the block instrument in token

territories and tokenless handle type territories and on the "T.G.T. "button in push button tokenless territories or on the knob of the Morse instrument and this cap shall not be removed until a traffic train is ready to enter the section. The Station Masters at either end of the block section shall also remove the shunt keys and keep the same in their personal custody.

(c) If, on the train coming to a stand at the site of the work, the Guard is not in possession of the certificate, issued to him and on his declaring so in writing the Engineering official-in-charge shall issue a message, through the Guard, to the Station Master at both ends of the block section, with copy to the Divisional Railway Manager, intimating this fact and that the work is being taken up as arranged. Immediately on arrival at the block station ahead, the Guard shall hand over the message to the Station Master and obtain an acknowledgement. The Station Master shall, before clearing section for the train or establishing "Line Closed" contrition send the message to the Station Master at the other end of the block section and obtain his acknowledgement.

(d) Line Block shall not be considered to be in operation, nor shall the work of obstructing the line be commenced, until the Engineering official-in-charge of the work is in possession of the copy of the certificate referred to in clause (b) above or has issued the message referred to in clause (c) above.

(e) If the work spot is at the lower end of a steep or long gradient and if the last train to pass the work spot prior to the commencement of the work has to negotiate the steep or long grade before reaching the block station ahead, the Engineering official-in-charge of the work, if he has no portable telephone, shall not commence the work before the time specified in the certificate handed over to him. In case the Engineering official-in-charge of the work is equipped with portable telephone and if the work spot is on a controlled section, he shall ascertain from the Controller if the last train, that passed through the work spot has cleared the section at the other end and shall commence the work only after the train has cleared the section completely.

(8) (a) While the Line Block is in force, under no circumstances whatsoever, shall a traffic train be allowed to enter the obstructed section. The Station Master at both ends of the obstructed section shall not ask for or give Line Clear for any train to enter the section or establish "Train Going To" condition on the block instrument.

(b) Engineering material trains, break-down specials, wiring trains motor Trollies and motor lorries/tower wagons may be allowed to enter the obstructed block section on the authority of an Engineering official not lower in rank than an Inspector.

Before permitting any departmental material train/break-down special/wiring train/tower wagon into an obstructed section, the Engineering Inspector shall issue a written authority to the Station Master in the following form.:-

You are authorised to allow Train No ……description…….into the Obstructed section between (station)……and (station)……on (date) ……. at …… (hours). The section should be cleared before …… (hours) …… (minutes) the line is obstructed from (kilometre)……to (kilometre)……for engineering purposes.

The Station Master on receipt of this authority shall despatch the above mentioned trains into the obstructed block section on the "Authority to proceed without Line Clear"(T/A602)

(c) All manned level crossing gates shall be closed against road traffic for the passage of departmental trains during line block. However, the Loc Pilot / Operator shall ensure that all manned level crossing gates are closed against road traffic before passing the same. He shall whistle continuously while approaching the level crossings and obey the aspect of the Gate Stop signal if any. In the case of non-interlocked gates, and in the case of interlocked gates in double line sections while proceeding on the wrong direction, the Loc Pilot / Operator shall bring his material train / track machine to a stop 30 metres short of the level crossing and then restart and pass the gate after confirming that the gate is closed against road traffic (C. Memo No. 6 dated 06.11.06).

(d) (i) The running of Traffic trains over the section obstructed for Engineering purposes shall not be resumed until all the material trains or motor Trollies or motor lorries have cleared the obstructed section and the following messages have been exchanged, between the Station Masters at both ends of the obstructed section, for each material train or motor trolley or motor lorry that entered and cleared the obstructed section:-

My/Your Private Number……train cleared section here at ……hours…….minutes.

My/Your Private Number……understand……train cleared section here at ……hours…….minutes.

(ii) Provided that the above messages have been exchanged for each material train or motor trolley or motor lorry that has entered and cleared the obstructed section the running of Traffic trains, over the section ordered to be obstructed, may be resumed on the expiry of the obstruction period, unless the Engineering official-in-charge of the work specifically notified that the obstruction has not been removed. A Caution Order warning Loco Pilots that they should be prepared for Stop or Caution signals shall be handed over to all. Loco Pilot until the Station Master has received either a written notice from the Engineering official-in-charge of the work that the obstruction has been removed or an advice from the Station Master at the other end of the block section of his written notice. The Station Master receiving the written notice shall immediately communicate it to the Station Master at the other end of the block section. The Engineering official-in-charge of the work shall send the written notice, as soon as the obstruction has been removed.

(iii) The running of Traffic trains over the section ordered to be obstructed may be resumed before the expiry of the obstruction period specified in the Line Block Order, provided that-

(1) the Engineering official-in-charge of the work notifies the Station, Master at one end of the block section, in writing, that the obstruction has been removed;

(2) the Station Master receiving the written notice from the Engineering official-in-charge of the work has communicated the notice to the Station Master at the other end of the block section and the Divisional Railway Manager; and

(3) the provisions of clause (i) above have been complied with.

Note.- The notice referred to above shall be recorded in the Train signal Register and/or the Train Message Book of the stations at both ends of the block section.

(9) (a) If the Line Block is required to be extended beyond the time stated in the original Line Block Notice, the Engineering official-in-charge of the work shall send a written notice to the Station Master at one end of the block section, expeditiously notifying the time upto which the Line Block has been extended. The Station Master who receives the written notice shall immediately advise the Station Master at the other end of the obstructed section and the Divisional Railway Manager of the revised time upto which the Line Block has been extended by the Engineering Branch.

(b) The advice extending the time of the Line Block, received from the Engineering official-in-charge of the work, shall be recorded in the Train Signal Register, and the Train Message Book when in use, of the station at both ends of the obstructed section; and, after the expiry of the extended time, traffic trains may resume running over the section.

19. Special instructions for Line block-*Double Line*-(1) When it is necessary to obstruct one or both lines for Engineering purposes, any official of the Engineering Branch not below the rank of an Inspector shall apply to the Divisional Railway Manager for the Line Block Order. On sections where traffic position permits, even casual renewals may preferably be carried out under Line Block. Where breaking the road for longer periods is involved, such work shall be done under Line Block. All cases of renewal of track on a bridge or on the approach to a bridge or an embankment where the risk involved will be of a very high order, shall be done under Line Block.

Note.-(1) Relaying may be done under the protection of Rules 15.08 and 15.09, without the imposition of line block, on a controlled area, provided-

(a) the Divisional Railway Manager and the Station Master of the block stations on either side of the relaying area advised in advance;

(b) the relaying is in charge of an Inspector: and

(c) an official, with a field telephone, is specifically posted to be in continuous contact with the Control to ascertain the whereabouts of trains which are running so as to minimise detention to traffic.

(2) The detailed procedure for imposition, extension and removal of Line Block shall be the same as for single line except that whenever both lines are obstructed, it shall be the joint responsibility of the Station Masters at both ends of the block section to ensure that no train is occupying or ready to enter the adjacent line before permitting the last train mentioned in the Line Block Order into the section.

Note:- When it is necessary to obstruct only one line in a double line section, the official applying for Line Block Order shall state in the application that the Line Block Order is required for one line only indicating clearly the line (Up or Down as the case may be) which is to be obstructed. During such circumstances, the procedure detailed in SR 6.02 (iv) shall be followed for running of trains on the unobstructed single line with a Caution order issued to the Loco Pilot of each train till the line block is over stating as Under:

"Line Block in force on adjacent line. Observe special caution and reduce speed as necessary."

The above caution order shall also be given to Loco Pilots of trains running on the adjacent lines on a section with two or more lines of same/different gauges when line block is in force or any of the lines.

The Engineering official in charge of Line Block Work shall ensure that materials conveyed through the trains running on obstructed line do not obstruct the adjacent line.

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.

S.R.15.07 (i) When such work has to be undertaken and is protected by temporary engineering indicators, 2 detonators shall be placed on the line 10 metres apart not less than 90 metres in rear of the Caution Indicator and a Flagman posted (at not less than 45 metres in rear of the farthest detonator) exhibiting the "proceed with caution hand signal to approaching trains.

15.08. Precautions before commencing operations which would obstruct the line.-

(1) No person employed on the way or works shall change or turn a rail, disconnect points or signals, or commence any other operation which would obstruct the line until Stop signals have been exhibited and where prescribed detonators used; and if within station limits, he has also obtained the written permission of the Station Master and all necessary signals have been placed at "on".

Provided that the exhibition of Stop signals may be dispensed with, if such operations are performed or carried out after the necessary signals, other than Automatic Stop signals, have, in addition to being placed in the `on' position, been disconnected, so that such signals cannot be taken "off" again until it is safe to do so and the corresponding adequate distance beyond such signals is kept clear:

Provided further that when the area of work is controlled by Automatic signals, the railway servant in-charge of the work shall post a competent railway servant at an adequate distance in rear of the site of the work to stop and warn any train approaching the affected area.

(2) No work involving removal of any rail from the track shall be undertaken without traffic block, except as provided in Sub-rule (3) below.

(3) In emergent cases, the Engineering Official not below the rank of 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 confirmation of the same. In such emergent cases, work may be commenced only after advising the Loco Pilot and bringing the train to a stop.

S.R.15.08(i) Responsibility of the Engineering official-in-charge of the work- (a) No work affecting the track which may involve danger to trains shall be commenced except under the orders of the Permanent Way Inspector, or any other authorized railway servant who shall be present at the work site and ensure that the engineering indicators are exhibited at the specified distances according to rules and staff posted with necessary equipment to man them.

(b) Trains shall be permitted over the track under repair at such restricted speed as is specified only after the track is rendered safe for traffic.

(c) when imposing or removing a speed restriction, the Official-in-charge shall advise, specifying the restricted speed-

(1) The Station Master at each end of the block section on which the restriction is imposed as well as the Station Masters of the Notice stations at either end.
(2) Locomotive Foreman (or Fitter Chargemen or Train Examiners) of the Depot stations at both ends of the runs of the Loco Pilots concerned including the Locomotive Foreman (or Fitter Chargeman or Train Examiner) of the Depot station immediately on either side of the restricted length,
(3) Signal Inspector, Traction Distribution Supervisor, Permanent Way Inspector and Assistant Engineer,
(4) The Transportation Inspector and the Divisional Railway Manager.

(d) In the case of works between stations, whenever the Engineering official-in-charge of the work requires information regarding the running of trains on the section, he shall advise the Station Master as under and obtain his acknowledgement.-

To
Station Master,
……..Station

It is proposed to carry out work on (date) ……..at kilometre……between……station and……..station between hours …….and hours…… . Please give me information regarding running of trains on the section.

Time……. ……
Date……. Official-in-charge
(With designation)

The Station Master shall give him the information in the following form and obtain his acknowledgment:-

To Official-in-charge…….(Designation)
Daily and extra trains due to arrive at or pass my station Upto…….hours have actually done so except-
Train (No. and Description)…….minutes..... late.
The following extra trains, special trains and light engines will enter section as shown below-
Train (No. and Description)…….due to enter section at about ……hours from ……. station ……
Station …….
Time……
Date…….

.....
Station Master

Note.- The timings given above are approximate. The possibility of a train running before time shall always be borne in mind and however late a train may be running on no account should it be assumed that it has been cancelled.

S.R.15.08(i) (e) Issue of Caution Order.- The engineering official-in-charge of any work inside or outside station limits shall advise in writing the Station Master of one of the two Block stations on either side of the Block section on Double/Single line sections over which the issue of Caution order is required as well as the Station Masters of Notice stations detailing the Kilometrage between which Special Caution is necessary, the reason for the `Special Caution' and the speed restriction. The Engineering official-in-charge shall not commence the work until he has received an acknowledgement from the Station Master in the following form and in case the block section is occupied until the train mentioned in the acknowledgement has passed well clear of the site where the work is to be carried out.

To
…….(Designation of Engineering official incharge)
……(Station/Kilometres).
I acknowledge your caution order advice No …… of …… date.
I have advised the Station Master of the …….station at the other end of the Block section and have obtained his acknowledgement.
The Block section is not occupied or occupied by Train No. and description…….. which is due to arrive at……Station……..hours.. …….minutes.

Station……

.....
Date…… Station Master

S.R.15.08(ii) When any work endangering the track is in progress on or in the vicinity of a diversion used for the daily passage of trains, banner flags shall be fixed at an adequate distance in addition to Engineering indicators. Such work shall not be done at night except in case of an accident or emergency and on such occasions Line Block shall be imposed. In addition, red lights and detonators shall be used to protect the work.

S.R.15.08(iii) In electrified sections, whenever any work on permanent way is undertaken, G.R.17.06 and its Subsidiary Rules shall be strictly adhered to.

15.09 Showing of signals: -

(1) Whenever due to lines being under repair or due to any other obstruction it is necessary to indicate to the Loco Pilot that he has to stop or proceed at a restricted speed, the following signals shall be shown and, where prescribed, detonators used, if on a double line in the direction from which trains approach and if on a single line in each direction-

(a) *When the train is required to stop and the restriction is likely to last only for a day or less*- A banner flag shall be exhibited at a distance of 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge and three detonators shall be placed, 10 metres apart, at a distance of 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the place of obstruction. In addition, Stop hand signal shall be shown at 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 at least 800 metres from the place of

obstruction. The distance of 800 metres shall be suitably increased by special instructions, where required. The railway servant at the place of obstruction shall give Proceed hand signal to indicate to the Loco Pilot when he may resume normal speed after the train has been hand-signalled past the place of obstruction.

(d) ***When the train is not required to stop and the restriction is likely to last for more than a day-*** **A speed indicator shall be exhibited at a distance of 30 meters from the place of obstruction and again a caution indicator at a distance of at least 800 meters from the place of obstruction. The distance of 800 meters shall be suitably increased by special instructions, where required. In addition, termination indicators shall be provided at the place where a Loco Pilot may resume normal speed.**

(2) In case the place of obstruction is within station limits-

(a) the provision of sub-rule (1) may be dispensed with if the affected line has been Isolated by setting and securing of points or by securing at "ON" the necessary manually controlled Stop signal or signals, and

(b) approach signals shall not be taken 'off" for a train unless the train has been brought to a stop at the First Stop signal, except in cases where the Loco Pilot has been issued with a Caution Order at a station in rear, informing him of the obstruction and the details thereof.

(3) if the place of work is situated in Automatic Signalling territory, and if the distance between the place of obstruction and the Automatic signal controlling the entry of train in the signalling section concerned is less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and provided the Automatic signal has been secured at "ON"-

(a) the banner flag and three detonators referred to in clause (a) of sub-rule (1) may be provided at 90 and 180 metres respectively; and

(b) the caution indicator referred to in clause (b) of sub-rule (i) may be dispensed with.

(4) The Shapes and sizes of the indicators referred to in clauses (b) and (d) of sub-rule (1) may be prescribed by special instructions.

Note:- The distances referred to as 800 metres and 400 metres on M.G. and N.G. under G.R. 15.09 have been increased to 1000 metres and 500 metres respectively.

S.R. 15.09(i) Works of short duration.- Works such as casual renewals of rails and sleepers, creep pulling lubrication of rail joints, oiling fish-plates, insertion of points and crossings, ladder working for OHE works etc. which can be completed between sunrise and sunset of the day of commencement and no restriction of speed thereafter is required, are termed " works of short duration". Hand signals, banner flags and detonators, as detailed in G.R. 15.09 shall be used to protect trains.

S.R.15.09 (ii) (a) Works of short duration inside station limits:- (a) Before commencing any work of short duration inside station limits, the Engineering official-in-change of the work, requiring to obstruct the line, shall notify the Station Master in the following form and obtain his acknowledgement:-

To
The Station Master,
……Station
Please note that I require the……..line at your station to be obstructed today from ……hours to …….hours, traffic may be resumed only after receipt of advice of clearance from me.
Date…… ……. .....
Signature of Official-in-charge
(with designation)

The Station Master shall give a written permission to the Engineering official in the following form and obtain his acknowledgement:-

To
……
(Designation of the Engineering official-in-charge of the work) at……Station.
You may obstruct the ……..line at my station today from……hours to……hours until reported clear by you. All the concerned Signals have been kept at "ON".
Date…… ……
Signature of Station Master with station seal

(b) (1) Before commencing work on a line which can be isolated from the other lines, the engineering official-in-charge of the work shall, jointly with the Station Master, ensure that the line has been isolated and keep the keys of the points or the traps in his possession, giving the Station Master a receipt therefore. Where isolation is effected by the setting point of the points, the points shall be locked by means of the bolts and cotters or clamps.

(2) Before commencing work on a line which cannot be isolated from the other lines, the Engineering official-in-charge of the work shall provide the prescribed hand signals, detonators and banner flags as may be necessary to afford protection to trains or vehicles moving in the yard.

S.R.15.09(iii) "Works of short duration" outside station limits-

(a) Before commencing any "work of short duration" outside station limits, the Permanent Way Inspector, or any other authorised railway servant shall notify the Station Masters at each end of the block section of the fact and obtain their acknowledgements. The Station Masters shall arrange to issue Caution Order to Loco Pilots in accordance with Rule 4.09.

Note:- In an emergency, when it is necessary on consideration of safety, the permanent Way inspector or any other authorised railway servant may commence such work after protecting the line, before issuing notice to the Station Master. If the work is likely to be prolonged, he shall notify the Station Masters as soon as possible after commencing the work, for issue of Caution Orders to Loco Pilots.

(b) The Official-in-charge of the work shall protect the line in accordance with sub-clauses (a) and (c) of G.R. 15.09.

(c) (i) At places where there are curves or gradients falling towards the obstruction or at times of poor visibility, the distances laid down in G.R. 15.09 shall be suitably increased, in order that the Stop hand signal and banner flag may be visible to the Loco Pilot of an approaching train from a distance of not less than 500 metres on the Metre Gauge and Narrow Gauge and 600 metres on the Broad Gauge. In order to avoid a girder bridge or any other obstruction which may prevent the planting of the banner flag as indicated, the distance can be increased as necessary. Intermediate Flagmen shall be posted to relay the hand signals.

(ii) The Loco Pilot of an approaching train shall bring his train to a stop on seeing the "Stop" hand signal shown by the Flagman farthest from the obstruction. Only after the train has come to stand, the Flagman shall remove the detonators and allow the train to proceed by showing "proceed-with-caution" hand signal. After the train has passed, he shall fix three detonators 10 metres apart again on the line and continue to show "Stop" hand signal, until recalled.

(iii) The Loco Pilot shall thereon restart and proceed with caution being prepared to stop his train short of the banner flag fixed at 500 metres on the Metre Gauge and Narrow Gauge and at 600 metres on the Broad Gauge.

(iv) The Flagman nearest to the obstruction (at the 30 metres point) shall, on receiving orders from the Engineering official-in-charge of the work to allow the train to pass over the obstruction at reduced speed, show "Proceed-with-Caution" hand signal and intimate the intermediate Flagman (at the 500 metres point on the Metre Gauge and Narrow Gauge and 600 metres point on the Broad Gauge) who shall, thereupon, remove the banner flag. The train shall then be hand-signalled forward by both the Flagmen showing "Proceed-with-Caution" hand signals.

(v) After the train has passed, the intermediate Flagmen shall plant the banner flag again across the line and show Stop hand signal and stop approaching trains until otherwise instructed.

S.R.15.09(iv) (a) Works of long duration inside of outside station limits.- works such as relaying, bridge construction under traffic and diversions which extend over a few days or weeks during which period a continuous restriction of speed has to be in force are termed "works of long duration". Temporary engineering indicators shall be used at the specified distances to protect the trains.

(b) All indicators shall be placed on the left hand side of the line as seen by the Loco Pilots of approaching trains. The temporary engineering indicators which are of reflective type need not be lit whereas temporary engineering indicators which are of non-reflective type shall be lit at sunset and kept burning till sunrise.

(c) Protection in block section for work requiring stop-dead speed restriction and procedure for passing trains.- The Loco Pilot of a train shall, on approaching the caution indicator, reduce speed as necessary and bring his train to a dead stop in rear of the stop indicator. The Engineering Watchman posted at the stop indicator shall, after the train has actually come to a dead stop hand over the Restriction book, Form E.R.7 to the Loco Pilot. The Loco Pilot shall fill in the date, train number and time, affix his signature and return the book to the Watchman. The Watchman shall, thereafter, exhibit a "Proceed-with-caution" hand signal to the Loco Pilot. The Loco Pilot shall then restart and proceed cautiously at a speed not exceeding 10 kilometres an hour until the train has cleared the restricted length.

(d) Permanent Speed Restrictions.- They are notified in the Working Time Tables. The Speed indicators are erected to indicate to Loco Pilots where restrictions are to be observed; for example between stations, because of lighter type of permanent way, at certain bridges and at certain curves. It need not be lit at night. The permanent speed indicator shall be proceeded by the caution indicator, fixed sufficiently in rear to enable Loco Pilots to reduce speed. It also need not be lit at night. Where speed restriction has been imposed on account of facing points of an outlying siding, an "S" marker should be fixed at the points, in addition to the speed and caution indictors fixed in rear of the points. Where, however, the sanctioned speed of the section does not exceed 50 kilometres an hour the speed indicator and "S" marker need not be provided except where the speed over the points is less than the sanctioned speed of the section. Where the speed over the facing points at a station is less than the speed sanctioned at other stations on the same section, a permanent speed indicator shall be fixed on the post or the First Stop signal of the station. Termination indicators shall be provided in advance of all permanent speed indicators between stations and they need not be lit at night. Where a permanent speed restriction is in force on any intermediate track on triple or multiple lines, the engineering indicators shall be fixed between the tracks to be within 300mm from rail to avoid infringement of Standard Dimensions. Caution Orders need not be issued for permanent speed restrictions.

(e) When on sections it becomes necessary to indicate to the Loco Pilots of goods trains to run at a restricted speed and where caution and speed indicators have been provided, they should bear the legend "GDS".

(f) Conditions to be satisfied before commencing the work:-

(1) The Permanent Way Inspector shall, except in an emergency

(i) obtain the permission of the Divisional Railway Manager who shall, prior to giving the permission, issue necessary notices to the Station Masters, vide clause (ii) below and all others concerned and obtain their acknowledgements;

(ii) issue notice to the Station Master at each end of the block section, in the case of Single line and to the Station Master at the block station in rear in the case of Double line, and Station Master of Notice stations confirming the commencement of the work, as notified by the Divisional Railway Manager and obtain their acknowledgements; and

(iii) provide the necessary engineering indicators as prescribed.

(2) In an emergency, when it is necessary on considerations of safety, the Permanent Way Inspector or any other authorised railway official may commence the work before issuing the notice under the protection of hand signals, banner flags and detonator, In such cases, as soon as possible, the official-in-charge of the work shall issue the notice and replace the hand signals, banner flags and detonators by Engineering indicators.

(3) (i) In the case of works inside station limits, Special Instructions shall be issued by the divisional Railway Manager in regard to the use of the engineering indicators in conjunction with the fixed signals of the station detailing the position of the indicators. In such cases, the work shall not be commenced until the Special Instruction are issued to all concerned and their acknowledgements obtained.

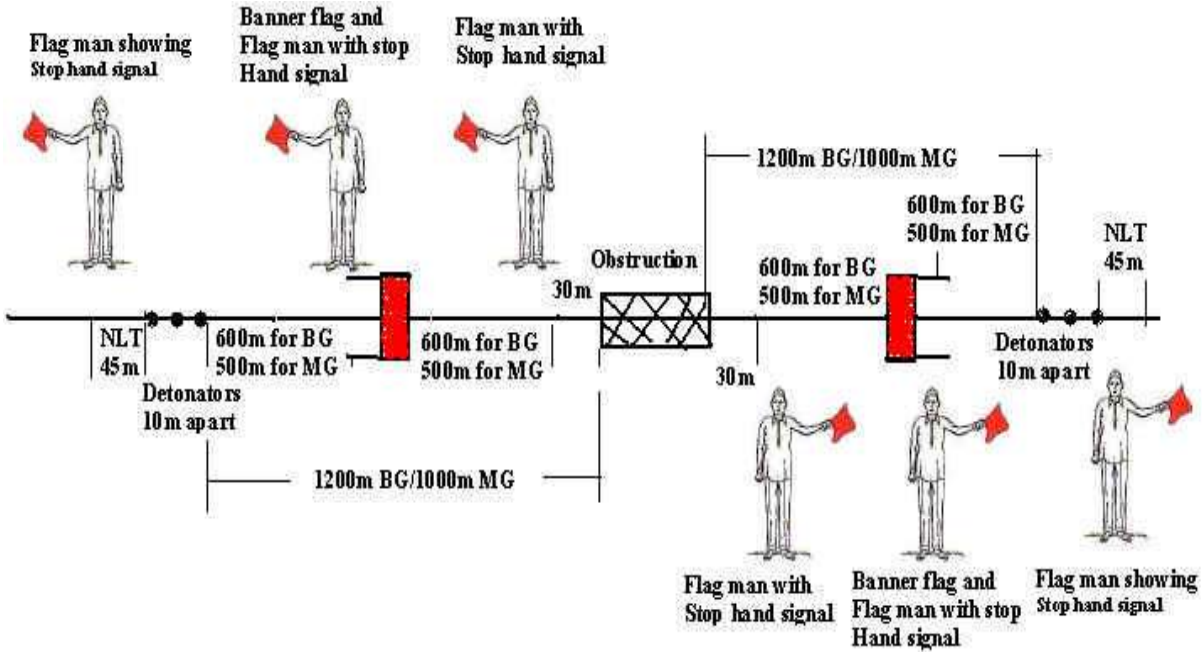
S.R.15.09(iv) (g) Responsibility of Loco Pilot and Guard

(1) The Loco Pilot of a train shall on approaching the caution indicator, reduce the speed as necessary and while actually passing over the speed restricted length, keep his train under control an strictly observe the restricted speed avoiding the use of brakes as far as possible. The Loco Pilot shall resume normal speed after his engine has passed the termination indicator or after getting the "All-Right" Signal shall be acknowledged by the Loco Pilot by giving a long whistle. In the case of a light engine the Loco Pilot shall resume normal speed after clearing the restricted length.

(2) The Guard of a train shall be on the look out for signals and be prepared to help the Loco Pilot to keep the train under control while passing over the speed restricted length. He shall also exhibit the "All-Right" Signal to the Loco Pilot after the last vehicle has cleared the restricted length.

WORK OF SHORT DURATION

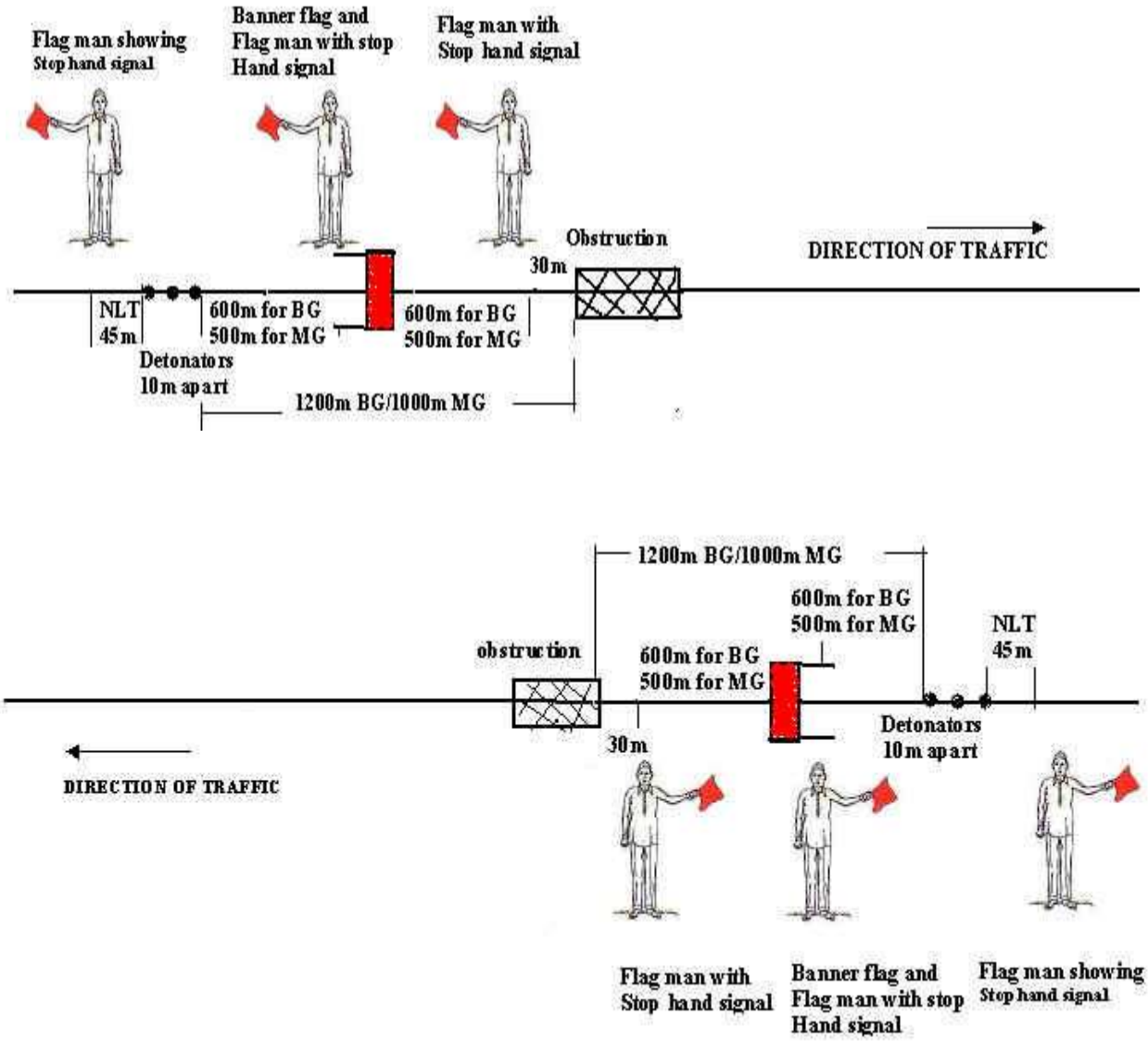
STOP DEAD' RESTRICTIONS ON SINGLE LINE SECTION



Note :- Ref: GR 15.09 (1)(a) and S.R. 15.09(i)

WORK OF SHORT DURATION

'STOP DEAD' RESTRICTIONS ON DOUBLE LINE SECTION

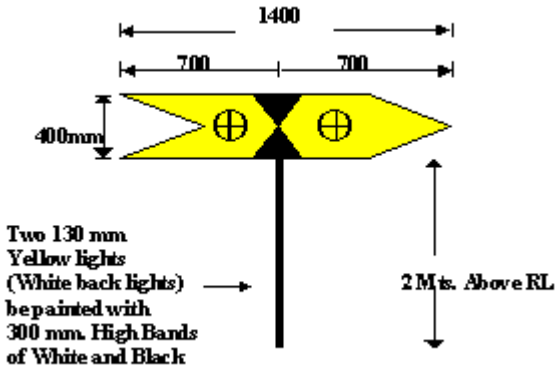


Note :- Ref: GR. 15.09 (1)(a) and S.R. 15.09(i)

FIGURE - 1

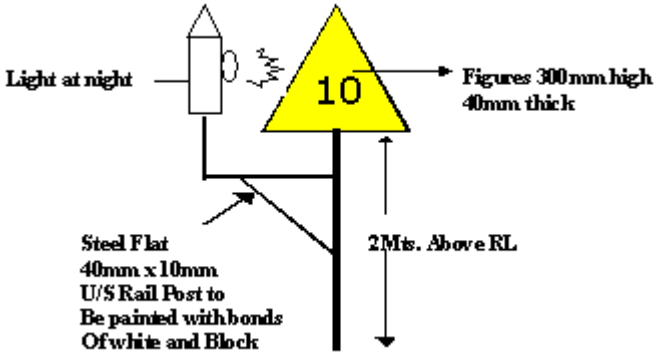
ENGINEERING INDICATORS FOR TEMPORARY RESTRICTIONS

CAUTION INDICATOR



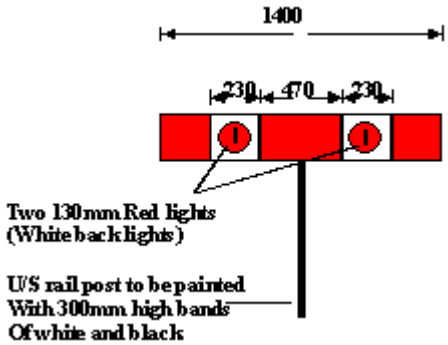
Line under repairs ahead, reduce speed and be prepared for either a Speed Indicator or a Stop Indicator ahead. Not less than 1000 m on M.G and 1200m on B.G from point where speed is to be restricted or where stoppage is required.

SPEED INDICATOR



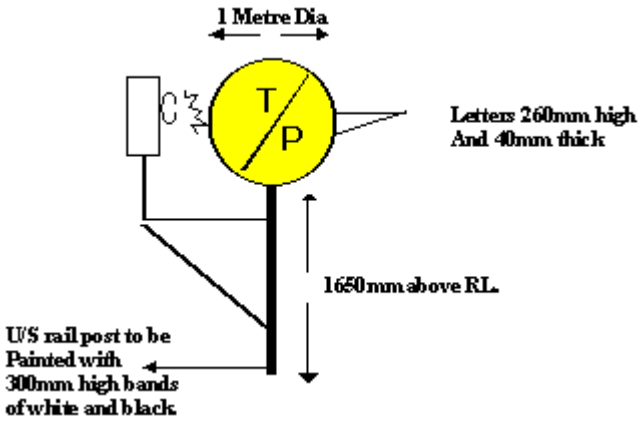
Speed to be reduced at once to 10 kilometres per houre (or to such other speed as may be indicated) Not less than 30 m from the point where the speed is to be restricted.

STOP INDICATOR



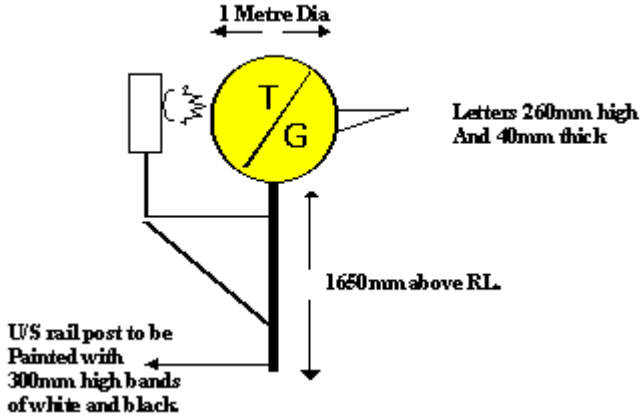
Stop at once and do not proceed until authorised by Engineering Watchman. Not less than 30 metres from the point where stop is required

TERMINATION INDICATOR FOR PASSENGER TRAINS



Resume normal speed

TERMINATION INDICATOR FOR GOODS TRAINS



Resume normal speed

Note:-

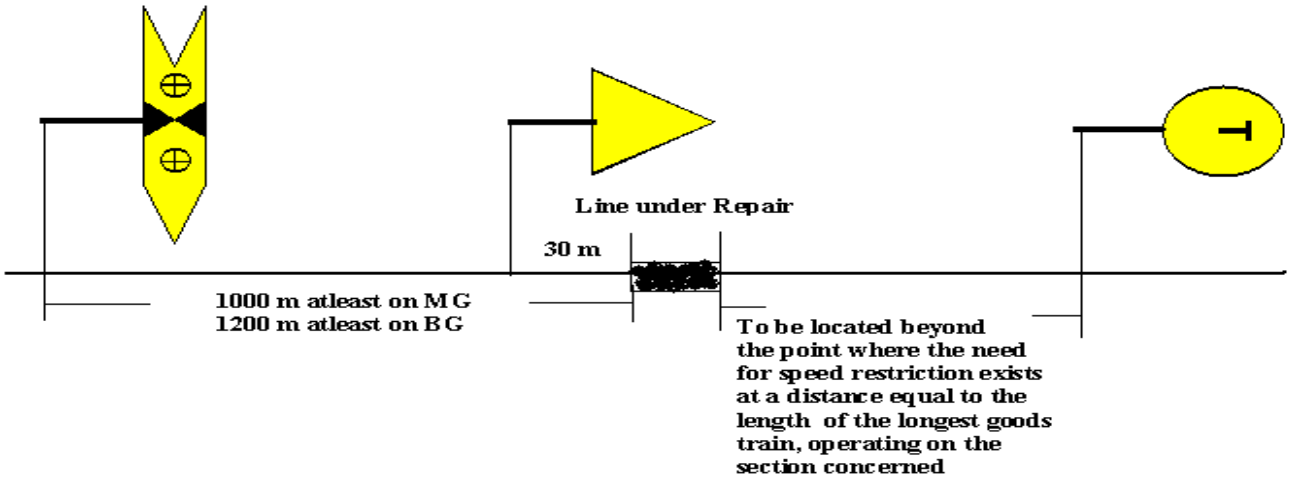
(1) All the dimensions are in millimetres except where otherwise shown.

(2) For intermediate tracks on triple or multiple lines engineering indicators should be fixed between tracks to within 300 millimetre from rail level to avoid infringement of standard dimension.

WORKS OF LONG DURATION

FIXTURE OF ENGINEERING INDICATORS OUTSIDE STATION LIMITS

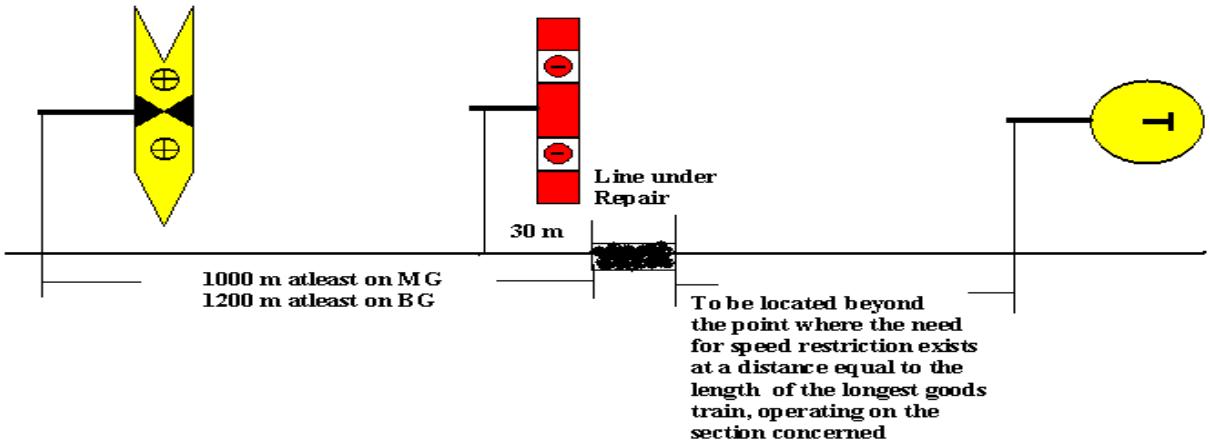
FOR REDUCED SPEED RESTRICTIONS OUT SIDE STATION LIMITS



Ref: GR. 15.09(1)(d) and S.R. 15.09(iv)(a)

FOR STOP DEAD RESTRICTIONS

Ref: GR. 15.09(1)(d) and S.R. 15.09(iv)(a)



Ref: GR. 15.09(1)(b) and S.R. 15.09(iv)(c)

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 there of, render assistance for the protection of the train.

15.11. Gangmate in each gang:-

Each Inspector of Way or works shall see that in every gang employed in his length of line there is a competent Gangmate.

15.12. Knowledge of signal and equipment of gang:-

Each Inspector of Way or Works shall see;

(a) that every Gang man 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 twelve detonators, in addition to such other tools or implements as may be prescribed by special instructions.

S.R.15.12 (i) In addition to the equipment specified in Rule 15.12(b), every gang shall be supplied with two banner flags.

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 gauges, flags, signal lamps, detonators, tools and implements supplied to the gangs under clause (b) of Rule 15.12 and ascertain whether the above equipment is complete and in good order.

(2) He shall also see that any defective or missing articles are replaced.

15.14. Responsibility of Gangmate as to safety of line:-

Each Gangmate shall

(a) see that his length of line is kept safe for the passage of trains;

(b) that the signals supplied to him under clause (b) of Rules 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(i) Every Gangman and Keyman shall endeavour to prevent trespass in railway limits by persons or cattle on his length of line.

SR.15.14(ii) (a) Fortnightly Notice of Speed Restrictions or Stoppages on account of Engineering works/Overhead equipment works-

The Divisional Railway Manager shall issue not later than Monday every alternate week, a notice giving the details of all speed restrictions and stoppages which will be in force during the fortnight commencing from the second following Sunday, on account of works by Engineering Branch/Overhead equipment Branch. This notice shall state-

1) the Nature of work;
2) its location
3) the indicators and/or signals exhibited by the Engineering Branch/Overhead equipment Branch in connection with it and their locations;
4) the restrictive speed and /or stoppages to be observed by Loco Pilots in connection with it; and
5) the name of the block stations adjacent to the site where the engineering work will be undertaken in order that Caution Orders may be issued in accordance with Rule4.09.

The Divisional Railway Manager shall send copies of the notice to the Station Masters of the adjacent block stations, Loco Foreman (Fitter Chargeman or Train Examiner), Permanent Way Inspector, Traffic Inspector and the Station Masters of the Guards Headquarters stations at either end, Traction Distribution Supervisor and Station Masters of Notice Stations.

(b) If it is necessary for the Engineering/Overhead equipment Branch to put in hand any work on the track which has not been included in the Divisional Railway Manager's Fortnightly Notice of Speed Restrictions or stoppages referred to in clause (a) above, but which involves the obstruction of the line and necessitates showing of danger signals, the Engineering official-in-charge shall notify, by letter or telegram (in ordinary language not in code) the Station Masters of the block station, on either side of the proposed work and the Notice stations on either side, full details of the work giving the same information as laid down in items (1) to (5) of clause (a) above and he shall not commence work until the letter or telegram has been acknowledge by each of the Station Masters concerned.

S.R.15.14(iii) Excavation shall not be undertaken in the vicinity of cable routes until the exact position of the cables has been ascertained and a representative of the branch concerned is present.

15.15. Blasting:-

No railway servant employed on the way or on any works shall carry on any blasting operations on or near the railway except as permitted by special instructions.

15.16. Putting in or removing points or crossing:-

Except in cases of emergency, no railway servant shall put in or remove any points or crossings otherwise than as permitted by special instructions.

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.

B. The Working of Lorries, Trollies and Motor Trollies

15.18. Distinction between trolley, lorry and motor trolley-

(1) A vehicle which can be lifted bodily off the line by four men shall be deemed to be a trolley and any similar but heavier vehicle shall be deemed to be a lorry.

(2) Any trolley which is self-propelled, by means of a motor, is a motor trolley.

(3) A trolley shall not, except in cases of emergency, be used for the carriage of permanent way or other heavy material; and when a trolley is so loaded, it shall be deemed, for the purposes of these rules, to be a lorry.

S.R15.18(i)The following rules shall apply to Trollies/Lorries/Motor Trollies:-

(1) Each trolley/lorry/motor trolley shall be marked with a number, code initials of the Headquarters station and the designation of the Official-in-charge.

(2) A trolley/lorry/motor trolley shall always be pushed and not pulled. Use of sails or any other aid for their propulsion is strictly prohibited.

(3) A trolley shall be manned by at least four trolleyman, a lorry by a least six lorry men and a motor trolley by at least four railway servants including the Loco Pilot. This does not include any Flagmen who may be required in addition for the

protection of trollies /lorries under special instructions.

(4) Out of six men employed for working a lorry, two shall control the brakes and two shall walk alongside the lorry. Under no circumstance shall all the men be seated on the lorry.

(5) The duties of Flagmen shall be invariably entrusted to trained men experienced on the working of lorries/trollies and who have passed the vision test.

(6) The number of men that may be carried on a trolley/motor trolley shall not exceed:-
   (a) eight on the Metre Gauge; and
   (b) ten on the Broad Gauge,

(7) when the view of the line is obstructed due to curves or cuttings or other causes, "observation posts" shall be established at such sites a command the best view in both directions for the use of Flagmen who shall convey hand signals to the trolley on the line.

(8) In track circuited territories, trollies when used shall be insulated.

(9) Whenever a trolley is placed on line on Form T/1518 with Caution Order protection on a section with double or multiple lines, Caution Order shall be issued to all trains running on all lines if the Official in charge of the trolley has stated his intention to change over from one line to another in the `A' portion of Form T/1518. Otherwise, the Caution Order shall be issued only to the Loco Pilots of trains running on the line on which the trolley is placed.

15.19. Red flag or light to be shown:-

Every lorry or trolley when on the line shall show a red flag by day and a red light by night, during thick, foggy or tempestuous weather impairing visibility or in a tunnel in the directions from which a train may come.

S.R.15.19(i) As soon as a trolley or lorry is removed from the line and placed clear of it, the red flag or light (s) shall be removed, but care shall be taken to see that this signal is not removed until the line has been cleared of all obstructions.

15.20. Equipment of trolley, lorry or motor trolley:-

Each trolley, lorry or motor trolley shall have the following equipment:-

(a) two hand signal lamps,
(b) two red and two green hand signal flags,
(c) sufficient supply of detonators,
(d) a chain and a padlock,
(e) a copy of the Working Time Table and all Correction slips and appendices, if any, in force on that section of the railway over which the trolley, lorry or motor trolley is to run,
(f) a motor horn and a search light (for motor trolley only),
(g) two banner flags (for lorry only), and
(h) such other articles as may be prescribed by the Railway Administration in this behalf.

Note:- The Official-in-charge of the trolley, lorry or motor trolley shall also be in possession of a watch in addition to the prescribed equipment.

S.R.15.20(i) In addition to the equipment prescribed above, the railway servant-in-charge shall not place a trolley, lorry or motor trolley on the line unless he has the following also in good condition:-

1) A copy of the General and Subsidiary Rules Book and Block Working manual

2) 10 Detonators.

3) A red flag to be fixed on the vehicle.

4) Two red signal flags for trolley or lorry.

5) (i) A lamp to show red to both front and rear on single line or when single line workings is in force on Double line.

or

to show red towards the rear and white in front on Double line in the case of trolley and lorry.

(ii)Two side lamps fixed on the motor trolley to show two red lights to both front and rear on single line or when single line working is in force on Double line,

or

to show two red lights in the direction from which trains will approach and two white lights in the other direction on Double line.

6) An efficient white head-light for motor trolley only.

7) (a) For trollies and lorries, Form T/1518 and Form T/A 1525 (on double line only)

(b)For Motor trollies Form T/1525 and Form T/A 1525 (on double line only)

15.21. Efficient brakes:-

No lorry or trolley shall be placed on the line unless it is fitted with efficient brakes.

15.22. Qualified person to be in charge of lorry or trolley when on the line:-

(1) No lorry or trolley 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 trolley, and shall be responsible for its proper protection and for its being used in accordance with special instructions.

S.R.15.22(i) The following railway officials are authorised to place a trolley or lorry on line, if they have been certified fit to do so:-

(1) Officers of the Engineering/Signal and Telecommunication/Electrical Branches.

(2) Permanent Way Inspectors, Inspectors of Works and Bridge Inspectors.
(3) Sectionmates and Workmates of the Engineering Branch.
(4) Signal Inspectors.
(5) Authorised Supervisors of the Electrical Department
(6) Any other official special authorised in this behalf.

S.R.15.22(ii) Certificate of Competency-(a) No officer or subordinate official shall place a Trolley or Lorry on the line unless he holds a Competency certificate issued in this behalf by the concerned department officer not lower than the rank of Sr. D.E.N/DEN/XEN/Sr DSTE/DSTE/Sr.DEE/DEE/OHE.

Note:- The Departmental Officers are authorised to renew the certificates as laid down in the Note to S.R. 15.22 (ii) (b) (2).

(b)(1) The Railway servants permitted to use Trollies or Lorries as laid down in S.R.15.22 (1)(a)&(b) shall undergo a course of training in the Zonal Railway Training Institute and a written examination shall be conducted by the Principal, Zonal Railway Training Institute, who shall advise the Senior D.E.N./D.E.N./X.E.N. or the senior D.S.T.E/D.S.T.E. or Senior D.E.E/D.E.E/O.H.E. the names of those staff who have come out successful in the test. The Sr.DEN/DEN/XEN/ or the Senior DSTE/DSTE or the Senior. DEE/DEE/OHE shall then issue the necessary Competency Certificates to such staff.

(2)The Competency Certificate to place a Trolley or Lorry on the line of the Mettupalyam-Udagamandalam Sections shall not be issued to staff below the grade of Permanent Way Inspector, Grade III. The Trolley/Lorry Competency Certificate shall be valid for a period not exceeding three years.

Note:- Every employee holding a Competency Certificate shall apply to the Senior D.E.N./D.E.N./X.E.N or Senior D.S.T.E/D.S.T.E. or Senior D.E.E./D.E.E/O.H.E., with a declaration in writing not less than 45 days before the date of expiry of the Competency Certificate that he has read and understood all the rules relating to the working of Trollies *and Lorries on the line and that he is fully conversant with them. The departmental officer shall then issue the renewal certificate after holding an oral test and satisfying himself that the staff are conversant with the rules relating to the working of* Trollies *and Lorries.*

(3)The Divisional Officers/Executive Engineers whenever they go out on inspection shall test check the employees holding Competency Certificates in their knowledge of rules and also test their equipment.

(4)The Certificate of Competency shall be kept in the personal custody of the staff working the Trolley/Lorry and shall be promptly produced when required.

(c)In respect of Divisional Officers, the Divisional Railway Manager shall hold an oral test and examine them in the rules relating to the working of Trollies and Lorries. The Divisional Railway Manager shall then issue the Competency Certificate after satisfying himself that the officer is well qualified to place a trolley or Lorry on the line. In respect of Headquarters officers who are not in possession of Competency Certificates, the Head of the department shall hold an oral test in their knowledge of rules relating to the working of Trollies and Lorries.

He shall then issue a competency Certificate after satisfying himself that the officer is well qualified for placing a Trolley or Lorry on the line. The Competency Certificate shall be valid for a period not exceeding five years. The renewal of certificates shall be done by the Divisional Railway Manager in respect of Divisional Officers and by the Head of the department in respect of Headquarters Officers.

Note: - Renewal certificates are not necessary for Officers of Junior Administrative grade and above

S.R.15.22(iii) The Official-in-charge of a trolley or lorry.-when it is accompanied by more than one railway servant qualified to be in charge, the railway servant who is actually manning the brakes shall act as the Official-in-charge.

S.R.15.22(iv) Conveyance of other than railway employees:-

(a) Trollies -

1) Normally no person other than a railway employee shall be conveyed.
2) A railway employee qualified to be in-charge of a trolley, may, however, convey the following person, if it will not interfere with his duties and responsibilities:-

(i) Magistrates and Police Officials (not below the rank of sub-Inspector) proceeding to the site of an accident on duty;
(ii) Other Government Officials in general (Civil, , Military, Medical, etc.) when their journey concerns the working of the Railway;
(iii) a person requiring medical aid; and
(iv) Contractors and their agents proceeding in connection with work.

(3) The Conveyance of the above persons is subject to the following conditions:- (i) The prior permission of the Divisional Railway Manager shall be obtained by the Official-in-charge of the trolley through Control. However, in emergent cases, such permission may be obtained from an Assistant Officer who shall at once advise the Divisional Railway Manager regarding the grant of such permission.

(ii)Prior to being conveyed, the person(s) concerned shall execute an Indemnity Bond in the prescribed form.

(b) *Lorries:-*

No person unconnected with the working of the railway shall be conveyed on a lorry.

15.23. Attachment to train prohibited:-

No lorry or trolley shall be attached to a train.

S.R.15.23(i) Conveyance of Trollies and Lorries by trains- No Trolley or Lorry shall be loaded in any train without the consent of the Guard incharge of the train. Except in an emergency no lorry or trolley shall be loaded in Mail and Express trains.

15.24. Time of running:-

A lorry shall ordinary 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.

WORKING OF TROLLIES

SR 15.24(i)(a): Trollies shall be worked on the following sections as indicated below:

BROAD GAUGE

Lokur	-	Danishpet (Lokur ghats)
Omalur	-	Mettur Dam
Madukarai	-	Kanjikode (Walayar ghats)
Shornur	-	Cochin Harbour Terminus
Ernakulam Jn.	-	Quilon Jn.
Ayyalur	-	Kalpattichatram
Punalur	-	Kundara

METRE GAUGE

Mettupalaiyam	-	Udagamandalam (Nilgiri Railway)

During day and in clear weather, trollies shall be worked under the rules for working trains n the above mentioned section on Form T.1518, if the trolley can clear the section by a specified time without causing detention to any train. If detention will be caused by giving line clear, the Station Master shall inform the official in charge accordingly and the official shall then decide, according to the urgency of the work, whether to work on Form T/1518 with Caution Order protection or to wait until Line Clear can be obtained for the trolley. If the official in charge decides to go on Form T/1518 with "Line Clear Refused" endorsement, the Station Master shall make such endorsement on `B' portion of Form T/1518 itself. (C. Memo No. 1 / 2012 dated 09.03.2012)

SR.15.24(i)(b) On all other sections, during day and in clear weather, trollies shall be worked under the rules for working trains or with Caution Order protection in conjunction with Form T/1518.

Trollies may also be worked during day and in clear weather only, on the sole responsibility of the official incharge of the trolley without block protection or Caution Order protection as mentioned above. When the trolley is to be worked either without the block protection or the Caution Order protection, on the sole responsibility of the official incharge of the trolley, the official in charge before entering the block section with his trolley, shall himself enquire from the Station Master, the whereabouts of the trains, if any, he is likely to encounter until he reaches the next block station. The Station Master, after consulting the controller on duty and the block station ahead, shall give the official in charge of the trolley, the information about the train movements. It is the responsibility of the official in charge of the trolley to ensure the safety of the trolley and its occupants, while proceeding on a section without the block protection/Caution Order protection.

After placing the trolley on line and entering a block section without the block protection/Caution Order protection, if the visibility becomes reduced to less than 1200 metres on the broad gauge and 1000 metres on the metre gauge sections on account of thick, foggy weather, dust/sand storm, rain or any other cause, the official incharge must remove the trolley from the line immediately.

(c) On all sections of this Railway during day when the visibility is poor due to thick, foggy weather, dust/sand storm, rain or any other cause and at night, trollies shall always be worked under the rules for working trains in conjunction with Form T/1518.

S.R.15.24(ii) Working of trollies outside station limits on single line on Form T/1518 with Caution Order protection during night:-

Trollies may be worked on Form T/1518 under the protection of caution order during night by observing the following conditions and procedure:-

(1) The particular section has no night train service and otherwise no Station Masters on night duty.

(2) The official in charge of the trolley shall fill up Form T/1518, specifying the time at which the trolley will be placed on the line and the station up to which the trolley will work and hand it over to the Station Master at the starting station in time before the Station Master goes "off" duty.

(3) The Station Master shall advise the Station Master of the destination station and obtain his acknowledgement. When a material or other train is berthed at an intermediate station, the Station Master of that station shall also be included in the advise and his acknowledgement obtained.

(4) The Station Master concerned shall enter, in red ink, in the Train Signal Register, the trolley number, the time at which the trolley will enter the section and the destination station.

(5) The trolley shall not be placed on the line before the first block section on which the trolley is to work is clear of the last train for the day.

(6) The Official-in-charge shall obey the fixed signals in respect of stations where there is night train service and there are Station Masters on night duty.

(7) The Station Master who receives the "Removal Report" shall advise the Station masters who had been previously advised and obtain their acknowledgements.

(8) The Station Masters shall enter, in red ink, in the Train Signal Register against the entry for the trolley the time at which the trolley is removed from the line and the "Removal Report" is received.

(9) Caution Orders shall be issued to the Loco Pilots of trains entering the section, if the "Removal Report" has not been received.

S.R.15.24(iii) Un insulated push trollies are prohibited from working on Automatic Block Territories.

Note: - Push Trollies (where insulated or not) shall not be permitted to work on the Double Line suburban section between Madras Beach and Tambaram

S.R.15.24(iv) Working of trollies and lorries in track-circuited yards-(1) Special instructions for the reception and despatch of trollies and lorries at stations with track-circuited yards shall be embodied in the Station Working Rules.

Working of Lorries/OHE Ladder Trolley

S.R.15.24(v) : On all sections of this Railway, lorries/OHE ladder trollies shall be worked under the rules for working trains in conjunction with Form T/1518 both during day and night whether loaded with heavy materials or not.

Working of Trollies and Lorries Inside Station Limits on Single and Double Line

S.R. 15.24(vi) Working of trollies and lorries inside station limits: - (1) Before placing a trolley or lorry on any running or non-running line, the Official-in-charge shall advise the Station Master in writing, in duplicate, as under: -

Trolley/Lorry No. ……. being required to work inside station limits on …… line(s) between ……. hours and …….. hours, …… we have satisfied ourselves that there will be no interference with the working of trains or shunting operations.
……. ……..
Station Master Official-in-charge
Station……
Date…….
Time…….

(2)The Station Master shall take the original and return the duplicate signed to the Official-in-charge. Then only the Official-in-charge shall place the trolley or lorry on the line.

(3)At stations where the lines affected are under the control of Cabin Assistant Station Masters or Switchmen, copies of the memo shall be given to such staff also and their signatures obtained before placing the trolley or lorry on the line.

Procedure for Working Trollies Under the Rules for Working Trains

(Worked in conjunction with Form T/1518)

Single Line

S.R.15.24(vii)(a) Placing a trolley on the line at a station:-

(1)The Official-in-charge shall inform the Station Master about the block section in which the trolley will work and the time at which he will place the trolley on the line.

(2)The Station Master shall state the time by which the Official-in-charge shall clear the section and get his consent.

(3) He shall, then advise the Station Master at the other end of the block section, obtain Line Clear and hand over the Token or Line Clear Ticket to the Official-in-charge.

(4) In tokenless territories, block instrument working shall be suspended and the trolley started on the authority of Line Clear Ticket.

(5) Both the Station Masters shall, at once, enter in red ink in the Train Signal Register, the Trolley No. in the Train No. column and other particulars as for a train.

(6) The official in charge shall fill up `A' portion of Form T/1518 and hand it over to the Station Master.

(7) The Station Master shall counter sign the same and fill in `B' portion of Form T/1518 with relevant details.

(8) The Official-in-charge is entirely responsible for clearing the section by the specified time.

(b) Placing a trolley on the line outside station limits

(1) The Official in charge shall fill in the `A' portion of Form T/1518 indicating the time by which the trolley shall clear the section.

(2) He shall send the Form T/1518 through a competent railway servant to the Station Master at the nearest end of the block section.

(3) The Station Master on receipt of Form T/1518 shall advise the Station Master at the other end of the block section, obtain Line Clear and then enter the relevant details in the `B' portion of Form T/1518 along with the time by which the trolley shall clear the section. The same shall be handed over with the Token/Line Clear Ticket to the competent railway servant obtaining his signature or thumb impression in the remarks column of the Train Signal Register.

(4) Both the Station Master shall, at once, enter in red ink in the Train Signal Register the Trolley No. in the Train No. column and the other particulars as for a train.

(5) The Official-in-charge shall not place the trolley on the line until he gets the form and the Token or Line Clear Ticket. He is entirely responsible for clearing the section by the specified time.

(6) In tokenless territories, block instrument working shall be suspended and the trolley started on the authority of Line Clear Ticket.

(c) Removal of a trolley from the line at a station.

(1) On arrival of the trolley at the station, the official in charge shall fill in the 'C' portion of Form T/1518 and hand it over to the Station Master along with the token or line clear ticket.

(2) The Station Master shall clear the section for the trolley as for a train and both the Station Masters shall complete the entries for the trolley in the Train Signal Register.

(3) The Station Master shall fill up the relevant details in `C' portion of Form T/1518 and return the same to the official in charge.

(4) In the case of Line Clear Ticket, the Station Master shall cancel and retain it.

(d) Removal of a trolley from the line outside station limits. –

The procedure laid down in clause (c) above shall be adopted except as follows: -

(1) The Official-in-charge may send the Form T/ 1518, duly filling up the 'C' portion and the Token or Line Clear Ticket through a messenger to the Station Master who in turn fill in the relevant portion and hand over the same to the messenger obtaining his signature or thumb impression in the Train Signal Register.

(2) The Official-in-charge shall ensure that no delay is caused to the next train due to enter the section and he shall take care to get back the Form T/ 1518 from the Station Master.

Double Line

S.R.15.24(viii)(a) Placing a Trolley on the line at a station. –
Rule No. S. R 15.24 (vii) (a) shall be followed

(b) Removal of Trolley from the line at a station :-
Rule No. S. R 15.24 (vii) (c) shall be followed

(c) Placing a Trolley on the line out side stain limits :-
Para 6.16 (v) of BWM - I, shall be followed. (C. Memo No. 1 / 2014 dated 14.7.14)

Procedure for working Trollies without
Line Clear under the protection of Caution
Order (in conjunction with Form T/1518)

Single Line

S.R.15.24(ix)(a) – Placing a Trolley on line at a station:

(1) The official-in-charge shall fill in the `A' portion of Form T/1518 and send it to the Station Master.

(2) The Station Master shall advise, by telephone, the Station Master of the Block Station at the other end as under:

Trolley No……. will enter section at ……. hours ……. minutes with trolley notice No…… issue caution Order for all trains.

(3) The Station Master at the other end shall acknowledge the advice as under:

Understand Trolley No……. will enter section at …… Hours ……. Minutes. I will issue Caution Order to all trains. Private Number ……

(4) The Station Master receiving the Private Number shall enter it on the `B' portion of Form T/1518.

(5) Both the Station Masters shall enter, in red ink, in the Train Signal Register, the Trolley No., the time at which the trolley will enter the section and the Private Number allotted.

(6) The Station Master shall examine the Train Notice Register and ascertain the movements of all trains likely to run on the Block Section on that day subsequent to the entry of the trolley. The Station Master shall enter the particulars of all such trains on the reverse of Form T/1518. On controlled section the Station Master shall consult the Controller and satisfy himself that the particulars of extra trains recorded in his Train Notice Register are correct and ascertain which of those trains are likely to occupy the Block Section consequent to the entry of the trolley that day. The Station Master shall enter the particulars of all such trains on the reverse of the `B' portion of T/1518. On uncontrolled sections, the Station Master shall obtain information of the movement of trains from stations which are able to supply this information at the time the form is received and he shall also verify these particulars with the entries in the Train Notice Register.

(7) The Station Master shall fill in the `B' portion of Form T/1518 and return it to the official-in-charge. The Station Master shall also enter on the form the Station from which and the approximate time at which the trains will enter the Block Section. If Line Clear has been asked for or given for any train or if a train is already in the block section, the Station Master shall enter the direction, number and description of this train also on the form. The Station Master is responsible for entering all the required particulars in the form completely and correctly with reference to the block section concerned. All such details to be entered on the reverse of the `B' portion of Form T/1518.

(8) The Official in charge shall satisfy himself by examining the Form T/1518 that all the required particulars are complete and correctly entered and that they refer to the Block section concerned.

SR.15.24(ix)(b) Placing a Trolley on the line outside station limits: The procedure laid down in the clause (a) (1) to (8) above shall be followed in this case also except the following.

(1) The official in charge of the trolley may send the Form T/1518 through a competent railway servant to the Station Master of the nearest block station.
(2) The Station Master shall fill in `B' portion of Form T/1518 and obtain the competent railway servant's thumb impression/signature in the remarks column of the Train Signal Register.
(3) The official in charge shall not place the trolley on the line until he gets back Form T/1518 with relevant details being filled up in `B' portion.

(c) Removing a Trolley from the line at a station :

(1) On the arrival of the trolley at a station, the official in charge shall fill, up the "C" portion of Form T/1518 and send it to the Station Master.
(2) The Station Master shall enter the time in the `C' portion of Form T/1518 and return the same to the official in charge.
(3) The Station Master shall immediately advise the Station Master of the Block station at the other end of the arrival of the trolley and the time of its arrival.
(4) Both the Station Masters shall enter, in red ink, in the Train Signal Register, against the entry for the trolley, the time of arrival of the trolley at the station and the time of receipt of the "Removal Report".

(d) Removing a Trolley from the line outside station limits :

(1) If a trolley has to be removed from the line outside station limits, and if it is not intended to replace it on the line, the official in charge shall, fill up, `C' portion of Form T/1518 and send it to the Station Master of the nearest block station through a competent railway servant.

(2) The Station Master on receiving the Form T/1518 shall enter the time at which the "Removal Report" is received by him, countersign it, in the `C' portion and return the same to the Official in charge through the competent railway servant, obtaining his signature or thumb impression in the remarks column of the Train Signal Register.

(3) This Station Master shall, immediately, advise the Station Master of the block station at the other end at the same time giving a private number to him.

(4) Both the Station Masters shall enter the private number in the Train Signal Registers. In addition, they shall enter, in red ink, the time at which the trolley is removed from the line and the "Removal Report" is received, against the entry for the trolley.

(5) If the trolley is removed from the line at a non-block station provided with or telephone instrument, the Clerk-in-charge shall advise (reproducing the information given in the "Removal Report") the Station Masters of the block stations at either end, or the end connected to him and obtain acknowledgements. The Station Masters shall enter, in red ink, the particulars regarding the trolley in the Train Signal Register, recording the time at which this advice is received. The Station Masters on receipt of the "Removal Report" from the Clerk-in-charge shall contact each other through the block telephone and exchange private numbers in confirmation of the receipt of the "Removal Report". Both the Station Maters shall record the private numbers exchanged in their Train Signal Registers.

(6) If, subsequent to the trolley having entered the section, the visibility is impaired, the trolley shall at once be removed from the line and the Official-in-charge shall take action as detailed in clause (d) above. The Official-in-charge shall place the trolley on the line only when visibility improves after following the procedure detailed in clause (b) above.

PROCEDURE FOR WORKING TROLLIES ON DOUBLE LINE WITHOUT LINE CLEAR UNDER THE PROTECTION OF CAUTION ORDER
(IN CONJUNCTION WITH FORM T/1518)

S.R.15.24(x)(a) Placing a trolley on the line at a station: - The same procedure shall be followed as in sub-clause (a) of SR 15.24(ix). The official in charge of trolley shall specify in the `A' portion of Form T/1518 the line (Up and Down as the case may be) by which he proposes to trolley the Section. If it is his intention to shift the trolley from one line to the other, he shall state the same clearly in the `A' portion of Form T/1518.

(b) Placing a trolley on the line outside station limits. – The same procedure shall be followed as in sub-clause (b) of S.R.15.24(ix).

(c) Removing a trolley from the line at a station. – The same procedure shall be followed as in sub-clause (c) of S.R.15.24(ix).

(d) Removing a trolley from the line outside station limits. - The same procedure shall be followed as in sub-clause (d) of S.R.15.24(ix).

S.R. 15.24(xi) When a trolley is removed from the line, the Official-in-charge shall also ensure that it is so placed as not to foul the adjacent line.

S.R.15.24(xii) The official in charge can place the trolley on any one of the two lines, and also change from one line to the other according to his convenience, only if he has stated the same clearly in the `A' portion of Form T/1518 as indicated in SR 15.24(x)(a).

S.R.15.24(xiii) Working of trollies in Single line and Double line on Form T/1518 with caution order protection. Responsibility of Station Master: -

(1) The Station Master shall at once place the "Trolley on Line" cap on the plunger of the block instrument or Bell push button or Bell code button on single line or on the plunger on Double line as the case may be and keep it there until the "Removal Report" is received.(C.Memo No. 01/2014 dated 14.07.2014)

(2) When obtaining or giving Line Clear for a train, the Station Master shall remind each other by telephone of the fact that there is a trolley on the line.

(3) Caution Orders shall be issued to trains entering the block section occupied by a trolley on Form T/1518.

(4) On the double line caution order shall be issued to both Up and Down trains, irrespective of the line on which the trolley may be placed if the official in charge of the trolley has stated his intention to change from one line to the other in the `A' portion of Form T/1518 as indicated in SR 15.24 (x)(a). Otherwise caution order shall be issued only to the Loco Pilots of trains running on the line in which the trolley is placed.

(5) Whenever trollies are permitted to enter a block section on Form T/1518 with `Line Clear refused' endorsement, it shall be specifically ensured that until the "Removal Report" is received, the trains mentioned in the Form T/1518 shall not be allowed to enter the block section prior to the times specified therein and no trains, other than those mentioned in the form, excepting Accident Relief trains, shall be allowed to enter the block section. When an accident relief train is required to enter the block working shall be suspended and an "Authority to proceed without Line Clear" in Form T. 1408 shall be issued to the Loco Pilot of the train.

(6) When a trolley is placed on line on Form T/1518 with caution order protection and "Removal Report" has not been received even after sun set, the Station Master may permit train service into the concerned block section on "Authority to proceed without Line Clear" in T.1408 until "Removal Report" is received.

S.R. 15.24(xiv) Responsibilities of the Official-in-charge of trollies:-

(1) The Official-in-charge of the trolley is responsible at all times for its safe working. He shall keep a sharp look-out, see that the rules for working are strictly adhered to and always be on the alert to guard against accidents. He shall at all times ensure adequate protection for the trolley.

(2) The Official-in-charge shall stop short of the level crossing and pass it after ensuring that the gates have been secured against road traffic.

(3) Push trollies and material lorries by virtue of their lightness cannot trail through spring loaded points and in consequence will derail while passing over such points. The official-in-charge of the push trolley/material lorry shall stop short of the spring loaded points, lift the trolley/material lorry and place it on the correct line before proceeding further. The Official-in-charge shall acquaint himself about the location of spring loaded points on the section while placing a trolley/lorry on line.

S.R.1524 (xv) When a trolley is working under the rules for working trains, the "Removal Report" of Form T/ 1518 and the Token or Line Clear Ticket shall be sent so as to reach the Station Master in time to prevent delay to the next train due to enter the section.

S.R.15.24 (xvi) Trollies following one another – When two trollies are running together in the same direction and on the same line, care shall be taken to ensure that they are kept at least 100 metres apart to allow of the rear trolley being stopped in time, should a trolleyman slip from the front trolley or should the front trolley be stopped suddenly for any reason.

S.R.15.24 (xvii) The speed of a trolley shall not exceed 15 kilometres an hour. Should a trolley be overtaken by mist or bad weather, when working in a section, especially a Ghat section, all precautions shall be taken to protect it by means of detonators, lamps or flags and the speed of the trolley shall not exceed 5 kilometres an hour.

S.R.15.24 (xviii) Responsibility of Engineering staff working on the line-Gangmates, Gangmen, Keymen and Gatemen shall exhibit a Stop hand signal to warn any approaching train when they see a trolley on the line and shall continue to exhibit the Stop hand signal till the trolley has passed at least 1000 metres away on Metre Gauge/Narrow Gauge or 1200 metres on Broad Gauge or until it is removed from the line

S.R.15.24 (xix) Responsibility of the Loco Pilot- When the Loco Pilot of a train receives a Caution Order notifying that a trolley/trollies is/are on the line, he shall proceed with caution keeping a good look-out. If, on account of curves or cuttings or any other circumstances the view ahead is obstructed, the Loco Pilot shall exercise special vigilance and caution and whistle frequently to warn the men-in-charge of the trolley/trollies. These Precautions shall be observed until the trolley/trollies has/have been passed.

S.R.15.24 (xx) During total interruption of communications trollies shall be worked on the authority of T/B 602 or T/602 as the case may be and when Line Block is in force, on the authority of T/A602. (C M 9 dated 20.02.07).

Procedure for working or Lorries

S.R.1524 (xxi) Procedure for working lorries under the rules for working trains (in conjunction with From T 1518) on single line:-
The same procedure given for trollies shall apply to lorries.

S.R.15.24 (xxii) Procedure for working lorries under the rules of working trains on Double line. – The same procedure given for trollies shall apply to lorries also.

S.R. 15.24 (xxiii) During total interruption of communications Lorries shall be worked on the authority of T/B 602 or T/C 602 as the case may be and when Line Block is in force, on the authority of T/A 602. (C M 9 dated 20.02.07).

S.R.15.24 (xxiv) Responsibility of the Official-in-charge of lorry. – The rules as applicable to trollies shall apply to lorries also.

S.R.15.24 (xxv) When a lorry is working under the rules for working trains, the "Removal Report" of Form T 1518 and the Token or Line Clear Ticket shall be sent so as to reach the Station Master in time to prevent delay to the next train due to enter the section.

S.R.15.24 (xxvi) No lorry shall be allowed to work in a block section for one hour before the probable time of passage of high speed trains in that block section that day. The official-in-charge of the lorry shall ensure that the section is cleared and the lorry removed clear of the line at least one hour before the passage of high speed trains in the section that day.

S.R.15.24 (xxvii) The speed of a lorry shall not exceed 10 kilometres an hour. When on a section, especially a Ghat section, all precautions shall be taken to protect it by means of detonators, lamps and flags and the speed shall not exceed 5 kilometres an hour during times of poor visibility.

S.R.15.24 (xxviii) Cycle trollies and moped trollies:-

a) Cycle trollies are propelled by pedaling instead of pushing. Moped trollies are those driven by Motor units and which can also be propelled by pedaling. Cycle trollies and moped trollies shall be so designed as to be capable of being removed from the track by two men. A seat shall also be provided in cycle trollies and moped trollies for at least one person other than the person

pedaling or driving, to sit facing towards rear continuously, to give adequate warning of approaching trains.

b) Cycle trolley shall be treated as Push trolley in all respects for the purpose of these rules except as provided for below –

(i) The total number of persons including the persons pedalling , who can be carried on a cycle trolley shall not exceed five, or the maximum it is structurally safe to carry whichever is less.

(ii) The speed of a cycle trolley shall not exceed 15 kilometres an hour. Should a cycle trolley be overtaken by mist or bad weather, when working in a section, especially a Ghat section, all precautions shall be taken to protect it by means of detonators, lamps or flags and the speed of the cycle trolley shall not exceed 5 kilometres an hour.

c) Light Motor trolley/Moped trolley/Scooter trolley shall be treated as Motor Trolley in all respects for the purpose of these rules except as provided for below:-

(i) The total number of persons including the person driving, who can be carried on a Light Motor trolley/Moped trolley/Scooter trolley shall not exceed five or the maximum, it is structurally safe to carry whichever is less.

(ii) The speed of a Light Motor trolley/Moped trolley/Scooter trolley shall not exceed 15 kilometres an hour. Should a Light Motor trolley/Moped trolley/Scooter trolley be overtaken by mist or bad weather, when working in a section, especially a Ghat section, all precautions shall be taken to protect it by means of detonators, lamps or flags and the speed of the Light Motor trolley/Moped trolley/Scooter trolley shall not exceed 5 kilometres an hour.

(Ref: Railway Board letter No.2014/Safety (A&R)/19/13 dt 07.07.14.)

S.R. 15.24 (xxix) Rail Dolleys

1. Rail Dolleys

Rail Dolleys is a device with two or more wheels which in balanced condition can be move manually on one rail of track and can carry one rail / sleeper in suspended condition. When necessary, the suspended material can be dropped and rail dolley cleared off the track.

2. Manning of Rail Dolleys

Every rail dolley shall be manned by not less than two able bodied persons. The Official in-charge for the working of rail Dolleys shall be a railway servant not lower in rank than a key man. The Official in-charge should have passed in medical category A-3 and must hold a valid certificate of competency for working rail Dolleys. Certificate of competency shall be issued by JE/SE/SSE/P.Way who is in-charge of the section who must satisfy himself that the person to whom competency certificate is being issued is fully aware of the rules for the working of rail Dolleys and is also well acquainted with the concerned section.

3. Working of Rail Dolleys

(a) The Official in-charge of Rail Dolleys must inspect the section in advance particularly in reference to heaping of ballast, bridges and any other special features which make it difficult to drop the material and remove the Rail Dolley in the event of an approaching train. He shall get the ballast heaps cleared and work the Dolley(s) only when the visibility is clear for at least 1200 metre on Broad gauge and 1000 metre on MG and the rails/sleepers can be dropped off safely without affecting the safety of trains and workers.

(b) It is the sole responsibility of the Official in-charge of Rail Dolleys to ensure the following conditions at all times.

(i) The Rail Dolley shall not be worked on sections having gradients steeper than 1in 200.
(ii) Not more than 6 Rail Dolleys should be worked in a group in any one of the block section.
(iii) The Rail Dolley should not carry longer than 3 rail welded panels.

(iv) The Rail Dolleys are not worked after sunset and before steep grades, bad weather when the visibility is poor, in deep cuttings, steep grades, sharp curves and heavily built up areas where the visibility is not clear for 1200 metre on BG and 1000 metre on MG and if necessary, shall be worked with block protection.

(c) In case, a Rail Dolley is to carry rails longer than 3 rail panel or it is required to move over crossovers in yard crossing more than one line in deep cuttings and curves, it should work under block protection.

(4) Working of Rail Dolleys

(a) No traffic block or caution order is normally necessary for working of Rail Dolley s except as indicated in Para 3 (b) (iv) and 9c) above. For the working of Rail Dolley s under Para 3 (b) (iv) and (c), the procedure for working of trollies under the rules for working trains (work in conjunction with Form T/1518)n shall be followed. Form T/ 1518 shall be issued for this purpose as in the case of Trolley working.

(b) Every Rail Dolley /group of Rail Dolley when on line shall exhibit a red flag.

(c) The Rail Dolley shall be protected by a flagman at a distance of 1200 metre on BG and 1000 metre on MG from the Rail Dolley , on a double line in the direction from which trains may approach, and by two flagmen one on either direction on single line. The flagmen shall also carry three detonators for use in any emergency.

(d) Where necessary intermediate Flagman should be posted to relay the signals to the Flagman at the farthest end.

(e) When a train is sighted, the Flagman should wave the red flag vigorously to warn the Official in-charge of the Rail Dolley about the approaching train and at the same time place three detonators 10m apart on the line to protect the Rail Dolley. The detonators should be removed only on receipt of hand signals from the official in- charge by waving or a green flag to withdraw the danger signals shown by the flagman, only after removing the Rail Dolley and materials cleared off the track.

(f) The Official in-charger 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.

(g) While approaching level crossings, the Official in-charge shall look out for road vehicles and ensure safe passage of Rail Dolleys.

(h) The Official in-charge shall be fully responsible for the safe working of Rail Dolleys.

15.25. Motor Trolley:-

A motor trolley shall only be run in accordance with special instructions.

MOTOR TROLLIES

S.R. 15.25 (i) Railway servants permitted to use a motor trolley. – (a) Officers, Inspectors and Drivers duly qualified in driving and operating motor trollies are permitted to place a motor trolley on the line, if they have been certified fit to do so.

(b) The following railway, officials are also permitted to place a motor trolley on the line, if they have been certified fit to do so: -

(i) Chief Traction Foreman/Over head Equipment;
(ii) Traction Foreman/Over head Equipment;
(iii) Electrical Foreman/Over head Equipment;
(iv) Assistant Traction Foreman/Over head Equipment;
(v) Chief Traction Foreman/Power supply Installations;
(vi) Traction Foreman/Power supply Installation;
(vii) Assistant Traction Foreman/Power supply Installation
(viii) Chief Traction Foreman/Remote Control;
(ix) Assistant Traction Foreman/Remote Control;
(x) Inspectors of the Signal and Telecommunication Branch; and
(xi) Any other officials, who may be specially authorised.

S.R.15.25(ii) Certificate of Competency – (a) In the case of a Motor Trolley Driver and in the case of staff referred to in S.R.15.25(i)(b) and Inspectors, the Principal, Zonal Railway Training Institute, Tiruchchirappalli, shall issue a Certificate of Competency after giving them proper training in rules relating to the working of Motor Trollies and after conducting a written examination in respect of such rules. In respect of Divisional Officers, the Divisional Railway Manager of the Division and in respect of Headquarters Officers, the Head of the Department shall hold an oral test in their knowledge of rules relating to the working or Motor Trollies and then issue the Certificate of Competency after satisfying himself that the officer is fit to place a Motor Trolley on the line.

(b) The Competency Certificate to place a Motor Trolley on the line shall be valid for a period of three years in respect of non-gazetted staff and five years in respect of officers.

(c) (i) The Motor Trolley Drivers and the staff referred to in S.R. 15.25(i)(b) and the Inspectors must apply to the Senior DOM/DOM of the division concerned and to the Dy. COM/STM/Operating Safety MAS in the case of staff stationed in Headquarters Office with a declaration in writing not less than 45 days before the date of expiry of the Competency Certificate that he has read and understood all the rules relating to the working of Motor Trollies and that he is fully conversant with them.

(ii) The Senior DOM/DOM shall then issue a renewal certificate after holding an oral test and after satisfying himself that the staff are conversant with the rules relating to the working of Motor Trollies. Similarly, the Dy. COM/STM/Operating Safety MAS shall issue renewal certificates to the staff attached to the Headquarters Office after holding an oral test and satisfying himself that the staff are conversant with the rules relating to the working of Motor Trollies.

(iii) In respect of Officers of the division, the Divisional Railway Manager and in respect of Officers in Headquarters, the Chief Transportation Planning Manager shall arrange to issue renewal certificates to the concerned Officers after satisfying himself that the Officer is conversant with the rules relating to the working of Motor Trollies.(C.Memo No. 01/2014 dated 14.07.14))

Note: - (1) The Competency Certificate to place a Motor Trolley on the line must be re-validated once in 3 years in the case of non-gazetted staff and once in 5 years in respect of Officers. However renewal of competency certificate is not necessary for Officers of Junior Administrative grade and above.

(2) The Certificate of Competency shall be kept in the personal custody of the staff working the Motor Trollies and shall be produced when required.

S.R.15.25(iii) Who must act as the railway Official-in-charge. – When a motor trolley is accompanied by more than one railway servant qualified to be in-charge, the railway servant working the motor trolley shall act as the Official-in-charge.

S.R.15.25(iv) Responsibility of the railway Official-in-charge. – The railway Official-in-charge of a motor trolley is responsible, at all times, for its safe working. While approaching a level crossing, he shall stop the motor trolley short of the level crossing and pass it after ensuring that the gates have been secured against road traffic.
The speed of motor trollies shall, on no account, exceed 15 kilometres an hour over points and crossings.

S.R.15.25(v) Conveyance of non-railway servants. Normally persons who are not railway servants shall not be conveyed on motor trollies. If the railway servant-in-charge is an officer, he may, however, convey on his motor trolley, if it will not interfere with his duties and responsibilities, the non-railway servants mentioned in S.R.15.22(iv), in accordance with the procedure laid down therein.

S.R.15.25(vi) Flags or lights to be shown. – (a) A motor trolley shall show during day, on the Single line and when Single line working is in force on the Double line, a red flag so as to be conspicuously visible to both directions and on the Double line, a red flag, conspicuously visible in the direction from which trains will approach. It shall carry two side lamps for use by night, fixed on it, so

as to show two red lights to both front and rear on the Single line and when Single line working is in force on the Double 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. It shall also carry an efficient white headlight for use by night.

Note: - (a) The night signals shall be shown also during day, in long and dark tunnels and at times of poor visibility, in addition to the red flag.
Inside station limits, a motor trolley shall show, during day, a red flag conspicuously in both directions and at night, two red lights to both front and rear.
(b) As soon as a motor trolley is removed from the line and placed clear of it, the red flag or lights shall be removed.

S.R.15.25(vii) Provision of brakes. – A motor trolley shall not be placed on the line unless it is fitted with efficient brakes. The railway servant-in-charge shall test the brakes and satisfy himself that they are in working order before the commencement of each journey.

S.R.15.25(viii) Attachment to train prohibited. – A motor trolley shall not be attached to a train.

S.R.15.25(ix) Motor trolley not in use. – Whenever a motor trolley is placed on the platform for being loaded in a train or for any other purpose, it shall invariably be placed parallel to the track, properly locked and in charge of a railway servant. It shall be so placed as not come in the way of passengers and railway staff. When not in use, it shall either be placed clear of the line with the wheels secured by a chain and padlock or shall be berthed on a non-running line with the wheels chained to the rails and padlocked.

S.R.15.25(x)(a) A motor trolley is prohibited from working on sections worked under Automatic Block system.

S.R.15.25(x)(b) Working of Motor Trollies- Single line- (a) General – (i) A Motor Trolley shall be worked under the rules for working trains. It may when necessary be removed from the line or placed on the line in the mid-section. It may also follow a fully vacuum braked/air braked train during day in clear weather or another Motor Trolley during day or night in clear weather.
(ii) While a motor trolley is running, there shall be at least two persons seated in front.

S.R.15.25(x)(c)(1)(i) Procedure for working under rules for working trains. – The official-in-charge shall inform the Station Master about the block section into which the Motor Trolley will enter and the time at which he will clear the block section. The Station Master shall then advice the Station Master at the other end of the block section, obtain line clear and hand over the authority to proceed to the Official-in-charge. Both the Station Masters shall at once enter in Red Ink in the Train Signal Register the Motor Trolley No. (in the Train No. column) and other particulars for a train. The official-in-charge is entirely responsible for clearing the block section by the specified time.

(ii) Procedure for placing a Motor Trolley on the line outside Station limits. – The official-in-charge shall send a memo through a messenger, in duplicate, for line

clear to the Station Master of the nearest block station indicating therein the time required for clearing the block section on receipt of authority to proceed by him. The Station Master shall obtain line clear from the Station Master at the other end of the block section and hand over the authority to proceed along with the duplicate copy of the memo to the messenger after obtaining his signature/thumb impression in the Train Signal Register. The Official-in-charge shall place the Motor Trolley on the line only on receipt of the authority to proceed and the duplicate copy of the memo.

(2)(i) Obeying fixed signals. – The railway servant-in-charge of a motor trolley shall observe and obey all fixed signals. However, if the railway servant-in-charge is an officer he may, if it is day and visibility is good, after having waited at the signal for not less than 10 minutes, at his discretion, pass the reception signals that refer to him at "on"; in this case, he shall proceed with special caution, be prepared to stop short of any obstruction, wrong points, etc. and stop at outermost facing points until hand signalled into the station by the Station Master.

(ii) Motor trollies by virtue of their lightness cannot trail through spring loaded points and in consequence will derail when passing over such points. If spring loaded points, exist at a station against the path of a motor trolley (e.g., Slip siding points), the Station Master, before granting Line Clear for the motor trolley shall advise the Station Master at the other end, to issue a Caution Order to the motor trolley Drivers warning him of the presence of spring loaded points, duly furnishing their location, etc.

Similarly when a motor trolley is being despatched from a station at which spring loaded points exist against the path of the motor trolley (e.g., Catch Siding points), the Station Master of that station shall, before despatching the motor trolley, issue a Caution Order warning him of the presence of the spring loaded points, duly furnishing their location etc.

Whenever Caution Orders are issued, the Drivers of the motor trolley shall stop short of the spring loaded points, lift the motor trolley off the track and place it on the correct line before proceeding further. Signals can, however, be taken "off" for the motor trolley. The official-in-charge shall acquaint himself about the location of spring loaded points on the section while placing a motor trolley on line.

3) Berthing during crossing of trains, - To facilitate crossing of trains at stations, a motor trolley 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. When so berthed on a non-running line or a running line, the motor trolley shall not be counted as a crossing train for the purpose of the number of trains permitted to cross at a station.

S.R.15.25(x)(c)(4) Break-down-of Motor Trolley. – If the Motor Trolley breaks down and if it cannot be propelled by hand the official-in-charge shall remove it from the line at once. When a disabled Motor Trolley is to be placed again on line the procedure mentioned in S.R.15.25(x)(c)(i)(ii) shall be followed.

S.R.15.25(x)(d) For working of Motor Trolley as a train and following a train or Motor Trolley, in Single line Token section, See Para No. 4.19 of BWM - Part I. (C. Memo No. 1 / 2008 (15) dated 10.01.08)

S.R.15.25(x)(e) For working of Motor Trolley as a train and following a train or Motor Trolley, in Single line Tokenless section, See Para No. 5.29 of BWM - Part I. (C. Memo No. 1 / 2008 (16) dated 10.01.08)

S.R.15.25(xi) For working of Motor Trolley as a train and following a train or Motor Trolley, in Double line sections, See Para No. 6.16 of BWM - Part I. (C. Memo No. 1 / 2008 (17) dated 10.01.08)

15.26. Protection of trolley on the line: -

The qualified person in charge of a trolley 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 trolley as may be prescribed by special instructions.

S.R.15.26(i) Protection of trollies and lorries in Station Yard.(1) The Official-in-charge of the trolley is responsible for protecting the vehicle adequately as circumstances may require.

(2) The official-in-charge of the lorry is responsible for protecting the lorry within station yards. Men shall exhibit Stop signals at such distance on each side of the lorry as will ensure safety. When a lorry is required to remain stationary for a period exceeding 15 minutes, it shall be protected by banner flags and detonators suitably.

S.R.15.26(ii) Protecting the trolley outside station limits: - When a trolley is working on Form T/1518 the official-in-charge shall protect the trolley as laid down below when the view ahead is not clear for at least 1000 metres in the direction from which trains will approach.

(1) On the Single line, a man shall follow and a man shall precede the trolley at a distance of not less than 1000 metres, plainly showing a Stop hand signal.

(2) On the Double line, a man shall either follow or precede the trolley at a distance of not less than 1000 metres in the direction from which trains will approach, plainly showing a Stop hand signal.

(3) The men deputed to walk with Stop hand signal under clauses (1) and (2) shall be withdrawn only when there is a clear view of the line for at least 1000 metres in the direction from which trains may approach.

(4) The distance of 1000 metres for a man to follow or precede is the minimum and it can be increased on heavy gradients and sharp and blind curves or wherever the view is restricted to such an extent as will be adequate to ensure the removal of the trolley before the arrival of the train. In all cases where the man in advance or in the rear cannot be kept in view from the trolley, sufficient additional intermediate men with hand signals shall be posted to relay the signals.

(5) On seeing a train approaching, the man shall immediately place two detonators on the line, 10 metres apart and then wave the red flat vigorously to warn the official-in-charge of the approaching train. The official-in-charge shall, after removing the trolley from the line, wave a green flag to the man who shall then remove the detonators and withdraw the Stop hand signal. When a trolley is removed from the line, the official-in-charge shall also ensure that it is so placed as not to foul the adjacent line.

(6) On seeing a train approaching or the red flag being waved the official-in-charge shall remove the trolley clear of the line, and keep it in such a manner that it cannot roll towards the line.

(7) The issue of Caution Orders to Loco Pilots of trains shall not in any way relieve the official-in-charge of his duty to protect his trolley. The trolley shall be removed from the line in time to ensure safety and so as not to cause delay to the train running on the block section.

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 6000 metres on the Board 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 Board Gauge and 800 metres on the metre gauge and the Narrow Gauge from the lorry in the direction from which trains may approach, or

(b) on single line, by one or two men as required, following and preceding the lorry at a distance of 600 metres on the Board Gauge and 400 metres on 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 Board 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 Board 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 signal.

(6) The Stop signal and detonators shall not be removed until the flagmen have received the orders to withdraw them from the official-in-charge of the lorry.

Note:- The distances referred to as 800 metres and 400 metres on Metre Gauge and Narrow Gauge under G.R.15.27 have been increased to 1000 metres and 500 metres respectively.

15.28. Lorries and trollies out of use: -

A lorry or trolley, when not in use, shall be placed clear of the line, and the wheels thereof be secured a chain and padlock.

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.

S.R.16.01 The controlling official (Station Master or Permanent Way Inspector as the case may be) shall ensure that the Gateman posted at the level crossings under their control are conversant with the working of the particular level crossing gates, before they are put on independent duty.

16.02. Supply and care of equipment: -

Every Gatemen 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 for use.

S.R. 16.02 (i)(a)The manning and operation of the gates of the level crossing inside the outer most stop signals of the station are under the control of the Station Master and of the gates of the level crossings outside the outer most stop signals are under the control of the Permanent Way Inspector.

(b) Station Masters and Permanent Way Inspectors shall be held responsible for seeing that all the level crossings under their control where Gatemen are posted, are provided with-

i) 2 hand signal lamps, tri-colour, provided with bright reflectors,
ii) 1 hand signal flag, green,
iii) 2 hand signal flags, red,
iv) 2 pole suitable for exhibition of red lamp or red flag
v) 2 spare chains and padlocks for locking gates,\
vi) 10 detonators in a case,
vii) 1 tommy bar,
viii) 1 water pot or bucket,
ix) 1 tool list (with-columns drawn for checking of tools)
x) Gateman working on Double/Multiple line, Ghat, Suburban and Automatic Block Territories shall be supplied with three fusees. Gateman working on single line section shall be supplied with one fusee.

S.R.16.02(ii) The gates of level crossings shall be secured with padlocks and chains, or other efficient authorised locking apparatus, in the "open-to road traffic" position, to prevent the possibility of accidents due to the gates swinging towards and fouling the public road and possibly coming into contact with passing road traffic.

S.R.16.02(iii) The Gateman at level crossings protected by chains or by gates not interlocked with signals shall be provided with sufficient padlocks and chains or other efficient authorised locking apparatus for securing the chains or gates across the road for the passage of trains. Gates of level crossings interlocked with signals, shall also be secured with padlocks and chains during failure of the interlocking gear.

The Gateman at all level crossings protected by chain/gate leaves/lifting barriers shall be provided with emergency chains of sufficient length to suit the width of the level crossings, padlocks and keys for securing the level crossings against road traffic during breakage/failure of chains/gate leaves/lifting barriers.

S.R.16.02(iv)(a) The Gateman at level crossings inside and outside station limits shall see that the equipment supplied to them is kept in good working order and is ready for immediate use.

(b) The Gateman at level crossings shall ensure that the gate lamps, and the lamps of Gate signals, if any, are properly cleaned, lighted at sunset, put out after sunrise, and kept burning bright continuously from sunset to sunrise and also during thick and foggy weather. In the case of lamps of Gate signals, the Gateman shall also see that the backlights are clearly visible.

16.03. Road Traffic. –

(1) Subject to such special instructions in that behalf as are permitted by these rules, all gates at level crossings shall be kept constantly closed and securely fastened across the thoroughfare on both sides of the railway and shall only be opened when it is necessary and safe to open them for the passage of road traffic.

Provided that any Railway Administration may from time-to-time issue special instructions for any particular level crossing or class of level crossing and may by 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 cannot be so closed fastened across the thorough 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 crossings be open to road traffic, to show a Stop hand signal to any approaching train.

(4) Where no Gateman is specially provided for night duty at a level crossing, the gates there at shall, subject to special instructions, be locked at night and opened only to pass road traffic in such manner as may be prescribed by special instructions.

S.R.16.03(i) When the gates are open for road traffic, the Gateman shall have in his hand a red flag during day and a hand signal lamp showing red during night or during thick and foggy weather.

S.R.16.03(ii)(a) Instructions for the working of the level crossings inside station limits, shall be embodied in the Station Working Rules. If bell and/or telephone communications is provided between a station and a level crossing (inside or outside station limits) detailed instructions regarding their working also shall be embodied in the Station Working Rules.

S.R.16.03(ii)(b) The working rules for level crossing under the Engineering Department which are non-interlocked and are also without bell or telephone communication shall be issued by the Sr.D.E.N./D.E.N. The working rules for all other level crossings under the Engineering Department shall be issued jointly by Sr.D.E.N/D.E.N., Sr.D.S.T.E./D.S.T.E., and Sr. DOM/DOM (C.M 4 dated 02.04.07).

S.R.16.03(iii)(a)(i) The Station Master/Cabin Assistant Station Master before authorizing reception or despatch of a train or allowing a shunt movement shall satisfy himself that the Gates/Chains of the level crossings inside the First Stop signals at his station are closed and locked/padlocked across the road traffic for the passage of trains. The Station Master/Cabin Asst. Station Master shall ensure this by the following procedure: -

(1) If telephone communication is provided between the level crossing and the Station/Cabin and level crossing gate is interlocked with the signals of the Station, the Station Master/Cabin Station Master shall advise the gateman over phone the particulars of the train, with its number, description, direction of movement and probable arrival/departure. The Gateman shall close and secure the gate of the level crossing across the road traffic and communicate his readiness to allow the train/shunt movement across the level crossing over phone operating the ground lever/control, transferring of keys through Heppers instrument or by any other means depending on the type of interlocking provided. The Station Master/Cabin Station Master shall then authorise reception/dispatch of the train.

(2) If there is no response from the Gateman, or if the telephone, fails, or if the interlocking between the level crossing gate and the station fails, the Station Master/Cabin Station Master shall, by deputing a competent Railway servant to the level

crossing gate to ensure that the gates are closed and secured across the road traffic and then authorise reception/despatch of the train.

(3) The Gate Working Instructions should be included in the Appendix to the Station Working Rules, where the closure of the level crossing gate is being ensured for all trains/shunt movements and the Gate Working Instructions should be included as an integral part of the procedure laid down in the Station Working Rules for reception and despatch of trains and shunt movements across the level crossing.

Note: - (i) This procedure shall be followed at all level crossings provided with phone communications and protected by Gate-cum-Distant signals
(ii) On the double line the words "inside the First stop signals" of the station will mean the area between the First Stop signal and the Last Stop signal of the respective up/down line.

S.R.16.03(iii)(a)(ii)(1) If telephone communication is provided between the level crossing and the Station/Cabin and the level crossing gate is not interlocked with signals of the station, the Station Master/Cabin Asst. Station Master before authorizing a train/shunt movement across the level crossing shall advise the Gateman about the particulars of the train with its number, description, direction of movement and probable arrival/departure and communicate a private number to the Gateman on duty. The Gateman on duty must acknowledge by repeating the particulars of the train, close and secure the gates of the level crossing against road traffic and then communicate a Private Number to the Station Master. The communication of a Private Number by the Station Master/Cabin Station Master is an assurance that he had informed the Gateman at the level crossing about the details of the shunt movement/movement of the train, and by the Gateman is an assurance that the gates are closed and secured against road traffic. The Private Numbers exchanged between the Gateman and the Station Master/Cabin Station Master must be entered in a register specially maintained for this purpose.

(2) If there is failure of telephone communication or there is no response from the Gateman, the Station Master/Cabin Station Master on duty before authorizing any train/shunt movement shall send a competent railway servant to the level crossing for closing and securing the same against road traffic. This shall be ensured by the Station Master on duty by means of exchanging `all ready' signals with the competent Railway servant deputed to the level crossing gate or by other approved means the detail of which shall be incorporated in the Station Working Instructions/Rules.

S.R.16.03(iii)(a)(iii)(1) In the case of interlocked level crossing situated outside the First Stop signal provided with telephone communication with the Station/Cabin, before granting line clear for a Down or Up train or before dispatch of an Up or Down train or before authorizing any shunt movement across the level crossing, the Station Master/Cabin Station Master shall advise the Gateman about the particulars of the train with its number, description, direction of movement and probable departure from the adjacent block station or from his station. The Gateman on duty shall acknowledge by repeating the particulars of the train. The responsibility of keeping the gate locked across the road traffic and clearing gate signal for the safe passage of the train without delay lies with the Gateman. The Station Master/Cabin Station Master on duty and the Gateman on duty should record the details of the train including the time of advice in the register maintained separately for this purpose.

(2) In the case of non-interlocked level crossing situated outside the First Stop signal provided with phone communication with the Station/Cabin, before granting line clear for a Down or Up train or before despatch of an Up or Down train or before authorizing any shunt movement across the level crossing, the Station Master/Cabin Station Master shall advise the Gateman about the particulars of the train with its number, description, direction of movement and probable departure from the adjacent block station or from his station and communicate a Private Number to the Gateman on duty. The Gateman on duty must acknowledge by repeating the particulars of the train, close and secure the gates of the level crossing against road traffic and then communicate a Private Number to Station Master/Cabin Station Master on duty. The Private Number given by the Station Master/Cabin Station Master on duty constitutes an assurance that he had informed the Gateman at the level crossing about the movement of the train. The Private Number given by the Gateman to the Station Master/Cabin Station Master constitutes an assurance that he kept the gate of the level crossing closed and secured against road traffic for the passage of the train/shunt movement. The Private Number exchanged between the Station Master/Cabin Station Master on duty and the Gateman on duty must be entered in a `separate register maintained for this purpose'.

Note: - (1) Where it is necessary for the Gateman to close and secure the gate against road traffic and then give a Private Number to Station Master/Cabin Station Master, the same should be specified in the Station Working Rules, and in the Gate Working Rules. The responsibility of keeping the gate locked across the road traffic for the safe passage of the train without delay lies with the Gateman.

(2) If there is a failure of telephone communication or there is no response from the Gateman at such level crossing, the Station Master/Cabin Station Master on duty before granting line clear for a Down or Up train or before despatch of an Up or Down train or before authorizing a shunt movement across the level crossing shall take action as detailed in S.R.16.03(iii)(b).

(3) In push button type Tokenless Block Territory the Station Master/Cabin Station Master of the station which is provided with telephone communication connected to level crossing which is situated outside the First Stop signal of the station shall normally remove the shunt key from the block instrument and keep it in his personal custody. He shall before authorizing despatch of a train or shunt movement across the level crossing take action as detailed in S.R.16.03(iii)(a)(iii) above. When the Station Master at the other end who is not provided with telephone communication connected with the level crossing before setting his block instrument to "Train Going To" position for the despatch of a train shunt movement across the level crossing shall inform the Station Master who is provided with telephone communication connected with the level crossing, the particulars of the train for which the section is to be blocked and ask him to insert the shunt key in the Hepper's instrument of the concerned block section. On getting the details of the train the Station Master who is provided with telephone communication connected to the level crossing shall first take action under para 16.03(iii)(a)(iii) and then insert the shunt key in the concerned Hepper's instrument under advice to the Station Master at the other end.

(4) Where the level crossing is connected by telephone communication from the stations at either end, the shunt key removal referred to in Note 3 need not to be done. In such cases,

the Station Master shall exchange private number directly with the Gateman before despatching a train.

S.R.16.03(iii)(a)(iv) In the case of level crossings which should be normally closed against the road traffic where telephone communication is not provided nor interlocked with signals, it is responsibility of the Gateman to keep the gates always closed against road traffic, and he can open the gate for road traffic only after personally ensuring that there is no train approaching and it is safe to do so. Wherever level crossing gate provided with swing gate leaves which are closed against road traffic are to be opened for road traffic, when there is no train movement and when it is safe to do so, the gate leaf/leaves where more road traffic is waiting should be opened first and the other next.

S.R.16.03(iii)(b) In the case level crossing not protected by a gate signal situated outside station limits and provided with bell and/or telephone communication-

(1) Whenever the Gateman's acknowledgment is not received, the Station Master shall take the following precautions: -

(i) In the case of the train due to enter the block section from his station, he shall issue a Caution Order to the Loco Pilot, run through trains being stopped out of course for the purpose;

(ii) In the case of a train due to enter the block section from the station at the other end, he shall, before giving Line Clear for the train, advise the Station Master of that station of the fact and obtain his acknowledgment and the latter shall issue a Caution Order to the Loco Pilot, run through trains being stopped out of course for the purpose.

S.R.16.03(iii)(b)(2)(i) Whenever a Loco Pilot receives a caution order that the Gateman's acknowledgment has not been received, he must approach the gate with caution whistling as frequently as possible, Should he find the gateman waving signal for his train to proceed, he may do so cautiously. Should however the Loco Pilot not find the gateman the procedure laid down in S.R. 3.73 must be followed.

(ii) When the gateman is absent and the gate is padlocked in the "open-to-road traffic" position, the Guard and Loco Pilot shall act with caution to pass level crossing ensuring that the level crossing is clear and the road traffic is warned.

(iii) In the case of level crossing outside station limits provided with bell and/or telephone communication and protected by a Gate signal, whenever the Gateman's acknowledgment is not received, trains need not be stopped out of course for the issue of Caution Order.

S.R.16.03(iii)(c)In the case of level crossings (inside and outside station limits) provided with bell communication, the descriptive beats for warning the Gateman of the approach of Up and Down trains and the beats for canceling the warning signal shall be stipulated for in the Station Working Rules and the Gate Working Rules exhibited at the gate lodge. The acknowledgment by the Gateman of the above beats shall be by repeating the same number of beats.

S.R.16.03(iii)(d) Where gates which normally close across the railway line are provided double leaves, the leaves which do not carry the gate lamps shall be closed across the public road before those carrying the gate lamps. Where gates which do not normally close across the railway line (i.e., normally open away from the railway line for the passage of road traffic), be closed across the public road before the leaves which do not carry the gate lamps.

S.R.16.03(iv)(a)Train shall, as far as possible, be stopped clear of level crossings. Whenever trains can be stopped clear of level crossings, the Guard shall, before giving the Loco Pilot the signal to stop, ensure that the last vehicle has passed clear of the level crossing by two vehicles' length. After the last vehicle has cleared the level crossing by two vehicles length, the gates (or chains) shall, if it is safe to do so be opened for the passage of road traffic.

(b)After the train has been brought to a stand clear of the level crossing, the Loco Pilot shall not, on any account, back his train, unless the Guard personally instructs him to do so and the Guard shall not give such instructions unless he has assured himself that the gates or chains have been secured across the public road on both sides of the railway and that the line is clear for the backward movement.

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(i) The Gateman at all level crossing gates should stand attentively at the gate lodge side, facing the track with furled red and green flags during day in right and left hands respectively and at night hold the hand signal lamps with the white light pointing towards him. He shall watch all passing trains to see any unusual condition like hot axle, chain hanging, 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 the Guards should be on the lookout for such danger signals.

16.05. Channel for flange of wheels:-

The Gateman shall see that the channel for the flange of the wheels is kept clear.

16.06. Defects at level crossings:-

If any gate or the fastenings thereof, or any fixed signal pertaining to the gate becomes out of order, the Gateman shall

(a) take action to close the gates, if possible, against the road traffic.

(b) After closing the gates, hand signal the train movements past the level crossing

(c) If the gates cannot be so closed put the banner flag or level crossing flag in such manner as to warn the approaching train to stop short of the gate and there after hand signal the train.

(d) Report the fact to his superior or the nearest Gangmate.

S.R.16.06(i) Reception and Despatch signals, interlocked with level crossing gates shall be passed by the Loco Pilot, when they are "ON" or defective in accordance with the provisions of Rules 3.69 to 3.71.

S.R.16.06(ii) If the Gateman at a level crossing, outside station limits, becomes aware that his gate Stop signal has become defective, -

(a) he shall take measures, either by disconnecting the wire or by other means, to place the signal at "ON", if it is not already in that position and light the signal at night except when red roundels are cracked or broken.

Note: Once the signal has been treated as defective, it shall not, on any account be taken "off" for any train until it is restored to good working order by the official responsible for the upkeep of the signal.

(b) On hearing a train approaching, the Gateman shall after ensuring that the gates are closed and locked across the road traffic and that there is no obstruction on the track as far as he can see, give "proceed-with-caution" hand signal to the Loco Pilot from the level crossing or from the place where his hand signal can be seen by the Loco Pilot in cases of gate Stop signals with `G' markers. If there is no `G' marker on the Gate Stop signal, he shall proceed to the gate Stop signal and after the train has come to a stop, report the matter verbally to the Loco Pilot and pilot the train past the signal at "on" riding on the foot-plate of the engine. The Loco Pilot shall then restart and proceed very cautiously until the level crossing is passed. He shall stop the train again to enable the Gateman to get down and then proceed onwards. The Loco Pilot shall advise the Station Master of the block station ahead in writing, of the defective Gate Stop signal by stopping the train, even if booked to run through. The Station Master shall at once advise by telephone or telegraph, the officials who are responsible for the upkeep of the signal as also the Station Master of the block station at the other end, and notice stations who shall issue Caution Orders to trains entering the block section from either end in accordance with Rule 4.09, until they are advised that the signal has been rectified.

(c) Loco Pilots of subsequent trains to whom Caution Orders are issued shall also stop their trains at the defective Gate Stop signal and pass the level crossing as detailed in Rule 3.73, but they need not stop at the block station ahead to notify the Station Master, if booked to run through.

S.R.16.06(iii)(a)Gateman at level crossings inside station limits, shall report any defect in the gates or the apparatus pertaining to them to the Station

Master. Gateman at level crossings, outside station limits, shall report defects the nearest Station Master, Gangmate or Permanent Way Inspector.

(b) On receipt of such report, the Station Master shall immediately advise the engineering and other officials concerned. If the condition of the level crossing gate necessitates the issue of Caution Orders to Loco Pilots, the Station Masters on either side shall arrange for the issue of Caution Orders in accordance with Rule 4.09.

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(i)In addition to taking action under Rule 16.07, the Gateman at a level crossing inside station limits shall immediately report the matter to the Station Master for necessary action and the Gateman outside station limits shall follow the rules given in the Working Rules for the level crossing.

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 the means.

S.R.16.08(i)At all manned level crossing the Gateman shall stand facing the track on the gate-lodge side of the approaching train and be prepared to repeat any signal which the Guard may have occasion to give to the Loco Pilot. He must look out for the "Last Vehicle Board or Tail lamp" as the case may be. If he notices that the train has parted, he must try to draw the Loco Pilot's attention by shouting that the train has parted at the same time, by day, putting both his hands together above his head and separating them quickly and by night, by waving a white light slowly up and down vertically as high and as low as possible; he must not show any other signal or a danger signal to the Loco Pilot. Whether the parting was noticed by him or his attention has been drawn to it by the Loco Pilot of the train, he must, if time permits, also place on the line 3 detonators about 10 metres apart and try to stop the rear portion by attracting the attention of the Guard by shouting to stop this portion and showing a danger hand signal.

Note: - See S.R.4.42 (ii) (v) (b).

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(i)At level crossing where only one Gateman is on duty, the Gateman shall not leave his level crossing without securing the gates or chains against road traffic or until another competent railway servant has been placed in charge by the Station Master in the case of level crossings inside station limits or Gangmate in the case of level crossings outside station limits.

16.11. Height gauges. –

(1) Adequate arrangements shall be made to erect height gauges on either side of the overhead equipment or other equipment at 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 with adequate clearance.

(2) The adequate clearance referred to in sub-rule(1) shall be sanctioned under approved special instructions.

(3) Vehicles and moving structures, which cannot pass under the height gauge without striking or touching it, shall not be permitted to pass the overhead equipment or other equipment except in accordance with special instructions.

S.R.16.11(i)The clearance of the height gauges at level crossings in the electrified section shall be maintained at 4.67 metres from road level.

(ii) Whenever over dimensional consignments are to be passed through level crossings in the electrified section, it shall be done with the specific approval of the Sr.D.E.E (TR.D)/D.E.E.(TR.D)/D.E.E duly observing all safety precautions with respect to electrical clearance.(C.Memo No. 01/2014 dated 14.07.14)

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 overhead equipment which separates the areas fed by adjacent sub-stations or feeding posts;
(4) "Power Block" means blocking of a section of line to electric traffic only;
(5) "Supply control post" means an assembly of 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.

Note: -

(1) "Traction distribution official" means an authorised official of the overhead equipment and/or power supply installation.
(2) "Traffic Block" means line block
(3) "Authority-to-work" means an authority to work on overhead equipment given by a Traction distribution official who has obtained Power Block from Traction Power Controller, to another Traction distribution official.
(4) "Power Block" as defined in G.R.17.02(4) is usually accomplished by switching off power to the section concerned.
(5) "Supply control post" as defined in G.R.17.02(5) is also referred to as "Switching station".

(6) "Traction Power Controller" as defined in G.R. 17.02(7) is abbreviated as "TPC"

(7) "Traction Loco Controller" means a competent railway official who is responsible for booking of electric locomotives and running staff to meet the requirements of traffic and maintenance. It is abbreviated as "TLC"

S.R.17.02 (i) Unwired track. – To distinguish unwired tracks taking "off" from wired tracks, Caution Boards as per figure 1 shall be provided at the first overhead equipment mast ahead of the point of take off. The driving crew of electric locos/Electric Multiple Units shall be alert and stop short in case they are erroneously signaled on to unwired track.

S.R.17.02(ii) Electric traction limits – For tracks which are not equipped with overhead equipment i.e., unwired track, a special board shall be provided as per figure 2 ahead of the point of entry to the track. These should not be closer to the point than the overhead equipment structure ahead of it. No electric locomotive/Electric Multiple Unit shall normally be admitted into an unwired track. Any special movement of electric rolling stock on unwired track shall be done under competent written authority as provided for in Station Working Rules and such movement shall take place only with pantographs lowered and locked. In certain lines, partial wiring is provided for a portion of the length of the line. When entering such partial lines, the Loco Pilot of the electric locomotive/Electric Multiple Unit shall ensure that his locomotive/Electric Multiple Unit is stopped within the run of the overhead equipment well ahead of its end.

S.R.17.02(iii) Overhead equipment power failure:-

(a) In the event of failure of overhead equipment power supply the TPC shall advise Controller that emergency feeding arrangement are being introduced, mentioning the selected stations on either side of the affected section as also the structure numbers at which Loco Pilots shall have to lower and raise pantographs. The TLC and Controller shall repeat this information to all loco sheds and Notice stations.

(b) The selected stations on either side of the affected section shall fulfill the following conditions:-

(i) They shall be situated at a distance sufficiently away from the feeding post overlap to enable the Loco Pilot to attain sufficient speed to negotiate, without stalling, the "lower" and "raise" panto zone at the feeding post overlap.

(ii) They should have been provided with signals which can be manually controlled by the Station Masters. The Divisional Electrical Engineer/Traction Distribution shall nominate the selected stations for every feeding post overlap and inform all concerned.

(c) The Controller shall also inform these two selected stations with exchange of Private Numbers to stop all trains immediately, instructing that, when permission is granted to resume traffic, all Loco Pilots entering the affected sections should be issued with Caution Orders to "lower" and "raise" pantographs at the specified structure numbers.

(d) After this has been done, Controller shall inform the TPC that the Station Masters concerned have been instructed to issue Caution Orders. The TPC shall then take steps

to introduce emergency feed and advise Controller with exchange of Private Numbers that traffic can be resumed.

(e) During the period when emergency feed is arranged, the TPC shall inform the Controller of the likelihood of abnormal voltage drop, if any, and Controller shall regulate the traffic suitably in consultation with TPC.

S.R.17.02(iv) Programmed Power Block- A weekly programme of Power Blocks for overhead equipment maintenance purposes shall be formulated by the Divisional Electrical Engineer/Traction Distribution in consultation with the Divisional Operations Manager. The Divisional Electrical Engineer/Traction Distribution shall circulate this weekly programme to all concerned furnishing full particulars. The concerned overhead equipment official shall request the TPC for Power Block in accordance with the weekly programme furnishing the following particulars: -

(a) The section and location at which the work will be undertaken;
(b) The nature of work proposed to be done; and
(c) The time and the probable duration of the Power Block.

The TPC shall request Controller for the proposed programmed Power Block in Form ETR.1. After having ensured that there is no train in the concerned section, Controller shall inform the Station Masters at either end, with exchange of Private Numbers, that Power Block is being imposed, furnishing the duration of Power Block; the elementary section/sections in which the Power Block is being imposed; and the kilometrage at which the work is being undertaken. The Station Masters concerned shall immediately take protective measures in accordance with the Station Working Rules. The Controller shall then inform the TPC that Power Block may be imposed with due exchange of message in Form ETR.1. The TPC shall then switch off power to the section concerned and grant the Power Block to the authorised overhead equipment official in Form ETR.2. During the period of Power Block, steam/diesel locomotives may be permitted to enter the section provided that Caution Orders are issued to the Loco Pilots at Notice station/stations concerned that overhead equipment staff are working on line, furnishing the specified kilometrage, and also indicating that the driving crew shall exercise caution when passing over that section and obey all signals at the place of work. After completion of the work, the authorised overhead equipment officials shall ensure that everything is in order, remove the temporary earths and then inform the TPC of cancellation of the Power Block in Form ETR 2. The TPC shall then energise the section and inform Controller of cancellation of Power Block in Form ETR. 1, who shall, in turn, inform the Station Masters concerned with exchange of Private Numbers. The TPC shall also inform the concerned overhead equipment official that the section has been energized and this official shall remain at the work-spot until this confirmation has been received.

S.R.17.02(v) Emergency Power Block. – On receipt of first information of any unusual occurrence on overhead equipment or accident, the TPC shall

depending upon the merits of the case, immediately arrange to switch off power to the affected section. The TPC shall advise Controller who shall also immediately, in turn, advise the Station Masters concerned with exchange of Private Numbers to take protective measures as per Station Working Rules. An overhead equipment official of rank not less than that of a skilled artisan shall first inspect the actual site of unusual occurrences or accident and then request the TPC for an emergency Power Block, furnishing the following particulars: -

(a) The nature of defect;
(b) The section and location at which the work has to be done;
(c) The nature of work that has to be done;
(d) The probable duration of the work; and
(e) Whether trains, other than those hauled by electric locomotive can be permitted to enter into the section.

In case the TPC has already switched "off" power, emergency Power Block shall be granted immediately to the overhead equipment official concerned in Form ETR 2. In case the TPC has not switched off power, emergency Power Block shall be granted in Form ETR. 2, only after the procedure as laid down in S.R.17.02(iv) has been complied with except that the TPC shall not wait for the clearance of all trains from the affected section prior to granting of the emergency Power Block. Under conditions of emergency Power Block, Controller/Station Master concerned shall not permit movement of non-electric trains except with the prior concurrence of the TPC. Such concurrence shall be recorded both at the Control office and in the TPC Log Book.

If the nature of incident is such that no trains can be run in the affected section, the TPC shall also arrange for a Traffic Block in accordance with S.R.17.09 (iv). If trains other than electrically hauled trains can be run, the procedure for running of these trains shall be in accordance with S.R.17.02 (iv). After the work has been completed, the emergency Power Block shall be cancelled by the TPC in accordance with the procedure for canceling programmed Power Block as laid down in S.R.17.02 (iv).

S.R.17.02 (vi) Communication between overhead equipment Official and TPC during Power Block. – The overhead equipment official requesting for Power Block from the TPC shall ensure that a railway servant is specifically deputed with telephone to be in constant contact with the TPC from the time that such a request has been made till confirmation of re-energisation is received from the TPC.

S.R.17.02 (vii) Emergency Power Block for Loco Pilots of Electric Loco. – The Loco Pilot of an electric loco shall obtain emergency Power Block from TPC for the purpose of inspecting and securing, if necessary, roof equipment, including pantograph. On receipt of request from the Loco Pilot for emergency Power Block, the TPC shall immediately arrange to cut off supply to the affected section, informing simultaneously Controller of the concerned section in Form ETR. 1. The Controller, in turn, shall inform the Station Masters concerned to take

protective measures in accordance with the Station Working Rules. After TPC has assured himself that this information has been transmitted by due exchange of Private Numbers with Controller concerned, he shall grant emergency Power Block to the Loco Pilot exchanging Private Numbers with him. After the Loco Pilot has completed his work, he shall ensure that everything is in order, remove the temporary earths and then issue a message to the TPC supported by a Private Number to energise the line. The TPC shall then energise the concerned section and inform the Loco Pilot and Controller in Form ETR.1. The Controller shall inform the Station Master concerned with exchange of Private Numbers that the emergency Power Block has been cancelled.

S.R.17.02 (viii) Local Power Block-Power supply for sidings which do not affected movement of trains on the main line/loop lines shall be isolated manually by the authorized overhead equipment official when required after informing the TPC that such a shut-down is being effected and after exchange of Form ETR 4 between the authorized overhead equipment official and the Station Master/cabin Station Master/Engine Turner/Yard Master/Shunter concerned. Necessary precautions as laid down in the Station Working Rules shall be followed during the period of local power Block After the work has been completed, the overhead equipment official shall re-energise the line and inform the Station Master/Cabin Station Master/Engine Turner/Yard Master/Shunter concerned in form ETR.4. The overhead equipment official shall also inform the TPC that the work has been completed and the line re-energised.

S.R.17.02 (ix) Intimation by TPC to overhead equipment officials regarding adjacent Power Blocks.- Whenever Power Blocks of any type are issued by TPC in Form ETR.2 to the authorized overhead equipment official, he shall clearly indicate therein full particulars of Power Block/Blocks which has/have been granted/are likely to be granted as also the names of the overhead equipment officials to whom such Power Blocks have been granted/are likely to be granted in the adjacent sections. If no Power Blocks has been granted/is likely to be granted in the adjacent sections, this shall be specifically mentioned in Form ETR.2.

S.R.17.02 (x) Cancellation of Power Blocks-When more than one section is under Power block at any time, the TPC shall energies each section only when the authorized overhead equipment official concerned who has taken the Power Block for that section cancels his Power Block in Form ETR 2.

S.R.17.02 (xi) Cancellation of simultaneous Power Blocks in adjacent sections when all communications have failed.- When all means of communications with the TPC have failed and when Power Blocks are required to be cancelled, the senior most overhead equipment official, to whom the Power Block was issued, shall take steps to locally arrange for restoration of normal (live) conditions on the portion of the traction equipment specified in Form ETR 2. He shall then proceed to the next section and after exchanging messages with the overhead equipment official in charge of the next section that all men and material have been removed and everything is all right, he shall take steps to locally restore normal (live) conditions on that section also. After all sections have been energized, the senior most overhead equipment official

shall advise in writing the Station Masters concerned that all Power Blocks have been cancelled. The senior most overhead equipment official shall be solely responsible for local energisation and cancellation of simultaneous Power Blocks in adjacent sections when all means of communications with the TPC have failed.

S.R.17.02 (xii) Maintenance of Power Block registers by Station Masters-Each station shall be provided with a separate "Power Block" register. All messages relating to the imposition/cancellation of any type of power Block shall be entered in red ink by the Station Master concerned in this register furnishing full particulars of time, Private Numbers etc.

S.R.17.02(xiii) Maintenance and issue of keys of isolator switches and switching posts by station Masters.-Duplicate keys for all isolator switches and switching posts shall be kept in separate locked glass fronted boxes in the custody of station Master/Cabin Assistant Station Master or any other authorized person stationed conveniently near the switches/switching posts. These keys shall be issued on demand in emergencies only to the authorized overhead equipment officials, whose signatures for the receipt of such keys shall be obtained in separate books maintainede for the purpose. These keys thus taken by the overhead equipment official shall be returned to the station staff after the work has been completed, necessary entries to the effect being made in the relevant registers. The Station Master shall hand over duplicate keys of the isolator switches and switching posts to the authorized overhead equipment officials only after obtaining permission from the TPC. A list of authorized overhead equipment officials who can withdraw the duplicate keys from the Station Master should be displayed at each station. This list should be duly singed by an officer of the traction distribution department.

S.R.17.02(xiv) Operation of Isolator switches by Station Master.-In case of emergencies, Station Master/Cabin Assistant Station Master shall operate such isolator switches, as may be necessary, under the specific instructions of the TPC after exchange of Private Numbers. A record of each such operation carried out shall be maintained by the TPC as well as by the Station Master/Cabin Assistant Station Master in the Power Block register.

S.R.17.02(xv) Multiple Traction Distribution working parties in the same section.-Whenever more than one traction distribution official requests the TPC for Power Block in the same section, the TPC shall grant the Power Block to only one official in Form ETR.2. The traction distribution official selected by TPC for the grant of Power Block shall be the one who has requested for the Power Block for the longest duration. The TPC shall advise this traction distribution official the names and particulars of other traction distribution officials who have also requested for Power Block in the same section. The TPC shall also inform the other traction distribution officials concerned who have asked for Power Block the same and full particulars of the traction distribution official, to whom he proposes to grant the Power Block. The traction distribution official to whom the Power Block has been granted by the TPC shall exchange Private Numbers with the other traction distribution officials concerned grant them individual "Authority-to-work" by messages supported by Private Numbers, duly advising the time by the Power

Block is proposed to be cancelled. This traction distribution official shall inform the TPC full particulars of the "Authority to-work" granted by him in the same section, in Form ETR.2. Each traction distribution official who has been given "Authority-to work" shall be responsible for making his own earthing arrangements and taking all other precautions necessary. After each traction distribution official has completed his work, he shall remove the temporary earths, ensure that everything is in order and then only shall he cancel the "Authority-to-work" to the traction distribution official to whom the Power Block was granted with exchange of Private Numbers The traction distribution official to whom the Power Block, was granted shall cancel the Power Block only after having ensured that all other traction distribution officials have completed their work.

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.

S.R.17.03 (i) Periodic inspection of overhead equipment:- The overhead equipment shall be regularly inspected by staff during foot patrol. The frequency of patrolling shall be so arranged as to cover the entire suburban section every day and the entire non-suburban section twice a week. The persons in-charge of each group or gang of foot patrol on duty shall be not below the rank of a skilled artisan.

S.R.17.03 (ii) Equipment to be carried by the Linesman on patrolling duty:-A Linesman on patrolling duty shall carry with him the following equipment:-

(a) One Red and one Green hand signal flag;
(b) A box containing 10 detonators;
(c) A set of spanners; and
(d) A portable telephone.

S.R.17.03. (iii) Periodic Testing of Emergency telephone Sockets:- The emergency telephone sockets shall be tested by the patrolling Linesman every week. A record of such testing shall be maintained by the TPC in a separate register for this purpose.

S.R.17.03(iv) Periodic Maintenance Schedules of the overhead equipment:-

Periodic maintenance schedules of the overhead equipment such as POH; IOH; PM (Periodical measurements); CG (contact wire greasing); PMW (preventive maintenance work); RTW (re-tensioning work); Pre-monsoon precautions; TWI (tower wagon inspection) shall be carried out by traction distribution staff strictly in accordance with the schedules and periodicity lain down by special instructions. A weekly programme of Power Blocks referred to in S.R.17.02(iv) shall be prepared to comply with the above schedules and Power Blocks shall be granted in order to ensure that these schedules are carried out in time.

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 singed and given by the railway servant authorized for the purpose by special instructions. He, in turn, shall issue the same only with the knowledge of the Traction Power Controller.

S.R. 17.04 (i) Works requiring "Permit-to-work" Form ETR-3.- No. work shall be done by the railway staff within a distance of two metres from the live parts of the overhead, equipment, or on service buildings and structures in close proximity of 25 KV. AC traction overhead equipment without a "Permit-to work" form ETR-3 issued by a competent traction distribution official.

(ii) Procedure for grant of "Permit-to-work" Form ETR-3: The concerned department official of rank not less than an Assistant Inspector shall request the concerned traction distribution official of rank not less than that of Charge man for the issue of a written "permit-to-work" in Form ETR-3 as per the weekly programme. The concerned traction distribution official shall request the TPC for Power Block and the TPC shall grant this Power Block in Form ETR-2 to the concerned traction distribution official after the procedure laid down in S.R.17.02(iv) has been complied with. After the concerned traction distribution official has obtained the Power Block in Form ETR-2 be shall earth the electrical equipment specified and then hand over "permit-to-work" form ETR-3 to the person in-charge of the work getting his acknowledgment on the other copy. This traction distribution official or his nominated representative shall be present at the work-spot throughout. On completion of the work and when all men and materials have been withdrawn form the vicinity of the electrical equipment, the person in-charge of the working party shall cancel his "permit-to-work" form and return it to the authorized traction distribution official who issued it. The concerned traction distribution official shall then cancel the Power Block in Form ETR-2 in accordance with the procedure laid down in S.R.17.02(iv).

(iii) Simultaneous "Permit-to-work" forms issued by the same traction distribution official. in case the traction distribution official has issued more than one "Permit-to-work" form, he shall ensure that all "Permit-to-work" forms have been returned to him before taking action to cancel the Power Block

17.05. Warning to staff and public:-

(1) All electrical equipment shall be regarded as being live, at all times and consequently dangerous to human life, save and except in cases, where the electrical equipment has been specially made dead in accordance with special.

instructions. Caution notices shall be prominently fixed near all vulnerable places to warn staff and public to exercise due caution.

(2) No person shall climb on the top of engines or tenders or on the roofs of carriages or wagons when those vehicles are located beneath overhead equipment except when the overhead equipment is dead and earthed in accordance with special instructions.

S.R. 17.05 (i) Electric shock treatment charts.- The traction distribution department shall ensure that painted boards in English and in the regional languages containing instructions regarding treatment of persons in the event of electric shock are exhibited in every overhead equipment maintenance depot, equipment room, switching station, tower wagon shed, loco shed, tower wagon and wiring trains as also in stations, cabins, yards and depots.

S.R.17.05(ii) Steam locomotives under overhead equipment.-No steam locomotive shall be left standing with the chimney under an overhead equipment insulator. Stabling of steam locomotives with chimneys under traction structures in prohibited. Continuous blowing of safety valves, sudden opening of blowers and priming of the exhaust steam shall be strictly avoided to prevent flash-over of insulators.

S.R. 17.05 (iii) Care while firing/spraying coal.-Special care shall be taken while firing coal or raking fire to ensure that the tools do not get within the danger zone of the overhead equipment Spraying of coal with water under overhead lines is prohibited.

S.R.17.05 (iv) Height of coal in steam locomotive tenders.- The height of coal loaded in steam locomotive tenders shall not be more than 4.30 metres above rail level on Broad Gauge and 3.70 metres above rail level on Metre Gauge.

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.

S.R.17.06(i)Electrical clearances between track and overhead equipment structures/contact wires.-Each overhead equipment mast shall be painted with a horizontal black line indicating rail level on the mast. In addition, the distance from center of track to the face the most shall also be painted on each overhead equipment mast. No variation above 30 mm in setting distance and 20 mm in rail level from that stipulated on the overhead equipment mast shall be permitted. No major track work like pulling back creep, renewal of rails, realignment of track and raising/lowering of track shall be undertaken by Permanent Way staff without written

permission of the Assistant Electrical Engineer/traction distribution and without the presence of a traction distribution official of rank not less that of a skilled artisan.

S.R. 17.06 (ii) Electrical continuity of earth and return currents.-During maintenance or renewal of track, continuity of rails serving electrified tracks shall have to be maintained for bridging gaps which may be caused during removal of fish plates or rails, defective broken rail bonds etc. Temporary metallic jumpers of approved design shall be provided by the Permanent Way staff. Bonds connecting structures to track, bonds connected to earth pits adjacent to structures and return conductor connections from the mid point of booster transformer pairs to rail return feeder connections from feeding posts to rail; rail bonds and cross-bonds shall, on no account, be disturbed, damaged or interfered with by permanent Way staff. Any alteration necessary shall be done by traction distribution staff.

S.R. 17.06 (iii) Maintenance of minimum adequate distance.- Whenever any excavation work is required to be done by any branch, traction distribution officials shall be advised in order to ensure that the minimum adequate distance between underground cables/structures and masts/live equipment is maintained.

S.R. 17.06 (iv) Minimum distance for working in the vicinity of 25 KV .AC live equipment.-While working in the vicinity of 25 K V. AC live equipment, the person working shall ensure that he/his equipment shall always remain at a distance greater than two metres from the live equipment.

17.07. Tripping of circuit breakers of locomotives and electrical multiple units at neutral section:-

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.

S.R. 17.07 (i) Warning boards for neutral sections.- Warning boards as per figures 4 and 5 shall be fixed at a distance of 500 metres and 250 metres respectively ahead of the neutral section. Similarly, the points at which power shall be witched OFF and ON shall be indicated by boards as per figures 6 and 7. No Loco Pilot shall pass the neutral section between warning boards 6 and 7 with power ON. In order to negotiate the neutral section without stalling, the Loco Pilot shall approach the neutral section at speed of not les than 30 Kmph. Assistant Loco Pilots of locomotives shall call out all permanent display boards in the section and this shall be repeated by Loco Pilots in the same manner in which Assistant Loco Pilots call out and Loco Pilots repeat the aspect of signals controlling the movement of trains.

S.R. 17.07 (ii) Warning boards for temporary neutral sections.- Due to speed restrictions of less than 30 Kmph being imposed within one kilometre on either side of the neutral section, emergency feeding arrangements in case of sub-station failures, etc., it may be necessary to provide a temporary neutral section to negotiate which the Loco Pilots would have to lower and raise pantographs while passing the temporary

neutral section, Boards as per figures 4 and 5 shall be fixed at a distance of 500 metres and 250 metres respectively ahead of the temporary neutral section.

Similarly, the points at which the pantographs would have to be lowered and raised shall be indicated by boards as per figures 8 and 9. Warning boards shall be provided only if temporary neutral section working is to be continued for a duration in excess of 24 hours. All Loco Pilots shall be given Caution Orders at Notice station/stations concerned indicating the location at which he would have to lower and raise pantographs In order to enable the train to negotiate the temporary neutral sections, without stalling, the Loco Pilot shall approach the temporary neutral section at a speed of not less than 30 Kmph.

S.R.17.07 (iii) Programmed speed restrictions at neutral sections.- Whenever speed restrictions of less than 30 Kmph. are required to be imposed within one kilometre on either side of the neutral section for programmed works, such speed restrictions shall not be imposed until the Divisional Engineer has arranged with Divisional Electrical engineer/Traction Distribution for temporary energisation of the neutral section. After the neutral section has been temporarily energized by the traction distribution staff and temporary neutral section provided within necessary warning boards, the traction distribution staff shall authorize the Station Master/Controller to permit movement of electric trains/Electric Multiple Unit stock into the section after due exchange of Private Numbers also informing the TPC that the neutral section has been jumpered and temporary neutral section provided specifying the location. No electric train/Electric Multiple Unit stock shall be permitted to enter into the section with speed restriction of less than 30 Kmph unless the Station Master/Controller has received this authorization from the traction distribution staff. Under such conditions, Loco Pilots of all electric trains/Electric Multiple Unit stock shall be issued with Caution Orders at Notice station/stations concerned permitting them to pas the neutral section "on power" and also indicating to the location of the temporary neutral section where they would have to lower and raise pantographs.

S.R.17.07(iv) Emergency speed restrictions at neutral sections.- whenever emergency speed restrictions of less than 30 Kmph. are required to be enforced within one kilometer on either side of the neutral section, the Permanent Way staff shall immediately arrange to protect the affected section on either side and take all steps to bring to a halt any train ahead of the neutral section. The Permanent Way Inspector shall also inform the nearest Station Master regarding imposition of speed restriction This Station Master shall inform the Station Master at the other end of the neutral section as also Controller and the TPC. The controller and Station Master at either end of the neutral section shall not permit the entry of any electric train/Electric Multiple Unit stock into the section until advice has been received from the TPC. The TPC shall make immediate arrangements for energizing the neutral section and for the provision of a temporary neutral section. After this has been completed, movement of electric trains/Electric Multiple Unit stock shall be permitted in Accordance with S.R. 17.07(iii). The traction distribution official who has jumpered the neutral section shall issue a Caution Order to the Loco Pilot of the train which may have been stopped ahead of the neutral section, advising him that he can

pass the neutral section "on power" and also informing him, if necessary, of the locations at which he would have to lower and raise pantographs at the temporary neutral section.

17.08. Tower Wagon:-

The rules for the movement and working of tower wagons shall be laid down by special instructions.

S.R. 17.08 (i) Movement of Tower Wagon:-For all purposes, tower wagons shall be treated as light engines. When working in section, preference shall be given to the movement of tower wagons in case of emergencies/failures/ breakdowns if the Official-in-charge gives it so in writing. The maximum speed of 4 wheeler tower wagon shall be restricted to 40 Kmph. The maximum speed permitted for 8 wheeler B.G. tower wagon is 100 Kmph. However, this is subjected to sectional and other speed restriction.

S.R. 17.08 (ii) Overhead equipment ladder trolly.-Overhead equipment ladder trolly is a vehicle fitted with a collapsible ladder on a four wheel truck, not self-propelled. It shall be deemed to be a lorry and all rules applicable to lorry shall be applicable to overhead equipment ladder trolly also.

S.R. 17.08 (iii) Block sections for working of overhead equipment ladder trollies.-For the purpose of availing of line blocks for the working of the overhead equipment ladder trolly on the suburban sections, the stations between which such working can be done shall be nominated by the Divisional Railway Manager. Such nominated stations shall necessarily be equipped with semi-Automatic/Manual Stop signals.

S.R. 17.08 (iv) Procedure for working of the ladder trollies in suburban section.- The traction distribution official requesting Controller for a line block to place the overhead equipment ladder trolly on line in any section shall do so furnishing the following particulars.:-

(a) Identification number of the overhead equipment ladder trolly;
(b) Section /Up line/Down line/both Up and Down lines, on which the overhead equipment ladder trolly is required to be worked.
(c) The originating and terminating stations between which the ladder trolly is required to be worked; and
(d) The timings and trains between which the overhead equipment ladder trolly is required to be worked.

The Controller shall advise the Station Masters of the nominated stations at both ends as also the intermediate stations by messages supported by Private Numbers regarding the proposed working of the overhead equipment ladder trolly. The Controller shall permit the working of the overhead equipment ladder trolly, only after he has ensured that the concerned section is free of trains. The Station Masters at either end of the nominated section shall change "automatic working" into "manual working", place the appropriate signals controlling the movement of trains into the section at "on and place "trolly on line" collars/caps on the controlling levers/knobs. The Station Masters at either end shall then inform Controller

accordingly by messages supported by Private Numbers. The Controller shall then permit the Traction Distribution official to place his overhead equipment ladder trolly on the line by a message in the prescribed form supported by a Private Number. The Station Master shall, on no account, remove the "trolly on line" collars/caps from the levers/knobs and permit movement of trains into the section until proper advice has been received by them from Controller dully supported by Private Numbers. After completion of work, the traction distribution supervisor shall remove his overhead equipment ladder trolly from the line and shall then advise Controller who shall, in turn, inform Station Masters concerned (duly supported by Private Numbers) to resume normal working. The Station Master of the affected section shall only then remove the "trolly on line" collars/caps from the levers/knobs.

S.R. 17.08(v) Multiple party working on the same line block.-Whenever the engineering department has already obtained line block, the traction distribution official who also requires line block at the same time and in the same section, shall instead of requesting Controller, request the Permanent Way official concerned for permission to place the overhead equipment ladder trolly in section by a written memo.. The Permanent Way official shall give a written authority to the traction distribution official authorizing him to place his ladder trolly on line and also indicate the time by which the ladder trolly should be removed from the track. After receiving a written authority from the permanent Way official, the Traction Distribution official shall inform the TPC requesting for Power Block. The Permanent Way official shall not cancel the line block until the Traction Distribution official has given him a written memo to the effect that his work has been completed and the overhead equipment ladder trolly has been removed from the track.

S.R. 17.08(vi) Procedure for the working of overhead equipment ladder trollies on non-suburban section.- The overhead equipment ladder trollies shall work on regular line clear.

S.R. 17.08 (vii) protection of overhead equipment ladder trolly:- When overhead equipment ladder trolly is in section and work is in progress, it shall be protected in accordance with rules for protection of lorry.

S.R. 17.08 (viii) Competency certificate for working of ladder trollies:- The Traction Distribution officials in charge of ladder trollies shall be in possession of a valid competency certificate.

S.R.17.08 (ix) Competency certificate for working of tower wagon.- The tower wagon Driver shall be in possession of a competency certificate in Form TR-4, issued to him by Divisional Electrical Engineer/Traction Distribution after the Loco Pilot has undergone-

(a) a training in General and subsidiary Rules in the approved Training School;
(b) the prescribed test by Chief Traction Foreman (overhead equipment);
(c) training for a period of one month to learn the road followed by a written declaration that he is fully conversant with the road;

(d) a period of practical training for two months in the actual driving of the tower wagon followed by the prescribed test by Divisional Electrical Engineer/Traction Distribution; and

(e) prescribed medical examination.

S.R. 17.08 (x) All manned level crossing gates shall be closed against road traffic for the passage of tower wagon. However the tower wagon Loco Pilot, while 'Working on line' in a block section shall ensure that all manned level crossing gates are closed against road traffic before passing the same. He shall whistle continuously while approaching the level crossings and obey the aspect of the Gate Stop signal if any. In the case of non-interlocked gates, and in the case of interlocked gates in double line sections while proceeding on the wrong direction, the tower wagon Loco Pilot shall bring his tower wagon to a stop 30 metres short of the level crossing and then restart and pass the gate after confirming that the gate is closed against road traffic (Correction No. 6 dated 06.11.06).

17.09 Additional rules for electrified sections.-

Special instructions for working of trains on electrified section shall be notified by authorized officer.

S.R.17.09(i) Duty of the railway officials to report abnormalities in overhead equipment.- It is the duty of every railway official who notices any abnormalities on the overhead equipment, to inform the TPC either directly or through any Station Master or through the nearest railway telephone regarding the nature of the defect abnormality noticed by him. The person conveying such information to TPC shall not leave the vicinity of the telephone without TPC's permission since the latter may want to contact him again to elicit further information.

S.R. 17.09(ii) Duty of driving crew to report abnormalities in overhead equipment- The driving crew of all trains shall keep a sharp look-out and report any defects in overhead equipment noticed by them to the TPC from the nearest station

S.R.17.09(iii) Duty of Station Masters to report abnormalities in overhead equipment:-The Station Master receiving first information report of any unusual occurrence on the overhead equipment shall immediately report the same to the TPC and to Controller and shall assist the TPC to quickly isolate the faulty section.

S.R.17.09(iv) Emergency traffic block:-Whenever a line is required to be blocked against the movement of all traffic whether steam, electric or diesel, due to defects in overhead equipment, such emergency traffic block shall be granted by Controller on a request from the TPC/TRD. official. This emergency traffic block shall be granted in addition to the emergency Power Block referred to in S.R. 17.02(v).

S.R.17.09(v) Special Instruction regarding Line Block on the suburban Double Line electrified section.-

(1) Requisition for Line Block-(a) When it is necessary to obstruct totally both the Up and Down suburban electrified lines for engineering purposes, the Assistant Engineer or Permanent Way Inspector must apply to the Division Railway Manager for the Line Block order with copy to the Chief Controller. Line Block need not be imposed for minor works, such as removing or replacing a rail, which must be done under the protection of the prescribed rules.

Note:- When only one line on the double line is or is to be obstructed, Trains shall be worked in accordance with S.R. 9.12(iii)

(b) Line Block must always be applied for and imposed between any two of the stations nominated by the Divisional Railway Manager. Such nominated stations shall necessarily be equipped with Semi-Automatic/Manual Stop signals.

(c) The time for blocking the line must be arranged so as to interfere as little as possible with the train services. Not less than twenty-four hours notice must be given to the Divisional Railway Manager that Line Block is required, and the

application must be in the following form from which no deviation whatsoever is authorized:-

Please) * "Block double line section between…… (Station) and …… (Station) from after No ……. Clears the section until hours on …… (Date)". * The word `Please' to be omitted when application is made by telegram.

Note:-Applications for more than one Line Block period failing on the same date and between the same stations may be consolidated in one letter or telegram, provided the standard form application laid down above is repeated for each of the Line Block periods applied for.

(1) Instructions to staff: (a) The Divisional Railway Manager must issue orders to the Station Master of the Stations at either end of the section on which the double line is to be blocked with copy to:-

(i) The Station Masters of intermediate stations on the section on which the double line is to be blocked.
(ii) The Station Masters of train staring stations.
(iii) Chief Controller.
(iv) The Engineering, signaling and Electrical Official concerned.

(b)The Divisional Railway Manager must be equally precise in his orders, which must be issued by letter or telegram, as required, in the following form, from which no deviation whatsoever is authorized:

From D.R.M. to S.Ms……and…….Block double line section between yours and……station from after No……clears the section until…….hours on……(date) for engineering purposes. Copy P.W.I. or A.E.N. (as the case may be) S.Ms. of the notified stations. CHC., Senior D.E.E.(R.S.) and D.E.E.(T.R.D.) concerned.

Note:- Line block orders with regard to more than one Line Block period falling on the same date and between the same stations may be consolidated in one letter or telegram as required, provided the standard form (so far as the body of the order is concerned) laid down above is repeated for each of the Line Block periods ordered.

(c) The Officials noted in paragraph S.R. 17.09(v)(2)(a) must immediately acknowledge the order in the following form by telegram or letter to the Divisional Railway Manager with copy to:-

(i) The Station Masters at either end of the section on which the double line is to be blocked.
(ii) Chief Controller and the engineering official concerned.

I note double line section between …… (Station) and ……. (Station) must be blocked from after No ……. Clears the section until……hours on …….(date). Copy-P.W.I. or A.E.N. (as the case may be), S.Ms. of the two stations between which the line is blocked and C.H.C.

Acknowledgement copy to the individual official is not necessary when he himself issues the message.

(3) Action taken by staff :- (a) (i) When an order is received from the Divisional Railway Manager, that a double line section is to be blocked, this order must be copied in red ink, in bold hand-writing across each page in the Station Dairy at stations and signal cabins and across each sheet of the log maintained in the Control Office day-by-day until the line Block actually takes effect i.e. upto and until the last train has cleared the double line section before it is blocked for the Engineering purposes.

(ii) A copy of the message must be secured on the signal lever handle of the signal which controls the entrance of trains into the double line section to be blocked at the stations at either end of the double line section.

b) (i) Before the train mention in the Line Block order is allowed to enter the double line section to be blocked, it must be ensured that there is no train-
(1) Either on the other line of the double line section to be blocked.
(2) Or at the station at the other end of the double line section waiting to enter the section prior to the arrival of the train mentioned in the Line Block order. The Station Master at both ends of the double line section to be blocked are jointly responsible for ensuring this .
(ii) The Chief Controller/traction controller must take care that no goods or extra train is ordered whose running would be affected by the Line Block and must take all possible steps to ensure that the Line Block can commence at the time applied for and that no undue delay takes place owing to the late running of suburban trains.

(c) (i) The Guard of the last train entering the section before it is to be obstructed must be furnished by the Station Master with necessary copies of a certificate (which need not be addressed to any one) in the following form:-

"The double line section between (Station)……and…….(Station) will be blocked for engineering purposes from after No……clears the section until……hours on…….(date)".
Date……..

…….
(Station Master)

The Station Master must hand over a Caution Order to the Loco Pilot warning him that he should be on the look-out for a hand danger signal from the engineering official-in-charge, vide clause (iii) below. If the last train is a run through train, it must be stopped out of course at the station. Immediately before authorizing the train to leave the station, the Station Master must advise by telephone the Station Master at the other end of the double line section to be blocked who must at once acknowledge the advice and place the "Line Block" collar on the signal lever handle of the signal, which controls the entrance into the double line section to be blocked, and this collar must not be removed until a traffic train is ready to enter the section under the provisions of S.R. 17.09 (v)(6).

(ii) Immediately on the train leaving the station, the Station Master must place the "Line Block" collar on the signal lever handle of the signal, which controls the entrance into the double line section to be blocked, and this collar

must not be removed until a traffic train is ready to enter the section under the provisions of S.R. 17.09(v)(6).

(iii) The last train must, in any case, be stopped at the site of the work by the engineering official-in-charge by the exhibition of a hand danger signal. The Guard must also be on the look-out and, on the train being stopped, deliver a copy of the certificate to the official-in-charge and obtain a receipt. Copies of the certificate must also be delivered by the Guard to the Station Masters of intermediate stations and receipts obtained. Run through trains must be stopped out of course for the purpose.

Note:- If, on the train coming to a stand at the site of the work, the Guard is not in possession of the certificate, the engineering official-in-charge must issue a message through the Guard, to the Station Masters at both end of the double line section to be blocked, with copy to the Divisional Railway Manager and the Chief Controller intimating the fact that the work is being proceeded with as arranged. Immediately on arrival at the station ahead, the Guard must hand over the message to the Station Master and obtain a receipt. The Station Master must immediately communicate the message to the Station Master at the other end and obtain his acknowledgment and also advise the Divisional Railway Manager and the Chief Controller by telephone or telegram.

(iv) The last copy must be delivered by the Guard to the Station Master at the other end of the double line section to be blocked and a receipt obtained, the train being stopped out of course for this purpose, if booked to run through.

(v) Line block must not be considered to be in operation, nor must the work of obstructing the line be commenced, until the official-in-charge at the site of the work is in possession of the copy of the certificate referred to in clause (iii) above or has issued the message referred to in the note under clause (iii) above.

(vi) Until the time specified, in the Line Block order, for the obstruction to be removed, the Station Masters of the Stations at both ends of the double line section must not allow the signal levers controlling the entrance into the section, to be operated, nor must they allow any train to enter the section, except as provided for in S.R. 17.09(v)(4).

(3) Entry of trains into the Obstructed Double Line Section:

(a) While the Line Block is in force, no traffic train must be allowed to enter the obstructed section in any circumstances whatsoever.

(b) Engineering material trains may be allowed into the obstructed section on the responsibility of the Engineering official-in-charge, provided that this official is not lower in rank than a Permanent Way Inspector, Grade III. Before taking any Engineering material train into the obstructed section, the Engineering official-in-charge must give the Guard of such train the following written authority:-

"You are authorized to take your train into the obstructed double line section between……(Station) and ……(station) on ……(date) at…….hours. The section must be cleared before …….hours……minutes. The line is obstructed from kilometres…….to kilometres ……for engineering purposes, and the working of the Automatic Block system and the signals relating thereto is to be treated as suspended.".

(c) (i) Before he takes his train into the obstructed Section, the Guard must hand over this voucher to the Station Master and obtain form him in return a certificate in following terms:-

"I note you are authorized by the Engineering Branch to take your train into the obstructed Double Line section between (Station)…….and (Station)……on (date)……at hours…….and that the line is obstructed from kilometres……..to kilometres……for engineering purposes and the working of the Automatic Block System and the signal relating there to be treated as suspended.".

(ii) If this certificate has been handed over to the Guard directly, the Station Master must send the following telephone message to the Station Master at the other end of the obstructed section:-
"Engineering material train entering double line section obstructed for engineering purposes. Give private number"

(iii)The Station Master at the other end of the obstructed section on receiving this message must give a Private Number from his Private Number book and acknowledge the message as follows:-
"I understand Engineering material train entering double line section obstructed for engineering purposes. Private Number……"

(iv)Similar message must be exchanged and a Private Number allotted to each Engineering material train which enters the obstructed section.

(d) The Loco Pilot of a Engineering material train must enter the obstructed section on the authority of an "Authority to Proceed without Line Clear" and work his train in accordance with S.R. 15.06(iii). The following must be entered on the "Authority to proceed without Line Clear":-
(i) the Private Number relating to the train, and
(ii) a remark to the effect that the working of the Automatic Block System and the signal relating thereto is to be treated as suspended.

(e) Lorries may be allowed to enter into the obstructed section, provided they are treated in the same way as ballast or Engineering material trains, except that the duties of both the Guard and the Loco Pilot of the ballast or Engineering material train must devolve on the person in-charge of the lorry.

(5) Use of emergency crossovers in obstructed section:- ON the responsibility of, and in accordance with instructions issued by the Engineering official-in-charge, the emergency crossovers at intermediate stations in a section obstructed for engineering purposes may be utilized for working Engineering material trains from one line to the other.

(6) Resumption of normal working:- (a) The running of traffic trains over the section obstructed for engineering purposes, must not be resumed until all engineering material trains have cleared the obstructed section and the following messages have been exchanged between the Station Master at either end of the obstructed section:-

My/Your Private Number…….Engineering materials train cleared, double line section here at……hours…….minutes.

My/Your Private Number…….understand. Engineering materials train cleared, double line section at yours at……hours…….minutes.

These messages must be exchanged for each Engineering material train that entered and cleared the obstructed section.

(b) Provided that the above messages have been exchanged for each Engineering material train that has entered and cleared the obstructed section, the running of traffic trains over the section ordered to be obstructed may be resumed on expiry of the Line Block period unless the Engineering official-in-charges of the work specifically notifies that the obstruction has not been removed. A Caution Order, warning Loco Pilots that they must be prepared for Danger or Caution signals, must be handed over to all Loco Pilots of trains entering the section until the Station Master has received either a written notice from the Engineering Official-in-charge of the work that the obstruction has been removed or an advice communicating this written notice, from the Station Master at the other end of the section. The Station Master, receiving the written notice, must immediately communicate it to the Station Master at the other end of the section.

(c) The running of Traffic trains over the section ordered to be obstructed may be resumed before expiry of the obstruction period specified in the Line Block order provided that-

(i) The Engineering official-in-charge of the work notifies the Station Master at one end of the section., in writing that the obstruction has been removed.

(ii) The Station Master receiving the written notice from the Engineering official-in-charge of the work has communicated the notice to the Station Master at the other end of the section, the official s noted in S.R. 17.09(v)(2)(a) the Divisional Railway Manager-(the notice must be communicated by telegram) and

(iii) The provisions of S.R. 17.09(v)(6)(a) have been complied with.

Note:- The notice referred to above must be recorded in the Station Diaries of all the stations on the obstructed section and in the log sheets of the Control Office.

(7) Extension of Line Block period- (a) If the Line Block is, on the notification of the Engineering official-in-charge of the work, extended beyond that time stated in the original line Block order, the Station Master, who receives the advice notifying extension of the time from the Engineering official-in-charge, must advice he Station master at the other end of the obstructed section, the

officials noted in S.R. 17.09(v)(2)(a) and also the Divisional Railway Manager by telegram of the revised time upto which the Line Block has been extended by the Engineering Branch.

(b) The advice extending the time of Line Block received from the Engineering official-in-charge of the work must be recorded in the Station Diaries of all the Stations, on the obstructed section, and in the log sheets of the Control Office. At the expiry of the extended time Traffic trains may resume running over the section as provided for in S.R. 17.09(v)(6).

S.R.17.09(vi) Immediate action for safety of moving trains in case of O.H.E. break down:- In the event of traction Power Controller isolating a faulty section of Overhead Equipments, caution order shall be issued to look out for overhead Equipment defects and for any obstruction etc. on the track in the following manner:-

(1) Traction Power Controller shall inform the Section Controller of the isolated faulty section to enable him to check the movement of trains on adjacent tracks.
(2) The Section controller shall immediately inform the Station Master to stop, if necessary, the first train entering the other line in the relevant section and issue a Caution Order to the Loco Pilot to observe a speed restriction of 20 Kmph. by day and 10 Kmph. by night and to keep a sharp look out for any defects/obstructions on the line/lines.
(3) The Caution Order should instruct the Loco Pilot to stop short of obstruction or at the next station and report the condition of the track and overhead Equipments or any other infringement to the Section Controller/Traction Power Controller and advice whether the following trains should observe any caution or speed restrictions.
(4) The Section controller, on receipt of this information from the Station Master or Loco Pilot, should immediately intimate the Traction Power Controller to take suitable action to continue or switch off power in the affected section.

S.R.17.09(vii)(1)(i) Whenever station staff notice a train worked by an electric engine passing with hot axle/any wagon/coach running in dangerous condition or smoke/fire emanating from a wagon/coach or with any other abnormality in the running train which is likely to endanger safety of the train/passengers, the Switchman/Station Master shall immediately take steps to stop the train. In case they fail to stop such train by normal means as laid in G&SR 4.42 then, they shall immediately inform the Traction Power Controller either directly or through the Section Controller to switch off the power supply of the OHE of the affected section under exchange of Private number. In case TPC has been directly informed, Section Controller has also to be informed subsequently.

(ii) Whenever any train gets held up for more than 3 minutes in the block section on account of no tension, the Loco Pilot of the train shall depute his Assistant Loco Pilot to check the train in order to look for any abnormality, and to advise the Guard of no tension in OHE. Together with the Assistant Loco Pilot, the Guard shall then check the entire train.

If in the meantime, power supply is restored, the Loco Pilot shall call back his Assistant Loco Pilot to the locomotive and resume journey.

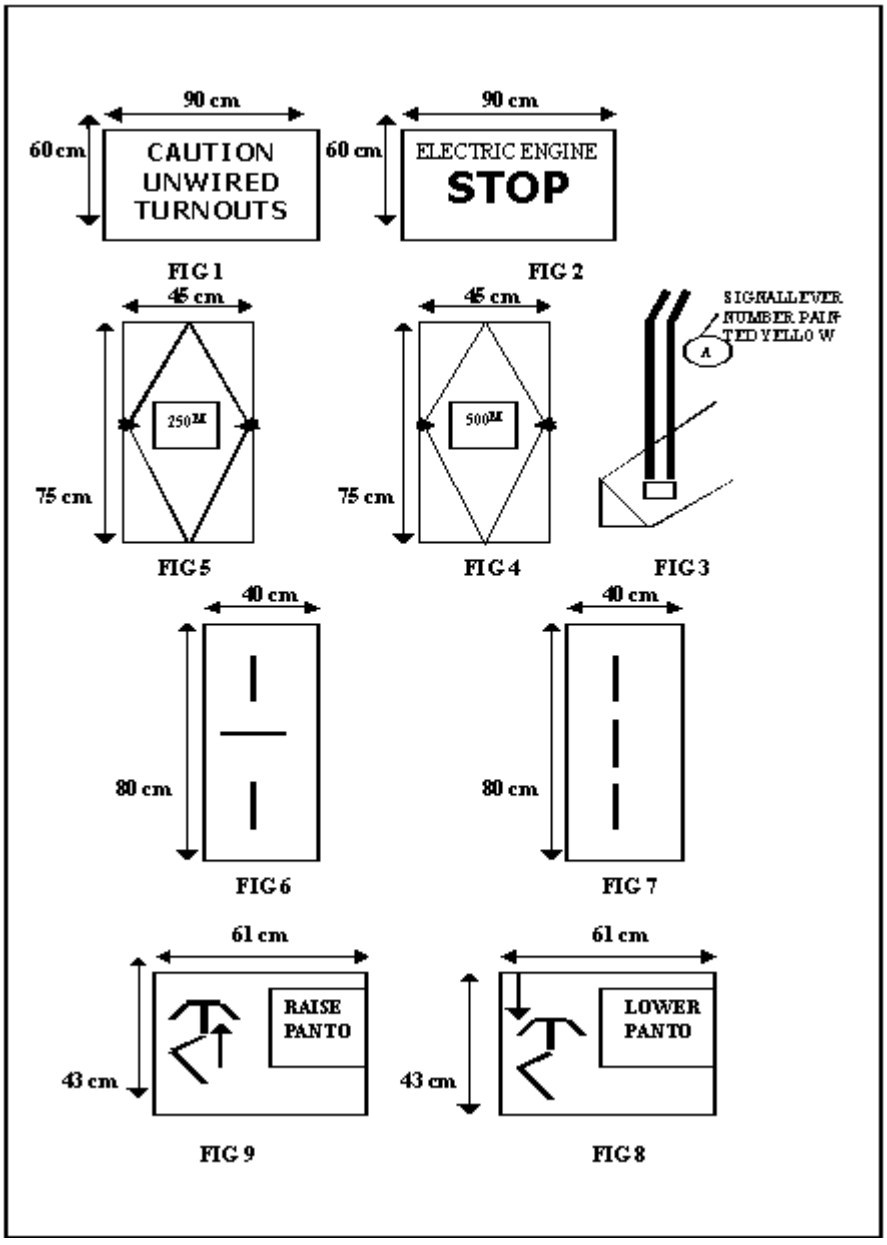
Otherwise, after the train is checked, the Loco Pilot/Guard shall inform the Section Controller/Traction Power Controller of the details of abnormality, if any, or otherwise, and assistance required, through the nearest emergency telephone circuit/by other available means.
Further, the Loco Pilot and Guard shall arrange protection of the line affected in accordance with GR.6.03 which deals with the protection of trains stopped between stations. In case of automatic territory, the lines must be protected in accordance with GR.9.10.

After ascertaining from the affected train of the nature of abnormally, decision regarding recharging of the OHE shall be taken by the Section Controller in consultation with Deputy Chief Controller, Guard, Assistant Loco Pilot and concerned Station Master shall be advised accordingly. Necessary steps shall be taken by Deputy Chief Controller, thereafter, for clearance of the abnormality.

(iii) Restoration of OHE supply will be undertaken by Traction Power Controller only on the advice of the Section Controller under exchange of private numbers.

2. If the switching off of the OHE takes place at a graded section and there is a chance that the train may start rolling back, then the staff should also follow the instructions laid down vide SR.6.05(i) to avoid rolling down of train. In addition, the train brake must also be applied along with the locomotive brake in all such cases.

FIGURES PERTAINING TO CHAPTER XVII



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, hereby are repealed except as respects things done or action taken or omitted to be done or taken before such repeal.

Sl. No.	Description	Form No.
1	Starting Permit	T.310
2	Advance Authority to pass Defective Signals	T/369-(1)
3	Authority to Pass Signals in “ON” or Defective Position	T/369-(3b)
4	Authority to pass Shunt signal (s), Gate signal (s) at “ON” and Shunting permitted indicator	T.370
5	Caution Order	T/409
6	‘NIL’ Caution Order	T/A 409
7	Reminder Caution Order	T/B 409
8	Caution Order for Trollies	T/C 409
9	Train Examination Advise/Report	T/431
10	Authority to Receive a Train on an Obstructed Line	T/509
11	Authority to Start from a Non Signalled Line	T/511
12	Authority to Start from a Line with Common Starter Signal	T/512
13	Authority to Proceed for Relief Engine/Train into an Occupied Block Section	T/A 602
14	Authority for Opening Communication during Total Interruption of Communication on Single Line Section	T/B 602
15	Authority for Working of Trains during Total Interruption of Communication on Double Line Section	T/C 602
16	Authority for Temporary Single Line Working on Double Line Section	T/D 602
17	Line Clear Enquiry Message asking Line Clear for Despatch of Trains during Total Failure of Communication on Single Line Section	T/E 602
18	Conditional Line Clear Message	T/F 602
19	Conditional Line Clear Ticket (Up)	T/G 602
20	Conditional Line Clear Ticket (Down)	T/H 602
21	Message on Restoration	T/I 602
22	Written permission by Guard to Loco Pilot to Proceed to next Station From Mid section	T/ 609
23	Shunting Order	T/ 806
24	Authority to Pass Automatic/Semi-Automatic/Manually Operated / Gate Signals	T/A 912
25	Authority to Proceed without Line Clear on Automatic Block Signalling Territory	T/B 912
26	Authority to Proceed for Relief Engine/Train into an Automatic Occupied Block Section	T/C 912
27	Authority to Pass Automatic Block System during prolong failure of Signals	T/D 912

28	Authority to proceed without line clear (Up)	T.1408/UP
29	Authority to proceed without line clear (Down)	T.1408/Down
30	Train Intact Arrival Register	T/1410
31	Line Clear Enquiry Message (Outward)	T/A 1425
32	Line Clear Enquiry Message (Inward)	T/B 1425
33	Paper Line Clear Ticket (Up)	T/C 1425
34	Paper Line Clear Ticket (Down)	T/D 1425
35	Patrol Book	E.P.1
36	Residence of Gang man	E.G.2
37	Restriction Book	E.R.7
38	Notice in connection with opening of temporary diversion / bridge for traffic	C.E.480
39	Notice in connection with opening of temporary diversion/bridge for traffic	C.E.481
40	Trolley/Lorry/OHE Ladder Trolley Notice	T/1518
41	Motor Trolley Permit	T/1525
42	Double line (Line Clear) certificate for placing Motor Trolley or Motor Lorry in mid section	T/A 1525
43	Power and Traffic block message for blocking of lines for Electric Traction purposes	ETR.1
44	Shutdown Notice on traction overhead or other Electrical equipment	ETR.2
45	Permit- to –work on or near AC traction Electrical equipment	ETR.3
46	Local Block	ETR.4
47	Signal and Telecommunication/Disconnection /reconnection Notice	S&T (T/351)
48	Maintainer's Report	S&T/MR
49	Joint Certificate for handing over Signalling, Interlocking or Block Signalling works	S&T/JC
50	Certificate to work in the vicinity of cables maintained by the Signal Branch	S&T/Cables

T 310

Southern Railway

Pro No……

STARTING PERMIT

(Original/Duplicate)

To

The Loco Pilot of Train (No. and Description)……Up/Down.

You are herby authorised to start your train from…….line Token or Line Clear Ticket No……..

Time……..

Date……..

…… **……**

Loco Pilot **Station Master**

To be filled in wherever applicable

STATION STAMP

फॉर्म सं.टी/ 369(1)Form No. T/369(1)
क्रम सं.Sr. No_____

दक्षिण रेलवे
SOUTHERN RAILWAY

स्टेशन पर त्रुटिपूर्ण सिगनलों को पार करने के लिए अग्रिम प्राधिकार **ADVANCE AUTHORITY TO PASS DEFECTIVE SIGNALS AT STATION**_____ स्टेशन पर

(ड्राइवर /रिकॉर्ड / Driver/Record)

Station _____ स्टेशन दिनांक **Date** _____20___

To

The Driver of Train No. गाड़ी नं. _____ **Up/Down**अप/डाउन के ड्राइवर को

As per advice of Station Master, _____ **Station** स्टेशन के स्टेशन मास्टर की सूचना के अनुसार _____ स्टेशन पर , ***Up/Down** अप/डाउन _____ **Signal/s** * सिगनल खराब है/हैं***is/are out of order at Station** अत: आप त्रुटिपूर्ण सिगनल पर हैंड सिगनल दिए जाने पर अधिकतम 15 कि. मी. प्रति घंटे की प्रतिबन्धित गति से त्रुटिपूर्ण सिगनल को पार करने के लिए प्राधिकृत किए जाते हैं । **On being hand signaled at the foot of the defective signal(s), you are, therefore, authorized that you shall pass the defective signal(s) at a restricted speed not exceeding 15 kilometres per hour.**

_____ _____

ड्राइवर के हस्ताक्षर **Signature of Driver**

स्टेशन मास्टर के हस्ताक्षर **Signature of Station Master**

. स्टेशन मास्टर की मोहर **Station Master. Stamp**

दिनांक **Date** _____

*जो लागू न हो उसे काट दें.Strike out whichever is not applicable

फॉर्म सं.टी /369-(3 बी)Form No.T/369-(3 b)

दक्षिण रेलवे
SOUTHERN RAILWAY

क्रम सं. Sr. No._____

"ऑन"या खराब स्थिति में सिगनलों को पार करने के लिए प्राधिकार
AUTHORITY TO PASS SIGNALS IN 'ON' OR DEFECTIVE POSITION
(ड्राइवर /रिकॉर्ड / Driver/Record)

Station _____ स्टेशन दिनांक **Date** _____

समय**Time** _____

TO

The Driver of Train Noगाड़ी नं.._____ **Up/Down**अप/डाउन के ड्राइवर को

सिगनल का नं. और विवरण **Description and No. of Signals.** [_____] [_____] [_____] [_____] **AT STATION** _____ स्टेशन पर सिगनल खराब हो गया है/गए हैं **is/are OUT OF ORDER.**

आपको "ऑन" स्थिति में खराब बाहरी/होम/इनर होम/मार्ग सूचक/स्टार्टर/मध्यवर्तीस्टार्टर/अग्रिम स्टार्टर/आई बी एस सिगनल/सिगनलों को ऐसी रफ्तार से पार करने के लिए प्राधिकृत किया जाता है जो 15 कि.मी. प्र.घं. से अधिक न हो. **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.**

*गाड़ी लाइन नं. (अंकों में) _____एवं (शब्दों में) _____ पर प्रवेश करेगी.
***The train will be admitted on line No.(in words)_____ and (figures) ____.**

_____ _____

लोको पाईलट के हस्ताक्षर Signature of Loco Pilot **स्टेशन मास्टर के हस्ताक्षर Signature of Station Master**

दिनांकDate_____ **स्टेशन मास्टर के मोहर Station Master Stamp**

दिनांकDate_____

. *यदि मार्ग सूचक/इनर होम/होम सिगनल खराब हो जाता है.In case of Routing/Inner Home/Home Signal is defective

अनुदेश INSTRUCTIONS

जो लागू न हो उसे काट दें.Strike out whichever is not applicable.

इस प्राधिकार पर चलने वाले ड्राइवर इस फार्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें. Driver proceeding on this authority must observe instructions mentioned at the back of this form

कृ.पृ.उ. PTO

IMPORTANT INSTRUCTIONSमहत्वपूर्ण अनुदेश

(1) पहुंच सिगनल के लिए, दोषपूर्ण सिगनल के नीचे किसी सक्षम रेल कर्मचारी के जरिए दिए जाने वाले प्राधिकार पर "ऑन" स्थिति में ड्राइवर दोषपूर्ण सिगनल पार करने के लिए प्राधिकृत है. **For approach signal Driver 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) स्टार्टर सिगनल के लिए, स्टेशन पर दिए जाने वाले प्राधिकार पर ड्राइवर ऐसे सिगनल को पार करता है और इसके अलावा स्टेशन मास्टर के अनुदेशों के अनुसार सक्षम रेल कर्मचारी प्रस्थान करने वाली गाड़ी को हथ-सिगनल देगा.**For Starter Signal, The Driver 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) दोषपूर्ण अग्रिम स्टार्टर सिगनल के मामले में हथ-सिगनल दिखाने से छूट दी जाए और ड्राइवर स्टेशन पर दिए जाने वाले लिखित प्राधिकार पर ऐसे सिगनल को पार करे. यह उन मामलों में जहां अग्रिम स्टार्टर सिगनल किसी प्वाइंट्स (कांटे) की अभिरक्षा करता हो, लागू नहीं होगा वहां हथ-सिगनलों को न दिखाने की छूट नहीं दी जाएगी.**In case of defective Advanced Starter Signal, hand signals may be dispensed with and Driver 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.**

T .370

Southern Railway

*AUTHORITY TO PASS *SHUNT SIGNAL (S)/ GATE SIGNAL(S) /*

SHUNTING PERMITTED INDICATOR(S) AT "ON"

(Original/Duplicate)

Pro. No……. **Station……**

Date……

To

The Loco Pilot of Train (No. and description)……

Your are hereby authorised to pass the ……. Signal(s) at "ON" observing a "Proceed" hand signal at the foot of the signal(s).

…… **…….**

Loco Pilot **Station Master**

***(Score out where not applicable)**

फॉर्म सं. टी Form No. T/409

दक्षिण रेलवे
SOUTHERN RAILWAY

क्र.सं. Sr. No._____

सतर्कता आदेश Caution Order
(ड्राइवर/गार्ड/रिकॉर्ड Driver/Guard/ Record)

Station _____ स्टेशन

दिनांक Date_____20__

To

The Driver of Train No. गाड़ी नं._____ (विवरण Description) _____ के ड्राइवर को ।

एतद्द्वारा आपको अनुदेश दिया जाता है कि निम्नलिखित गति अवरोध You are hereby instructed to exercise the following Speed restrictions observing engineering indicators, hand signals of flagman and banner flag exhibited as necessary :-_____(अंकों में in figures)_____(शब्दों में in words) प्रदर्शित इंजीनियरी संकेतकों, फ्लैग मैन के हथ सिगनलों और बैनर फ्लैग का यथावश्यक अनुपालन करें । Between _____ and _____

क्र सं. Sr. No.	स्टेशनstations Between		किलोमीटर Kilometrage	गति कि.मी.प्र.घं. Speed Kmph	सतर्कता संकेतक Caution Indicator	गति संकेतक Speed Indicator	गन्तव्य संकेतक Termi-nation Indicator	कारण/टिप्पणियां Cause/ remarks
1.	से From							
	तक To							
2	से From							
	तक To							
3	से From							
	तक To							
4	से From							
	तक To							
5	से From							
	तक To							
6	से From							
	तक To							
7	से From							
	तक To							
8	से From							
	तक To							

समय Time _____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

ड्राइवर के हस्ताक्षर Signature of Driver_____दिनांक Date_____20____ समय Time _____

गार्ड के हस्ताक्षर Signature of Guard_____दिनांक Date_____20____ समय Time _____

फॉर्म सं. टी/ए Form No. T/A 409

दक्षिण रेलवे
SOUTHERN RAILWAY

क्रम सं.Sr. No. ____

(ड्राइवर/गार्ड/रिकॉर्ड Driver/Guard/ Record)

Station _____स्टेशन दिनांकDate_____20____

To

गाड़ी नं.The Driver of Train No._____विवरण(Description) _____के ड्राइवर को

सतर्कता आदेश CAUTION ORDER

कुछ नहीं N I L

Up to _____स्टेशन तक Station (Name of next Notice Station / Station)(अगला उल्लिखित स्टेशन/ स्टेशन का नाम)

समय Time _____

_____

स्टेशन मास्टर के हस्ताक्षरSignature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

ड्राइवर के हस्ताक्षर Signature of Driver _____दिनांकDate_____ समय Time _____

गार्ड के हस्ताक्षरSignature of Guard _____ दिनांक Date _____ समय Time _____

फॉर्म सं. टी/बी Form No. T/B 409

दक्षिण रेलवे

SOUTHERN RAILWAY क्रम सं.Sr. No. _____

अनुस्मारक सतर्कता आदेश **REMINDER CAUTION ORDER**

(ड्राइवर/गार्ड/रिकॉर्ड Driver/Guard/ Record)

Station _____स्टेशन **Date**_____

To : The Driver of Train No. गाड़ी नं. _____ विवरण(Description) _____ के ड्राइवर को

आपको एतद्द्वारा अनुदेश दिया जाता है कि निम्नलिखित गति अवरोध You are hereby instructed to exercise the following speed restrictiions observing engineering indicators, hand signals of flagman and banner flag exhibited as necessary :-_____(अंकों में in figures)_____(शब्दों में in words) प्रदर्शित इंजीनियरी संकेतकों, फ्लैग मैन के हथ सिगनलों और बैनर फ्लैग का यथावश्यक अनुपालन करें

क्र.सं. Sr. No.	स्टेशनstations Between		किलोमीटर Kilometrage	गति कि.मी.प्र.घं. Speed Kmph	सतर्कता संकेतक Caution Indicator	गति संकेतक Speed Indicator	गन्तव्य संकेतक Termi-nation Indicator	कारण टिप्पणियां Cause/ remarks
1.	से From							
	तक To							
2	से From							
	तक To							
3	से From							
	तक To							
4	से From							
	तक To							
5	से From							
	तक To							
6	से From							
	तक To							
7	से From							
	तक To							
8	से From							
	तक To							

समय Time _____ स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

ड्राइवर के हस्ताक्षर Signature of Driver_____दिनांक Date_____20____ समय Time _____

गार्ड के हस्ताक्षर Signature of Guard_____दिनांक Date_____20____ समय Time _____

T/C 409

Southern Railway

Pro. No……

Station……

Received Caution Order No…….

Cause—'TROLLEY ON LINE'

Signature……..

Loco Pilot of (Train No. and description)……

Date…….

……..

Station Master

T/C 409

Southern Railway

Pro. No……

Station……

To

The Loco Pilot of (Train No. and description)……

You are herby instructed to exercise CAUTION between ……station and …… station.

Cause—'TROLLEY ON LINE'

Date…… ……..

Station Master

फॉर्म सं.टी Form No. T /431
क्र.सं.Sr. No.____
दक्षिण रेलवे
SOUTHERN RAILWAY
गाड़ी परीक्षण सूचना/रिपोर्ट
Train Examination Advice/Report

गाड़ी परीक्षण सूचना TRAIN EXAMINATION ADVICE

(क A)

गाड़ी सं.Train No._____ with a load of _____वाहनों/मालडिब्बों के साथ vehicles/wagons ready for examination at _____hours बजे लाइन सं. पर on line no. ___ निरीक्षण के लिए तैयार है.due to start at_____hours. बजे के लिए निर्धारित है ।
Time and date of sending Advice _____ 20__ को _____ बजे सूचना भेजने का समय एवं तारीख

_____
स्टेशन मास्टर/यार्ड मास्टर Station Master/ YardMaster

_____
गाड़ी परीक्षक के हस्ताक्षर Signature of TXR

_____
टी एक्स आर द्वारा प्राप्त किया गया समय एवं तारीख Time & Date received by TXR

अनुदेश Instructions

Advice to be made out by Station Master and with forms 'A' 'B' & 'C' sent to the Train Examiner , who will acknowledge receipt on form 'A' & keeping forms 'B' & 'C'. On completion ,Train Examiner shall send forms 'B' & 'C' to the Station Master, who shall keep form 'C' and acknowledge its receipt on form 'B', returning it to the Train Examiner for record. The time allowed for Train Examiner for examination will be fixed by the Senior Divisional Operations Manger to suit local conditions. स्टेशन मास्टर द्वारा सूचित किया जाए तथा फॉर्म 'क' 'ख' एवं 'ग' गाड़ी परीक्षक को भेजे जाए जो फॉर्म 'ख' एवं 'ग' को रखते हुए फॉर्म 'क' पर पावती देंगे. उसके पूरा होने के पश्चात, गाड़ी परीक्षक फॉर्म 'ख' एवं 'ग' स्टेशन मास्टर को भेजेंगे जो फॉर्म 'ग' को रख लेंगे तथा फॉर्म 'ख' पर पावती देंगे एवं इसे रिकॉर्ड के लिए गाड़ी परीक्षक को लौटा देंगे. गाड़ी परीक्षक द्वारा परीक्षण के लिए अनुमत समय अनुकूल स्थानीय स्थितियों के अनुरूप वरिष्ठ मंडल परिचालन प्रबंधक द्वारा निर्धारित किया जाएगा.

(यातायात रिकॉर्ड Traffic Record)

फॉर्म सं.टी Form No. T/ 431
क्र.सं.Sr. No____
दक्षिण रेलवे
SOUTHERN RAILWAY
गाड़ी परीक्षण सूचना/रिपोर्ट
Train Examination Advice/Report

गाड़ी परीक्षण रिपोर्ट TRAIN EXAMINATION REPORT

(ख B)

To
Train Examiner _____गाड़ी परीक्षक को।
कृपया नोट करें कि गाड़ी सं. Please note that train no. _____ जो चलने के लिए _____ बजे निर्धारित लाइन सं. _____ पर दिनांक _____ को _____ वाहनों/मालडिब्बों के भार के साथ निरीक्षण के लिए तैयार है । with a load of _____ vehicles / wagons on line no. ____ ready for examination at _____ hours due to start at ____ hours.

Time and Date of sending advice _20___ को _____ hours बजे सूचना भेजने का समय एवं तारीख ।

_____
_____ टेशन मास्टर/यार्ड मास्टर Station Master / Yard Master
(स्टेशन मास्टर /यार्ड मास्टर द्वारा प्रविष्टियां की जाएं . To be entered by Station Master / Yard Master)

संलग्नक मेमो में दर्शाए गए अनुसार _____ वाहनों/ मालडिब्बों को हटाए जाने के बाद गाड़ी की सुरक्षा रिपोर्ट Train report , safe after detaching _____ wagons/vehicles as indicated on attached memo.
(गाड़ी परीक्षक द्वारा प्रविष्टियां की जाएTXR to enter)

_____ स्टेशन मास्टर अथवा यार्ड मास्टर द्वारा प्राप्त की गई रिपोर्ट 'ग' का समय Time _____एवं तारीख and Date _____ report 'C' received by Station Master or Yard Master

_____
स्टेशन मास्टर/यार्ड मास्टर Station Master / Yard Master

पावती रिपोर्ट 'ग' Acknowledging report 'C'

(स्टेशन मास्टर / यार्ड मास्टर द्वारा रिपोर्ट की पावती दी जाए)
(Acknowledgement of report by Station Master / Yard Master)

रिपोर्ट 'ग' की उपरोक्त पावती गाड़ी परीक्षक द्वारा जांची जाए. Above acknowledgement of report 'C' checked by TXR

(गाड़ी परीक्षक रिकॉर्ड TXR copy)

फॉर्म सं.टी Form No. T/ 431
क्र.सं.Sr. No____
दक्षिण रेलवे
SOUTHERN RAILWAY
गाड़ी परीक्षण सूचना/रिपोर्ट
Train Examination Advice/Report

गाड़ी परीक्षण रिपोर्ट TRAIN EXAMINATION REPORT

(ग C)

To
Station Master / Yard Master_____ स्टेशन मास्टर/यार्ड मास्टर को ।

कृपया नोट करें कि गाड़ी सं. Please note that train no. _____ with a load of _____ वाहनों/ माल-डिब्बों के भार के साथ vehicles / wagons on line no. ____लाइन सं. पर जांच कर ली गयी है और संलग्न क्षति ग्रस्त मेमो में दर्शाए गए अनुपयुक्त _____ वाहन/माल-डिब्बों को हटाने के बाद चलाए जाने हेतु सुरक्षित है । date _____ 20 ____ को _____ बजे hours सूचना भेजने का समय एवं तारीख has been examined and is safe to run after _____ Vehicles / Wagons unfit to run shown in the attached damaged memo are detached.

_____गाड़ी परीक्षक के हस्ताक्षर
Signature of TXR

(गाड़ी परीक्षक प्रमाणित करे तथा स्टेशन मास्टर/यार्ड मास्टर को सौंप दे TXR certifies and hands over to Station Master or Yard Master)

To be pasted at the back of 'A'

फॉर्म नं. टी Form No. T / 509

दक्षिण रेलवे
SOUTHERN RAILWAY

क्रम सं.Sr. No.____

अवरोधी लाइन पर गाड़ी को लेने के लिए प्राधिकार
AUTHORITY TO RECEIVE A TRAIN ON AN OBSTRUCTED LINE
(ड्राइवर/रिकार्ड Driver /Record)

Station _____ स्टेशन दिनांक **Date**_____ समय **Time** _____

To
The Driver of Train No. गाड़ी नं. _____ (विवरण **Description**) _____ **Up/Down.** अप/डाउन के ड्राइवर को .

आपको "ऑन"स्थिति में प्राधिकारधारी द्वारा मार्गदर्शित होते हुए सावधानीपूर्वक गाड़ी की गति 15 कि.मी. से अधिक न रखते हुए*अप/डाउन*आउटर/होम/रूटिंग सिगनलों को पार करने के लिए प्राधिकृत किया जाता है । आपकी गाड़ी एक अवरोधी लाइन पर ली जा रही है इसलिए आप अपनी गाड़ी को लाइन न. _____ (शब्दो में in words) _____ (अंको में in figures) _____ की तरफ के फेसिंग प्वांइटो पर तब तक खडी रखेंगे जब तक आगे बढने के लिए हथ सिगनल नही दिया जाता । **You are authorized to pass *Up/Down *Outer/Home/Routing Signals in 'ON' position cautiously not exceeding 15 kmph speed being piloted by the bearer of this Authority and you should bring your train to a stand at the facing points leading to Line No. (in words) _____ (in figures) _____ until Hand Signaled forward as you are being received on an obstructed line.**

_____
स्टेशन मास्टर के हस्ताक्षर **Signature of Station Master**
स्टेशन मास्टर की मोहर **Station Master Stamp**

ड्राइवर के हस्ताक्षर **Signature of Driver** _____दिनांक **Date**_____

*जो लागू न हो उसे काट दें. Strike out whichever is not applicable.

फॉर्म नं. टी Form No. T/ 511

दक्षिण रेलवे
SOUTHERN RAILWAY

क्रम सं. Sr. No._____

सिगनल रहित लाइन से प्रस्थान करने के लिए प्राधिकार AUTHORITY TO START FROM A NON-SIGNALLED LINE
(ड्राइवर/रिकार्ड Driver /Record)

Station _____ स्टेशन

दिनांक Date _____20___
समय Time _____

To
The Driver of Train No. गाड़ी सं. _____ _____ Up/Down अप/डाउन के ड्राइवर को .

आपको "ऑन"स्थिति में *स्टार्टर/एडवांस्ड स्टार्टर को पार करने और जब तक की आपकी गाड़ी सिगनल रहित (नॉन सिगनलड) लाइन सं. (शब्दों में in words)_____(अंकों में in figures)_____ से चालू नहीं हो जाती, गति 15 कि.मी. प्रति घंटे से अधिक न रखते हुए सक्षम रेल कर्मचारी द्वारा सिगनल रहित लाइन के प्वांइटों की तरफ सावधानी पूर्वक विधिवत रूप से यार्ड को छोड़ने के लिए प्राधिकृत किया जाता है।**You are authorized to pass *Starter/Advanced Starter in the 'ON' position and leave the Yard cautiously duly piloted out up to last set of points of non signaled line by the competent Railway servant at a speed not exceeding 15 kmph over the points as your train is started from non-signaled line No._____**

टोकन/लाइन क्लियर टिकट नं.Token or line clear ticket /PIC No. _____.
प्राइवेट नं. Private No. received (शब्दों में In words)_____ (अंकों में In figures) _____ प्राप्त किया.

_____
स्टेशन मास्टर के हस्ताक्षर Signature of Station Master
स्टेशन मास्टर की मोहर Station Master Stamp

ड्राइवर के हस्ताक्षर Signature of Driver _____ दिनांकDate _____

*जो लागू न हो उसे काट दें Strike out whichever is not applicable.

फॉर्म नं. टी Form No. T / 512

दक्षिण रेलवे
SOUTHERN RAILWAY

क्रम सं.Sr. No._____

सामूहिक प्रस्थान सिगनल वाली लाइन से प्रस्थान करने के लिए प्राधिकार
AUTHORITY TO START FROM A LINE WITH COMMON STARTER SIGNAL
(ड्राइवर/रिकार्ड Driver /Record)

Station _____ स्टेशन दिनांक**Date**_____ समय**Time** _____

To
The Driver of Train No. गाड़ी सं. _____ विवरण **Description** _____ **Up/Down** अप/डाउन के ड्राइवर को .

आपको स्टार्टर सिगनल के 'आफ' होने पर लाइन नं. (शब्दों में) _____ (अंकों में)_____ से आगे बढ़ने की अनुमति दी जाती है **You are authorized to start from line No. (in words)** _____ **(in Figures)** _____ **on the starter signal being taken off.** लाइन नं. **Line No.** _____ **is one of the number of lines governed by the same starter signal.** उन लाइन नं. में से एक है, जो उसी सामूहिक प्रस्थान सिगनल से शासित है ।

_____ स्टेशन से _____फोन पर/ब्लॉक यंत्र पर लाइन क्लियर **Line clear is obtained on *Block Instrument /**_____ **phone from** _____ **Station.** प्राप्त किया है ।
प्राप्त किया गया प्राइवेट नं. **Private No. received** (शब्दों में **In words**)_____ (अंकों में **In figures**) _____

* टोकन/लाइन क्लियर टिकट नं.**Token or line clear ticket/PIC No.** _____.

_____
स्टेशन मास्टर/यार्ड मास्टर के हस्ताक्षर **Signature of Station Master**
स्टेशन मास्टर की मोहर **Station Master Stamp**

ड्राइवर के हस्ताक्षर **Signature of Driver** _____ दिनांक **Date** _____

* मूर्त (टैंजिबल) प्रस्थान प्राधिकार या पेपर लाइन क्लियर टिकट के बारे में जो लागू न हो उसे काट दें In case of tangible authority or paper line clear ticket, strike out whichever is not applicable.

फॉर्म सं. टी/ए Form No.T /A 602

अप/डाउन UP/DOWN

क्रम सं.Sr. N o.-------

दक्षिण रेलवे/SOUTHERN RAILWAY

किसी ऑक्युपाइड ब्लॉक सेक्शन में राहत इंजन/गाड़ी ले जाने के लिए प्राधिकार

AUTHORITY TO PROCEED FOR RELIEF ENGINE/TRAIN INTO AN OCCUPIED BLOCK SECTION

(ड्राइवर/गार्ड/रिकार्ड Driver/Guard/ Record).

Station _____स्टेशन . दिनांक Date:_____20___.

To: Driver of Relief Engine/Train No. राहत इंजन/गाड़ी नं._____के ड्राइवर को.

लाइन क्लियर के बिना आगे बढ़ने के लिए ब्लॉक टिकट **BLOCK TICKET TO PROCEED WITHOUT LINE CLEAR**

1) आप को _____ कि.मी. तक अप/डाउन लाइन पर _____ स्टेशन से अपने राहत इंजन/गाड़ी के साथ लाइन क्लियर के बिना सावधानी पूर्वक आगे बढ़ने के लिए एतद्द्वारा प्राधिकृत किया जाता है 1You are hereby authorized to proceed cautiously without Line clear from station_____ up to km_____ on UP/DOWN Line with your Relief/ Engine/Train.

2) आपको अपने इंजन /गाड़ी को _____ कि.मी. पर विराम देना होगा और इसके बाद साइट पर सक्षम प्राधिकारी के अनुदेशों द्वारा निर्देशित किया जाएगा You shall bring your Engine/Train to a stop at km_____ and there after be guided by the instructions from the Competant Authority at the site.

3) यह आदेश _____स्टेशन और _____ स्टेशन की बीच _____कि.मी. पर लाइन पर अवरोध की वजह से दिया जाता है । This order is given due to obstruction on _____ line between _____Station and_____station at KM No._____ .

4) आप _____स्टेशन पर सेक्शन क्लीयर करेंगे You shall clear the section at station _____.

ऑन स्थिति में सिगनलों को पार करने के लिए प्राधिकार**AUTHORITY TO PASS SIGNALS IN 'ON' POSITION**

1.आपको ऑन स्थिति में सिगनल/सिगनलों का नं एवं विवरण_____को पार करने के लिए प्राधिकृत किया जाता है जिसमें सिगनल पोस्ट/पोस्टों पर यदि यह कांटों का बचाव करता है, इन सिगनलों का पालन करते हुए गति 15 कि.मी. प्र.घं. से अधिक न रखें. You are authorised to pass the Signal/Signals No.& description _____ in 'ON' position, speed not exceeding 15 KMPH observing hand signals at the foot of the signal post/s, if it protects points.

सतर्कता आदेश**CAUTION ORDER**

1.आपको _____स्टेशन एवं_____स्टेशन के बीच _____कि.मी. तक आपके राहतइंजन/गाड़ी की गति 15 कि.मी. प्र. घ. दिन में जब दृश्यता आगे साफ हो तथा 10 कि.मी. प्र.घ.रात्रि में अथवा जब दृश्यता आगे साफ न हो, रखते हुए चलाने की अनुमति दी जाती है । You are permitted to run your Relief Engine/Train upto km_____ between Station _____and _____station with the speed of :-- 15 KMPH in day and when view ahead is clear .
10 KMPH in night or when view ahead is not clear .

2.आपको विशेष रूप से सचेत किया जाता है कि ब्लॉक सेक्शन के बीच स्थित समपार फाटक/फाटकों के पास पहुंचते समय पूर्ण सावधानी बरतें तथा बार - बार सीटी बजाएं । ब्लॉक सेक्शन में लागू सतर्कता आदेश निम्नलिखित है:You are expressly warned to observe every caution while approaching level crossing gate/s situated in block section and whistle frequently. Caution Orders in force in the Block Section areas under:--

क्र सं. Sr No	स्टेशन Station between		किलोमीटर दूरी Kilometrage		गति कि.मी. प्र.घ. Speed kmph	सतर्कता संकेतक Caution Indicator	गति संकेतक Speed Indicator	गण्तव्य संकेतक Termination Indicator	कारण/टिप्पिणयां Cause / Remarks
	सेFrom	तकTo	सेFrom	तकTo					
1									
2									
3									
4									

मैंने इसकी विषय -वस्तु को समझ लिया है . I have understood the contents of this Authority

_____ ड्राइवर के हस्ताक्षर Signature of Driver

_____ गार्ड के हस्ताक्षर Signature of Guard

_____ स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर**Station Master Stamp**

समय Time_____बजकर Hours.____Minutes मिनट

अनुदेश**INSTRUCTIONS**

1.इस प्राधिकार पर चलने वाले ड्राइवर इस फार्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें । Driver proceeding on this authority must observe instructions mentioned at the back of this form .

2.ड्राइवर ऊपर दर्शाए गए कि.मी. (अवरोध) के पहले ठहराव लेगा तथा इसके पश्चात् वह स्थल पर उपस्थित कर्मचारी/पर्यवेक्षक के सिगनलों का पालन करेगा । Driver will stop short of km (obstruction) shown above and thereafter he will obey the signals of employee/ supervisor present at site.

अप/डाउनUP/DOWN

फॉर्म सं. टी/ बी Form NO.T/B 602

दक्षिण रेलवे

SOUTHERN RAILWAY

इकहरे लाइन सेक्शन पर पूर्ण संचार-भंग के दौरान संचार चालू करने के लिए प्राधिकारAUTHORITY FOR OPENING COMMUNICATION DURING TOTAL INTERRUPTION OF COMMUNICATION ON SINGLE LINE SECTION.

(ड्राइवर/रिकार्ड Driver/ Record)

Station_____स्टेशन दिनांक Date: _____20___

To : Driver of Engine/ Self propelled Vehicle इंजन/स्वचालित वाहन के ड्राइवर को ।

लाइन क्लियर के बिना आगे बढ़ने का प्राधिकार AUTHORITY TO PROCEED WITHOUT LINE CLEAR.

1.आपको You are hereby authorized to proceed cautiously without Line clear स्टेशन से from station _____ to station _____ स्टेशन से _____ स्टेशन तक अपने इंजन /स्वचालित वाहन के साथ लाइन क्लियर के बिना सावधानी पूर्वक प्रस्थान करने के लिए एतद्द्वारा प्राधिकृत किया जाता है" with your Engine/Self propelled Vehicle

2.आप अपने इंजन/वाहन को अगले ब्लॉक स्टेशन के पहले रोक सिगनल के बाहर खड़ा कर देंगे और इसके बाद उस स्टेशन के स्टेशन मास्टर के अनुदेशों द्वारा निर्देशित किया जाएगा । You shall bring your Engine/Vehicle to a stand out side the first stop signal of the next block station there after be guided by the instructions from the Station Master of that Station.

3 गाड़ी सं. Train No. _____ was Last Train over the section. इस सेक्शन पर अन्तिम गाड़ी थी । वह यहां से It left/arrived* here at _____बजकर hours____minutes. मिनट पर गई/यहां पर आई.

4.यह प्राधिकार निम्नलिखित के कारण दिया जाता है This authority is given due to:–

क a) Total interruption of communication with Station _____.__ from ____ Hours. दिनांक of date _____20___.को _____ बजे से _____स्टेशन पर पूर्ण संचार भंग।

ऑन स्थिति में सिगनलों को पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

1. आपको ऑन स्थिति में सिगनल/सिगनलों का नं. एवं विवरण- _____ को पार करने के लिए प्राधिकृत किया जाता है, जिसमें सिगनल पोस्ट/पोस्टों पर यदि पथ कांटों का बचाव करता है, हथ सिगनलों का पालन करते हुए गति 15 कि.मी. प्र.घं. से अधिक न रखें ।

1. You are authorised to pass the Signal/s No.& description _____, in 'ON' position, speed NOT exceeding 15 KMPH observing hand signals at the foot of the signal post/s, if it protects points.

सतर्कता आदेश CAUTION ORDER

1. आपको _____ स्टेशन से _____स्टेशन के बीच आपके इंजन/स्वचालित वाहन की गति दिन में जब दृश्यता आगे साफ हो 15 कि.मी. प्र.घं. तथा रात्रि में अथवा जब दृश्यता आगे साफ न हो 10 कि.मी.प्र.घं. रखने की अनुमति दी जाती है । You are peritted to run your Engine/ Self propelled Vehicle between Station _____ To _____ station _____ with the speed of :-15 KMPH in day and when view ahead is clear . and 10 KMPH in night or when view ahead is not clear .

2. आपको विशेष रूप से सचेत किया जाता है कि ब्लॉक सेक्शन के बीच स्थित समपार फाटक/फाटकों के पास पहुंचते समय पूर्ण सावधानी बरतें तथा बार-बार सीटी बजाएं (You are expressly warned to observe every caution while approaching level crossing gate/s situated between block section and whistle frequently.

3. इसके अलावा निम्नलिखित सतर्कता आदेश ब्लॉक सेक्शन में लागू हैं .In addition following caution orders are in force in block section :–

क्रम सं. Sr No	स्टेशन Station between		किलोमीटर Kilometrage		गति कि.मी.प्र.घ. Speed kmph	सतर्कता संकेतक Caution Indicator	गति संकेतक Speed Indicator	गणतव्य संकेतक Termination Indicator	कारण /टिप्पणियां Cause / Remarks
	से From	तक To	से From	तक To					
1									
2									
3									
4									

लाइन क्लियर पूछताछ संदेश LINE CLEAR ENQUIRY MESSAGE

To The Station Master_____स्टेशन मास्टर को.

संदेश सं. Message No_____ वापसी पर क्या लाइन क्लियर होगी तथा इसे चलने के लिए तैयार गाड़ी नं._____के लिए क्लियर रखा जाएगा ? On return of _____will line be clear and kept clear for train no._____ waiting to proceed ?

सशर्त लाइन क्लियर संदेश CONDITIONAL LINE CLEAR MESSAGE

To, The Station Master _____ स्टेशन मास्टर को .

संदेश सं. Message No._____. आपके यहां _____के पहुंचने पर , गाड़ी के साथ / के बिना लगे_____ गाड़ी इंजन या अन्य इंजन या स्वचालित वाहन /ट्रौली आदि (पूरा ब्यौरा) के वापस आने के लिए लाइन क्लियर होगी और क्लियर रखी जाएगी । On arrival of _____at yours, line will be clear and kept clear for _____Train Engine to return with/without attached to a Train or Another Engine or Self Propelled Vehicle/Trolley etc.(Complete particulars.)

प्राइवेट नं. Private Number (शब्दों में in words)_____(अकों में in figures)_____.

मैंने इसकी विषय -वस्तु को समझ लिया है। I have understood the contents of this.

_____ _____ _____

ड्राइवर के हस्ताक्षर Signature of Driver गार्ड के हस्ताक्षर Signature of Guard स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

समय Time____बजकर Hours.____मिनट Minutes

अनुदेश INSTRUCTIONS

1. *जो लागू न हो उसे काट दें .*Strike out which ever is not applicable.
2. इस प्राधिकार पर चलने वाले ड्राइवर इस फार्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें ।Driver proceeding on this Authority must observe instructions mentioned at the back of this form.

अप/डाउन UP/DOWN

फॉर्म सं. टी/सी Form No. T/C 602
क्रम सं. Sr. N o_____

दक्षिण रेलवे/SOUTHERN RAILWAY

दोहरे लाइन सेक्शन पर पूर्ण संचार भंग के दौरान गाड़ियों के संचालन के लिए प्राधिकारAUTHORITY FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF COMMUNICATION ON DOUBLE LINE SECTION

Station_____ स्टेशन (ड्राइवर/रिकॉर्ड Driver / Record) दिनांक Date:_____ 20 ___.

To: Driver of Train No. गाड़ी नं. _____ के ड्राइवर को

लाइन क्लियर के बिना आगे बढ़ने के लिए प्राधिकारAUTHORITY TO PROCEED WITHOUT LINE CLEAR

1.आपको_____स्टेशन से_____स्टेशन तक अपनी गाड़ी/स्वाचालित वाहन संख्या_____के साथ लाइन क्लियर के बिना सावधानी पूर्वक आगे बढ़ने के लिए एतद्द्वारा प्राधिकृत किया जाता है । You are hereby authorized to proceed cautiously without Line clear. From station _____ to station _____ with your Train/Self propelled Vehicle No_____.

2. आप अपनी गाड़ी को अगले ब्लॉक स्टेशन के राइट लाइन से सम्बन्धित पहले रोक सिगनल/ रॉंग लाइन से सम्बन्धित अन्तिम रोक सिगनल, जो भी पहले आए, के बाहर खड़ा कर देना होगा और इसके बाद उस स्टेशन के स्टेशन मास्टर के अनुदेशों द्वारा निर्देशित किया जाएगा । You shall bring your Train to a stand out side the first stop signal pertaining to right line / last stop signal pertaining to wrong line whichever comes across first of the next Block Station there after be guided by the instructions from the Station Master of that Station.

3. गाड़ी नं._____ इस सेक्शन पर अंतिम गाड़ी थी । वह यहां से_____बजकर_____मिनट पर गई / आई* ।Train No._____ was Last Train over the section. It left/arrived* here at _____ hours_____ minutes

4. परिस्थितियां जिनमें यह आदेश दिया जाता है ।

4.Circumstances under which this order is given :-

(क) दिनांक_____को_____बजकर_____मिनट से_____स्टेशन के साथ पूर्ण संचार भंग.

(a)Total interruption of communication with Station from _____ hours_____minutes of date _____.

ऑन स्थिति में सिगनालों को पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

आपको ऑन स्थिति में सिगनल का /सिगनलों के नं. एवं विवरण_____को पार करने हेतु प्राधिकृत किया जाता है जिसमें सिगनल पोस्ट/पोस्टों पर, यदि यह कांटों का बचाव करता है, हाथ-सिगनलों का पालन करते हुए गति 15 कि.मी. प्र.घं. से अधिक न रखें । You are authorised to pass the Signal/Signals No.& description _____, in 'ON' position, speed not exceeding 15 KMPH observing hand signals at the foot of the signal post/s, if it protects points.

सतर्कता आदेश CAUTION ORDER

1. आपको_____स्टेशन एवं_____स्टेशन के बीच अपनी गाड़ी की गति 25 कि.मी.प्र.घं. दिन में जब दृश्यता आगे साफ हो तथा 10 कि.मी.प्र.घं. रात्रि में अथवा जब दृश्यता आगे साफ न हो, रखने की अनुमति दी जाती है । You are permitted to run your Train between Station _____& _____ station with the speed of:- 25 KMPH in day and when view ahead is clear .

10 KMPH in night or when view ahead is not clear .

2. आपको विशेष रूप से सचेत किया जाता है कि ब्लॉक सेक्शन के बीच स्थित समपार फाटक/फाटकों के पास पहुंचते समय पूर्ण सावधानी बरतें तथा बार-बार सीटी बजाएं ! You are expressly warned to observe every caution while approaching level crossing gate/s situated between block section and whistle frequently.

क्रम सं. Sr No	स्टेशन Station between		किलोमीटर Kilometrage		गति कि.मी.प्र.घ. Speed kmph	सतर्कता संकेतक Caution Indicator	गति संकेतक Speed Indicator	गंतव्य संकेतक Termination Indicator	कारण /टिप्पणियां Cause / Remarks
	से From	तक To	से From	तक To					
1									
2									
3									
4									

मैंने इसको वस्तु -स्थिति को समझ लिया है . I have understood the contents of this Authority.

_____ _____ _____

ड्राइवर के हस्ताक्षर Signature of Driver गार्ड के हस्ताक्षर Signature of Guard स्टेशन मास्टर के हस्ताक्षर Signature 0f Station Master

स्टेशन मास्टर की मोहर Station Master's Stamp

समय Time_____बजकर Hours._____मिनट Minutes.

अनुदेश INSTRUCTIONS

1. *जो लागू न हो उसे काट दें Strike out which ever is not applicable.
2. इस प्राधिकार पर चलने वाले ड्राइवर इस फार्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें Driver proceeding on this Authority must observe instructions mentioned at the back of this form.

फॉर्म सं. टी/डी Form No. T/D 602

अप/डाउन UP/DOWN क्रम सं S r. N o._____

दक्षिण रेलवे

SOUTHERN RAILWAY

दोहरी लाइन पर अस्थाई इकहरी लाइन संचालन के लिए प्राधिकार

AUTHORITY FOR TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE

(ड्राइवर/गार्ड/रिकार्ड Driver/Guard/ Record)

Station _____. स्टेशन दिनांक Date_____20___

To The Driver of Train No. गाड़ी नं. _____(विवरण Description) के ड्राइवर को

लाइन क्लियर टिकट LINE CLEAR TICKET

लाइन क्लियर है और आपको _____स्टेशन तक अप/डाउन लाइन पर आगे बढ़ने के लिए प्राधिकृत किया जाता है ।

The line is clear and you are authorized to proceed on Up / Down Line up to station _____

प्राइवेट नं. Private No. (शब्दों में in words) _____ (अंकों में in figures)_____.

ऑन स्थिति में सिगनल को पार करने के लिए प्राधिकारAUTHORITY TO PASS SIGNAL IN 'ON' POSITION

*सिगनल का नं. एवं विवरण Description & No. of Signal _____.स्टार्टर, मध्यवर्ती स्टार्टर , अग्रिम स्टार्टर अथवा अंतिम रोक सिगनलों के लिए लागू. सिगनल पर यदि कांटो का बचाव करता है,हथ सिगनल / सिगनलों का पालन करें .Applicable to Starter, Intermediate Starter, Advanced Starter, or Last Stop Signals. Observe hand signal/s at the foot of the signal , if it protects points.

** आपको उन स्टेशनों के सिगनलों को पार करने हेतु प्राधिकृत किया जाता है जिन्हें इकहरी लाइन संचालन के लिए अस्थाई रूप में बंद कर दिया गया है , _____स्टेशन You are authorized to pass the signals of those stations which have been closed temporarily for single line working. Station/s_____.

आपको मार्ग में गैटमेन तथा गैंग मेन इकहरी लाइन संचालन को चालू होने के लिए भी सूचित करना होगा .You have to also inform the Gate men and Gang men enroute for Introduction of single line working.

सतर्कता आदेश CAUTION ORDER

1. आपकी गाड़ी राइट लाइन/रांग लाइन पर जा रही है । अवरोध_____कि.मी. पर है ।

*i)Your train is going on Right line/Wrong line. The obstruction exists at km. _____.

ii)आपकी गाड़ी अस्थाई इकहरी लाइन को पार करने के लिए पहली गाड़ी है । लागू अन्य गति प्रतिबंध का पालन करते हुए गति 25 कि.मी. प्रतिघण्टे तक सीमित रखी जाएगी .Your train is First Train to pass over the Temporary Single Line. Speed shall be restricted to 25 KMPH subject to observance of other speed restriction in force.

iiiयदि आपकी गाड़ी रांग लाइन पर जा रही है तो आपको आदेश रहित सेक्शन 'न्यूट्रल सेक्शन' (केवल विद्युतिकृत सेक्शन में) का पालन करने के लिए विशेष रूप से सचेत किया जाता है । संबंधित लाइन पर कोई ट्रैप प्वाइंट नहीं है/ट्रैप प्वाइंट को क्लैम्प/स्पाइक कर दिया गया है .You are expressly warned to observe 'Neutral section'(only in Electrified section) if your train is going on wrong line. There are no Trap Points on the line in question/ Trap points have been clamped/spiked.

iv) ब्लॉक सेक्शन में लागू सतर्कता आदेश नीचे दिए अनुसार है .Following are the caution Orders in force in Block Section :-

क्रम सं. Sr No	स्टेशन Station between		किलोमीटर Kilometrage		गति कि.मी.प्र.घ. Speed kmph	सतर्कता संकेतक Caution Indicator	गति संकेतक Speed Indicator	गणतव्य संकेतक Termination Indicator	कारण /टिप्पणियां Cause / Remarks
	से From	तक To	से From	तक To					
1									
2									
3									
4									

मैंने इसकी वस्तु -स्थिति को समझ लिया है . I have understood the contents of this Authority.

_____ _____ _____

ड्राइवर के हस्ताक्षर Signature of Driver गार्ड के हस्ताक्षर Signature of Guard स्टेशन मास्टर के हस्ताक्षर Signature 0f Station Master

स्टेशन मास्टर की मोहर Station Master's Stamp

समय Time_____बजकर Hours._____मिनट Minutes

* जो लागू न हो उसे काट दें . Strike out whichever is not applicable.

** मध्यवर्ती ब्लॉक स्टेशनों के लिए . For intermediate block stations.

फॉर्म सं. टी/ई Form No.T/E 602

दक्षिण रेलवे

अप/डाउन UP/DOWN SOUTHERN RAILWAY क्रम सं Sr.No._____

इकहरी लाइन सेक्शन पर पूर्ण संचार-भंग के दौरान गाड़ियों को भेजने के लिए लाइन क्लियर पूछने के लिए लाइन क्लियर पूछताछ संदेश

LINE CLEAR INQUIRY MESSAGE ASKING LINE CLEAR FOR DESPATCH OF TRAINS DURING TOTAL FAILURE OF COMMUNICATION ON SINGLE LINE SECTION.

(ड्राइवर/रिकार्ड) (Driver /Record)

Station _____ स्टेशन

दिनांक Date_____

समय Time _____ बजकर hours____मिनट-minutes.

From Station Master _____ स्टेशन मास्टर से To Station Master _____स्टेशन मास्टर को.

संदेश सं._____. * गाड़ी के साथ/के बिना गाड़ी इंजन/स्वचालित वाहन/अन्य वाहन सं._____की वापसी पर क्या अनुगामी गाड़ी /गाड़ियों के लिए जो आपकी तरफ आने की प्रतीक्षा में है, लाइन क्लियर होगी और क्लियर रखी जाएगी ?

Message No._____. On return of *Train Engine with/without train / self propelled vehicle/other vehicle number _____ will line be clear and kept clear for following train/s:-

1._____

2._____

3._____

4._____

waiting to proceed to yours.

_____

स्टेशन मास्टर की हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

* जो लागू न हो उसे काट दें . Strike out whichever is not applicable.

फॉर्म सं. टी/एफ Form No.T/F602

*अप /डाउन UP/DOWN

क्रम Sr. No._____

दक्षिण रेलवे/ SOUTHERN RAILWAY

कंडीशनल लाइन क्लियर संदेश CONDITIONAL LINE CLEAR MESSAGE

(ड्राइवर/रिकार्डDriver / Record)

दिनांक Date _____20 ___.

समय Time _____ बजकर hours_____मिनट minutes.

Station _____. स्टेशन

From Station Master _____ स्टेशन मास्टर से To Station Master _____स्टेशन मास्टर को.

संदेश सं.Message No. _____

आपका संदेश सं._____. *आपके यहां गाड़ी के साथ /के बिना गाड़ी इंजन/स्वचालित वाहन/अन्य वाहन सं._____के पहुंचने पर अनुगामी गाड़ी/गाड़ियों के लिए लाइन क्लियर होगी और क्लियर रखी जाएगी ।

Your Message No._____ On arrival of * Train Engine with/without train/self propelled vehicle/other vehicle number_____ at yours line will be clear and kept clear for following Trains:----

(1) गाड़ी नं. Train No_____ प्राइवेट नं. Private No. (शब्दों में in words)_____(अंकों में in figures)_____

(2) गाड़ी नं. Train No_____ प्राइवेट नं. Private No. (शब्दों में in words)_____(अंकों में in figures)_____

(3) गाड़ी नं. Train No_____ प्राइवेट नं. Private No. (शब्दों में in words)_____(अंकों में in figures)_____

(4) गाड़ी नं. Train No_____ प्राइवेट नं. Private No. (शब्दों में in words)_____(अंकों में in figures)_____

_____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

*जो लागू न हो उसे काट दें' Strike out whichever is not applicable

फॉर्म सं. टी/जी Form No. T/G 602

अप UP दक्षिण रेलवे/ SOUTHERN RAILWAY क्रम सं Sr.No._____

कंडीशनल लाइन क्लियर टिकटCONDITIONAL LINE CLEAR TICKET

(ड्राइवर/रिकार्ड Driver/Record)

Station _____ स्टेशन दिनांक Date _____ 20 ___

समय Time_____बजकर Hours_____मिनट Minutes

From Station Master _____स्टेशन मास्टर से

To

गाड़ी नं.The Diver of Train No._____ अप UP(विवरण Description) _____के ड्राइवर को.

लाइन क्लियर है और आपको_____स्टेशन के लिए पहुंचने हेतु प्राधिकृत किया जाता है ।

The line is clear and you are authorized to proceed to _____ Station.

गाड़ी इस स्टेशन से *Last train left this station at ____बजकर hours____मिनट minutes. पर चली ।

*अंतिम

आपको गाड़ी के पीछे-पीछे चलने और _____स्टेशन तक पहुंचने के लिए एतद्द्वारा प्राधिकृत किया जाता है ।

You are hereby authorized to follow and proceed to _____ Station.

प्राइवेट नं. Private No. (शब्दों में in words) _____(अंकों में in figures) ____.

**जा चुकी गाड़ियों का ब्योरा Particulars of trains left		पीछे जाने वाली गाड़ियों का ब्योरा Particulars of trains to follow	
गाड़ी नं. Train No.	समय Time	गाड़ी नं. Train No.	समय Time
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

_____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

विशेष अनुदेश Special Instructions

जब कोई गाड़ी पीछा कर रही है तब कड़ी निगरानी रखें । जब दृश्यता साफ हो तब गति 25 कि.मी. प्र. घं. से अधिक न हो तथा जब दृश्यता किसी भी वजह से साफ न हो तब गति 10 कि.मी. प्र.घं. या इससे कम रखें । When following a Train keep sharp look out at speed not exceeding25 kmph when view is clear and 10 kmph or less when view is impaired due to any reason.

*अनियमितता के दौरान दूसरी तथा इसके बाद की गाड़ियों की प्रविष्टि को काट दें .Strike out in case of second and subsequent trains during uneven flow.

**अनियमितता के दौरान पहली गाड़ी की प्रविष्टि तथा नियमितता के दौरान सभी गाड़ियों की प्रविष्टि काट दें . Strike out in the case of first train during uneven flow and for all trains during even flow.

फॉर्म सं. टी/एच Form No. T/H 602

डाउन DOWN दक्षिण रेलवे/ SOUTHERN RAILWAY क्रम सं Sr. No._____

-

कंडीशनल लाइन क्लियर टिकट CONDITIONAL LINE CLEAR TICKET

(ड्राइवर/रिकार्ड Driver/Record)

Station _____स्टेशन दिनांक Date _____20____.

समय Time____बजकर Hours_____मिनट Minutes

From

Station Master _____स्टेशन मास्टर से

To

गाड़ी नं.The Driver of Train No_____ डाउन DOWN विवरण Description _____ के ड्राइवर को.

लाइन क्लियर है और आपको _____स्टेशन के लिए पहुंचने हेतु प्राधिकृत किया जाता है ।

The line is clear and you are authorized to proceed to _____ Station.

इस स्टेशन से *Last train left this station at _____बजकर hours._____मिनट minutes. पर चली । *अंतिम गाड़ी

आपको गाड़ी के पीछे-पीछे चलने और _____स्टेशन तक पहुंचने के लिए एतद्द्वारा प्राधिकृत किया जाता है ।

You are hereby authorized to follow and proceed to _____Station.

प्राइवेट नं. Private No. (शब्दों में in words) _____(अंकों में in figures) _____.

**जा चुकी गाड़ियों का ब्योरा Particulars of trains left		पीछे जाने वाली गाड़ियों का ब्योरा Particulars of trains to follow	
गाड़ी नं. Train No.	समय Time	गाड़ी नं. Train No.	समय Time
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

_____ _____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

विशेष अनदेश Special Instructions

जब कोई गाड़ी पीछा कर रही है जब कड़ी निगरानी रखें । जब दृश्यता साफ हो तब गति 25 कि.मी. प्र. घं. से अधिक न हो तथा जब दृश्यता किसी भी वजह से साफ न हो तब गति 10 कि.मी. प्र.घं. या इससे कम रखें । When following a Train keep sharp look out at speed not exceeding25 kmph when view is clear and 10 kmph or less when view is impaired due to any reason.

*अनियमितता के दौरान दूसरी तथा इसके बाद की गाड़ियों की प्रविष्टि को काट दें ।Strike out in case of second and subsequent trains during uneven flow.

**अनियमितता के दौरान पहली गाड़ी की प्रविष्टि तथा नियमितता के दौरान सभी गाड़ियों की प्रविष्टि काट दें ।Strike out in the case of first train during uneven flow and for all trains during even flow.

फॉर्म सं. टी/आई Form No. T/I 602

दक्षिण रेलवे
SOUTHERN RAILWAY क्रम. सं. Sr. No._____
संचार के किसी भी साधन द्वारा पुन: स्थापन पर संदेश

MESSAGE ON RESTORATION BY ANY ONE OF THE MEANS OF COMMUNICATION

From Station Master _____ स्टेशन मास्टर से To Station Master_____स्टेशन मास्टर को
दिनांक Date _____20____ समय Time ____ बजकर hours_____मिनट minutes.

नं.No._____ गाड़ी Train (नं. एवं विवरण No. & Description) _____arrived complete at _____बजकर hours_____ मिनट minutes पर सही सलामत पहुंची . अंतिम गाड़ी Last Train (नं. एवं विवरण No. & Description) _____ dispatched to your station at_____ बजकर hours_____ मिनट minutes. पर आपके स्टेशन के लिए भेजी गई . गाड़ियों का कंडीशनल लाइन क्लियर संचालन /गाड़ियों के संचालन की वर्तमान विधि को रद्द करें. Cancel the Conditional Line Clear working of Trains / present method of working the trains. लाइन क्लियर Line Clear must be obtained by means of _____ साधन द्वारा अवश्य प्राप्त किया जाए ।

पावती दें . Acknowledge
प्राइवेट नं. Private Number (शब्दों में in words) _____ (अंकों में in figures)_____.

_____
स्टेशन मास्टर के हस्ताक्षर Signature of Station Master
स्टेशन मास्टर की मोहर Station Master Stamp

पावती ACKNOWLEDGEMENT

From Station Master _____ स्टेशन मास्टर से To Station Master_____स्टेशन मास्टर को
दिनांक Date _____20____ समय Time ____ बजकर hours_____मिनट minutes.

संदेश सं Message No. _____ .
आपके संदेश सं.० Your Message No. _____ से पता चलता है कि गाड़ी नं.understand that Train No. _____ विवरण Description _____which was the last Train to leave my station has arrived complete at your station जो मेरे स्टेशन से चलने वाली अंतिम गाड़ी थी. आपके स्टेशन पर सही-सलामत पहुंच गई है । गाड़ी नं. Train No. _____ which left your station has arrived complete at my station / not arrived जो आपके स्टेशन से चली थी मेरे स्टेशन पर at ____बजकर hours____ minutes मिनट पर सही सलामत पहुंच गई है / नहीं पहुंची है . Conditional Line Clear working of trains / present system of train working is being / will be cancelled immediately after the complete arrival of train no. गाड़ी नं. _____ के सही सलामत पहुंचने के तत्काल बाद गाड़ियों का कंडीशनल लाइन क्लियर संचालन/गाड़ी संचालन की वर्तमान पद्धति रदद् की जा रही है / की जाएगी । अगली गाड़ी के लिए लाइन क्लियर Line Clear for the next train will be obtained by means of _____साधन द्वारा प्राप्त किया जाएगा ।

प्राइवेट नं. Private Number (शब्दों में in words) _____ (अंकों में in figures)_____.

_____
स्टेशन मास्टर के हस्ताक्षर Signature of Station Master
स्टेशन मास्टर की मोहर Station Master Stamp.

फॉर्म सं. टी Form No.T/609
क्रम सं Sr.No. _____

दक्षिण रेलवे/SOUTHERN RAILWAY

इंजन अथवा गाड़ी के हिस्से को मध्य सेक्शन से अगले स्टेशन तक ले जाने की अनुमति दिए जाने पर गार्ड द्वारा ड्राइवर को दी गई लिखित अनुमति Written permission given by the Guard to Driver when the Engine or portion of a train is allowed to proceed to the next station from mid section

(ड्राइवर/रिकार्ड Driver/Record)

To, The Driver of Train गाड़ी (नं. एवं विवरण No. and description) _____के ड्राइवर को .

आपको आपकी गाड़ी के इंजन के साथ आपकी गाड़ी के अगले हिस्से जिसमें अंतिम वाहन सं. _____ सहित _____ वाहन शामिल है _____ स्टेशन के लिए _____ बजकर _____ मिनट पर अलग करने और प्रस्थान करने के लिए प्राधिकृत किया जाता है । **You are authorized to uncouple and proceed at _____ hours _____ minutes to _____ station with * the Engine of your Train / the front portion of your train consisting of _____ vehicles with last vehicle No.**

आप ड्यूटी पर तैनात स्टेशन मास्टर को घटना की रिपोर्ट देंगे और यदि स्टेशन मास्टर द्वारा ऐसा करना अपेक्षित हो तो आप अपनी खराब गाड़ी पर/ अपनी गाड़ी के पिछले हिस्से को लेने के लिए जो _____कि.मी. पर है, स्टेशन मास्टर द्वारा अनुमति दिए जाने के बाद इस प्राधिकार पर वापसे आएंगे . **You shall deliver the report of occurrence to the Station Master on duty and, if required to do so by the Station Master , you shall return to *your disabled train / take the rear portion of your train which is at KM _____ on this Authority after being permitted by the Station Master.**

मैं प्रमाणित करता हूं कि मैंने मूर्त प्रस्थान अधिकार** _____प्राप्त कर लिया है और मेरी गाड़ी का सेक्शन क्लियर हो जाने तक इसे सुरक्षित रखूंगा । यह भी प्रमाणित किया जाता है कि सेक्शन के मध्य में रह गया गाड़ी का हिस्सा नियमों के अनुसार कसकर बांधा हुआ है और सुरक्षित रखा गया है . **I certify that I have received the tangible authority to proceed ** _____and will retain it, until the section is cleared of my train. Also certified that portion of Train left in Mid Section is secured and protected as per rules.**

_____	_____
ड्राइवर के हस्ताक्षर Signature of Driver	गार्ड के हस्ताक्षरSignature of Guard
दिनांकDate _____	दिनांक Date _____
समयTime _____	समय Time _____

क्रम सं Sr.No. _____

Driver of _____के ड्राइवर को, you are hereby permitted and authorized to enter into the Block Section to clear the disabled / rear portion of your train at Km. _____. आपको अपनी गाड़ी के खराब/पिछले हिस्से को क्लियर करने के लिए ब्लॉक सेक्शन में प्रवेश करने हेतु एतद्द्वारा अनुमति _____कि.मी. पर दी जाती है और प्राधिकृत किया जाता है ।

ऑन स्थिति में सिगनलों को पार करने के लिए प्राधिकारAUTHORITY TO PASS SIGNALS IN 'ON' POSITION

1.आपको ऑन स्थिति में सिगनल/सिगनलों का सं एवं विवरण_____को पार करने के लिए प्राधिकृत किया जाता है जिसमें सिगनल पोस्ट/पोस्टों पर यदि वह कांटों का बचाव करता है, हाथ सिगनलों का पालन करते हुए गति 15 कि.मी. प्र.घं. से अधिक न रखें. You are authorised to pass the Signal/Signals No.& description _____ in 'ON' position, speed not exceeding 15 KMPH observing hand signals at the foot of the signal post/s, if it protects points.

सतर्कता आदेशCAUTION ORDER

1.आपको _____स्टेशन एवं_____स्टेशन के बीच _____कि.मी. तक आपके राहतइंजन/गाड़ी को गति 15 कि.मी. प्र. घ. दिन में जब दृश्यता आगे साफ हो तथा 10 कि.मी. प्र.घ.रात्रि में अथवा जब दृश्यता आगे साफ न हो, रखते हुए चलाने की अनुमति दी जाती है । You are permitted to run your Relief Engine/Train upto km_____ between Station _____and _____station with the speed of :--

15 KMPH in day and when view ahead is clear ./10 KMPH in night or when view ahead is not clear .

2.आपको विशेष रूप से सचेत किया जाता है कि ब्लॉक सेक्शन के बीच स्थित समपार फाटक/फाटकों के पास पहुंचते समय पूर्ण सावधनी बरतें तथा बार - बार सीटी बजाएं । ब्लॉक सेक्शन में लागू सतर्कता आदेश निम्नलिखित है:You are expressly warned to observe every caution while approaching level crossing gate/s situated in block section and whistle frequently. Caution Orders in force in the Block Section areas under:--

क्र सं. Sr No	स्टेशन Station between		किलोमीटर दूरी Kilometrage		गति कि.मी. प्र.घ. Speed kmph	सतर्कता संकेतक Caution Indicator	गति संकेतक Speed Indicator	समाप्ति संकेतक Termination Indicator	कारण/टिप्पिणयां Cause / Remarks
	सेFrom	तकTo	सेFrom	तकTo					

_____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

दिनांक Date _____20____

स्टेशन मास्टर की मोहर Station Master Stamp

_____

ड्राइवर के हस्ताक्षर Signature of Driver

दिनांकDate _____

समयTime _____

** जो लागू न हो उसे काट दें . Score out whichever is not applicable.*

*** प्रस्थान करने के लिए प्राधिकार का ब्योरा दर्ज करें . Enter particulars of the Authority to Proceed.*

फॉर्म नं.Form No. T/806

दक्षिण रेलवे
SOUTHERN RAILWAY

क्रम सं.Sr. No_____

शंटिंग आदेश SHUNTING ORDER
(ड्राइवर Driver / गार्ड Guard / रिकार्ड Record)

Station _____ स्टेशन दिनांक Date _____ 20 ___
समय Time____घनकर hours _____मिनट minutes.

To
The Driver of Train No. गाड़ी नं _____ *अप /डाउन *UP / DOWN के ड्राइवर को.

कृपया निम्नलिखित आदेशों का बिना किसी विलम्ब के तत्परता से अनुपालन करें Please comply with the following order `promptly without any type of delay:--

1. _____
2. _____
3. _____
4. _____

*आपको ऑन स्थिति में You are authorized to pass _____signal in the 'ON' position and सिगनल पार करने के लिए और proceed *up to/beyond **_____signal. सिगनल तक/ से आगे पहुंचने के लिए प्राधिकृत किया जाता है ।
***इस उद्देश्य के के लिए Section between _____ स्टेशन और station and _____ station is *blocked back / blocked forward. स्टेशन के बीच सेक्शन ब्लॉक बैक/ब्लॉक फॉरवर्ड कर दिया है ।

*आपको टोकन/टेबलेट/लाइन क्लियर टिकट For this purpose and Token / Tablet / Line Clear Ticket No. _____*एस एच/ओ सी ई' चाबी SH/ SMT / OCE Key is hereby issued to you from ____ hoursघनकर ____minutes मिनट से to ____ hoursघनकर____ minutes. मिनट तक एतदद्वारा जारी की जाती है ।

_____
स्टेशन मास्टर के हस्ताक्षर Signature of Station Master
स्टेशन मास्टर की मोहर Station Master Stamp

ड्राइवर के हस्ताक्षरSignature of Driver _____दिनांक Date_____समय Time ____घनकर hours____मिनट minutes.

गार्ड के हस्ताक्षरSignature of Guard_____दिनांक Date_____ समय Time____घनकर hours____मिनट minutes

*जो लागू न हो उसे काट दें Strike out which ever is not applicable
** कि.मी. या सिगनल नं. दर्ज करें Enter Km or Signal No.
***लाइन ब्लाक बैक/ब्लाक फारवर्ड होने पर लागू होता है Applies when Line is Blocked back / Blocked forward.

फॉर्म सं. टी/ए Form No. T/A 912

दक्षिण रेलवे

SOUTHERN RAILWAY क्रम सं. Sr. No. _____

स्वचालित/अर्ध-स्वचालित/हस्तचालित/ फाटक रोक सिगनलों को पार करने के लिए प्राधिकार**AUTHORITY TO PASS AUTOMATIC / SEMIAUTOMATIC / MANUALLY OPERATED /GATE STOP SIGNALS**

(ड्राइवर/रिकार्ड Driver / Record)

Station_____ स्टेशन दिनांकDate_____20___

समय Time _____बजकर hours __मिनट minutes.

To

The Driver / Motorman of Train No. गाड़ी नं. _____ Up / Down. अप/डाउन के ड्राइवर/मोटरमैन को.

(क a) स्वचालित सिगनल खराब हो जाने पर आपको _____ स्टेशन और _____ स्टेशन के बीच सभी स्वचालित सिगनलों को पार करने के लिए प्राधिकृत किया जाता है । इसके अलावा आपको वर्दी में रेल कर्मचारी के द्वारा इन सिगनलों को पार करने पर अर्ध-स्वचालित/हस्तचालित/ फाटक रोक सिगनलों को पार करने के लिए भी प्राधिकृत किया जाता है । खण्ड 'ख' में यथा उपबंधित को छोड़कर सिगनल पर हथ-सिगनल दिखाया जाना है . Automatic Signalling has failed and you are, hereby authorized to pass all Automatic signals between _____ station and _____ station. In addition, you are also authorized to pass Semi Automatic / manually operated / gate stop signals on being hand signalled past such signals by a railway servant in uniform, the hand signals being displayed at the foot of signal except as provided for in clause 'b'.

(ख b) जब रांग दिशा में चल रहे हों (i) आप अवश्य पता लगाएं कि बाहरी साइडिंग के कांटे, यहां उपलब्ध कराए गए हों, सही तरीके से सेट करके ताला लगाया गया है और या समपार फाटक सं._____ पर ताले लगाए गए हैं और (ii) कांटो और समपार फाटकों को पार करने से पहले वर्दी में रेल कर्मचारी द्वारा हथ-सिगनल दिखाए जाते हैं . When running in wrong direction (i) you must ascertain that points of outlying sidings, where provided, are correctly set and locked and/or the level crossing gates Nos._____ are locked and (ii)hand signals are displayed by the railway servant in uniform at the points/ level crossing gates before passing them.

यहां पार किए जाने वाले सभी सिगनलों } _____

के पहचान नं. का उल्लेख करें } _____

_____

Here indicate distinguishing} _____

Number of all signals to be } _____

thus passed.} _____

_____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

मैंने इस प्राधिकार की विषय वस्तु को समझ लिया है . I have understood the contents of this authority.

गार्ड के हस्ताक्षर Signature of Guard_____ दिनांक Date_____समय Time ____ बजकर hours ._____ मिनट minutes.

ड्राइवर के हस्ताक्षर Signature of Driver_____ दिनांक Date_____समय Time ____ बजकर hours ._____ मिनट minutes.

फॉर्म नं. टी/बी Form No. T/B 912

दक्षिण रेलवे

SOUTHERN RAILWAY Sr. No. _____

स्वचालित ब्लॉक सिगनल क्षेत्रों पर लाइन क्लियर के बिना आगे बढ़ने के लिए प्राधिकार.**AUTHORITY TO PROCEED WITHOUT LINECLEAR ON AUTOMATIC BLOCK SIGNALLING TERRITORIES**

(ड्राइवर / रिकॉर्ड Driver / Record)

Station _____ स्टेशन दनांक Date _____20_____

Time समय _____ बजकर hours ____मिनट minutes

इंजन /गाड़ी /यूनिट नं._____ अप/डाउन के मोटर मैन/ड्राइवर को.

To The Motor man / Driver of Engine /Train/ Unit No._____ Up / Down.

आपको अप/डाउन लाइन पर अपनी गाड़ी के साथ या के बिना _____ स्टेशन से _____स्टेशन तक लाइन क्लियर के बिना सावधानी पूर्वक आगे बढ़ने के लिए एतद्द्वारा प्राधिकृत किया जाता है . You are here by authorized to proceed cautiously without line clear from _____ station to _____station with or without your train on UP / DOWN* Line.

आपको स्टेशन से संबंधित लाइन पर पहले रोक सिगनल/अंतिम रोक सिगनल से पहले अपनी गाड़ी/इंजन /यूनिट नं. _____ खड़ी कर देनी होगी और इसके बाद _____ स्टेशन के स्टेशन मास्टर के अनुदेशों द्वारा निर्देशित किया जाएगा . You shall bring your Train / Engine / Unit No. _____ to stand out side first Stop Signal/ Last Stop Signal pertaining to wrong line* of the station and there after be guided by the instructions from the Station Master of _____ station.

सेक्शन पर गाड़ी नं. _____अंतिम गाड़ी थी. यह _____बजकर _____मिनट पर वहां से /पर चली / पहुंची .

Train No. _____ was the last train over the section.It left / arrived* here at _____hours ____ minutes.

परिस्थितियां जिनमें यह प्राधिकार दिया जाता है . CIRCUMSTANCES UNDER WHICH THIS AUTHORITY IS GIVEN

* (क A) सिगनलों एवं संचार व्यवस्था का खराब हो जाना . Failure of signals and communications.
* (ख B) _____ स्टेशन और _____स्टेशन के बीच _____कि.मी. पर लाइन का अवरूद्ध होना / पर अवरोध होना और संचार साधनों का खराब हो जाना . Blocking of line / obstruction on line at KM _____ between _____ station and_____ station and failure of means of communication.
* (ग C) _____

'ऑन' स्थिति में सिगनलों को पार करने के लिए प्राधिकार **AUTHORITY TO PASS SIGNALS IN 'ON' POSITION**

आपको रेल कर्मचारी द्वारा हाथ से सिगनल देने पर 'ऑन' स्थिति में मध्यवर्ती स्वचालित सं. _____, अर्धस्वचालित सिगनल, हस्तचालित सिगनल सं. _____ और ऑन स्थिति में फाटक रोक सिगनलों को समपार तक सावधानी पूर्वक पार करने के लिए प्राधिकृत किया जाता है .

You are authorized to pass the Intervening Automatic Signal Nos._____ at 'ON'/Semi Automatic Signal, Manually Operated Signal Nos._____ on being hand signaled by a railway employee and the Gate Stop Signals in 'ON' position cautiously up to the level crossing.

सतर्कता आदेश **CAUTION ORDER**

1.आपको _____स्टेशन से _____स्टेशन तक अपने इंजन / गाड़ी / यूनिट सं. _____को दृश्यता साफ होने पर सीधी लाइन पर 25 कि मी. प्रतिघण्टा और सुरंग, धुमाव,अवरोध, बारिश, कोहरा या किसी अन्य कारण से जब दृश्यता साफ न हो 10 कि मी. प्रति घण्टा से अधिक गति न रखते हुए चलने की अनुमति दी जाती है . You are permitted to run your Engine/Train / Unit No. from _____station to _____ Station with the speed not exceeding 25 kmph over the straight with clear view and 10 kmph when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause.

_____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

मैंने इस प्राधिकार की विषय-वस्तु को समझ लिया है . I have under stood the contents of this authority.

गार्ड के हस्ताक्षर Signature of Guard _____दिनांक Date _____समय Time_____ बजकर hours _____मिनट minutes

ड्राइवर के हस्ताक्षर Signature of Driver _____दिनांक Date _____समय Time_____ बजकर hours _____मिनट minutes

*जो लागू न हो उसे काट दें. Strike out whichever is not applicable.

इस प्राधिकार पर चलने वाले ड्राइवर इस फार्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें ।

Driver proceeding on this authority must observe instructions mentioned at the back of this form.

फॉर्म संख्या टी'सी Form No.T/C 912

दक्षिण रेलवे
SOUTHERN RAILWAY

क्रमसं.Sr.No.____

स्वचालित ब्लॉक सिगनल सेक्शन में राहत इंजन/गाड़ी के लिए आगे बढ़ने हेतु प्राधिकार**AUTHORITY TO PROCEED FOR RELIEF ENGINE /TRAIN INTO AN AUTOMATIC BLOCK SIGNALLING SECTION**

(ड्राइवर / रिकॉर्ड Driver / Record)

Station_____स्टेशन

दिनांक Date_____20____
समय Time ____बजकर hours ____मिनट minutes.

राहत इंजन / गाड़ी नं._____ अप / डाउन के मोटर मैन / ड्राइवर को
To The Motor man / Driver of Relief Engine /Train No._____ Up / Down.

आपको अप/डाउन *लाइन पर अपने राहत इंजन/गाड़ी * के साथ _____ स्टेशन _____ कि.मी. तक लाइन क्लियर के बिना सावधनी पूर्वक आगे बढ़ने के लिए प्राधिकृत किया जाता है . You are here by authorized to proceed cautiously without line clear from _____ station to up to Km. _____ with your Relief Engine/Train* on UP / DOWN* Line.
आप अपनी राहत गाड़ी / इंजन * को _____कि मी. पर खड़ा कर देंगे और उसके बाद साइट पर सक्षम प्राधिकारी के अनुदेशों द्वारा निर्देशित किया जाएगा . You shall bring your Relief Train / Engine* to a stand at Km. _____ and there after be guided by the instructions from the Competent Authority at site.
यह आदेश _____कि. मी. पर अप / डाउन * लाइन पर अवरोध होने के कारण दिया जाता है । परन्तु _____स्टेशन और _____ स्टेशन के बीच संचार व्यवस्था उपलब्ध है . This order is given due to obstruction on UP/DOWN* line at km _____. But communication is available between _____ station and _____ station.
इस सेक्शन पर गाड़ी सं. _____ अंतिम गाड़ी थी । यह यहां से / पर _____ बजकर _____ मिनट चली / पहुंची . Train No. _____ was the last train over the section. It left / arrived* here at _____ hours ___ minutes.

सतर्कता आदेश CAUTION ORDER

आपको _____स्टेशन से _____स्टेशन तक अपने राहत इंजन / गाड़ी को दृश्यता साफ होने पर सीधी लाइन पर 25 कि. मी.प्रति घण्टा और सुरंग,घुमाव,अवरोध,बारिश,कोहरा या किसी अन्य कारण से दृश्यता साफ न होने पर 10 कि.मी.प्रति घण्टा से अधिक गति न रखते हुए चलाने की अनुमति दी जाती है . You are permitted to run your Relief Engine /Train from _____ station to km _____ with the speed not exceeding 25 kmph over the straight with clear view and 10 kmph when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause.

_____
स्टेशन मास्टर के हस्ताक्षर Signature of Station Master
स्टेशन मास्टर की मोहरStation Master Stamp

मैंने इस प्राधिकार की विषय-वस्तु को समझ लिया है . I have under stood the contents of this authority

गार्ड के हस्ताक्षर Signature of Guard _____दिनांक Date _____समय Time_____ बजकर hours ____मिनट minutes

ड्राइवर के हस्ताक्षर Signature of Driver _____दिनांक Date _____समय Time_____ बजकर hours ____मिनट minutes

*जो लागू न हो उसे काट दें.Strike out whichever is not applicable.
इस प्राधिकार पर चलने वाला ड्राइवर इस फार्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें ।
Driver proceeding on this authority must observe instructions mentioned at the back of this form.

फॉर्म सं. टी/डी Form No. T/D 912
क्र.सं. Sr. No. _____

दक्षिण रेलवे
SOUTHERN RAILWAY

सिगनलों की दीर्घ कालीन खराबी के दौरान स्वचालित ब्लॉक पद्धति पर आगे बढ़ने के लिए प्राधिकार . AUTHORITY TO PROCEED ON AUTOMATIC BLOCK SYSTEM DURING PROLONGED FAILURE OF SIGNALS

(ड्राइवर /रिकॉर्ड Driver/Record)

Station _____ स्टेशन दिनांक Date _____20 ____.
समय Time------बजकर hrs.-----मिनट minutes

ई एम यू / इंजन /गाड़ी * सं. _____ विवरण _____ *अप / डाउन * के मोटर मैन / ड्राइवर को.*
To The Motorman/Driver* of EMU/Engine/Train* No. _____Description _____Up / Down *.

_____ स्टेशन और _____ स्टेशन के बीच सभी सिगनल खराब हो गए हैं । अपने प्राइवेट नं. (शब्दो में) _____ (अंको में) ____ से _____ स्टेशन से लाइन क्लियर प्राप्त कर लिया गया है . All signals between _____ Station and _____ Station have failed. Line Clear has been received from _____ Station under his Private No.(in words) _____ (in figures) ___.

आपको अप / डाउन * लाइन पर _____ स्टेशन से _____ स्टेशन तक 25 कि.मी.प्रति घण्टा से अधिक गति न रखते हुए सावधानी पूर्वक आगे बढ़ने के लिए एतद्द्वारा प्राधिकृत किया जाता है . You are, hereby, authorized to proceed cautiously from _____ station to _____ Station on Up / Down* line at a speed not exceeding 25 Kmph.

आपको समपार फाटकों पर सभी सावधानियों को बरतते हुए इस प्राधिकार पर ऑन स्थिति पर प्रस्थान सिगनलों, फाटक सिगनलों और अन्य मध्यवर्ती सिगनलों को पार करने के लिए भी प्राधिकृत किया जाता है . You are also authorized to pass departure signals, Gate signals and other intervening signals at 'ON' on this authority observing all precautions at the level crossing gates.

Distinguishing number .....
Of Signals to be .....
passed at "ON" .....

आपको _____ स्टेशन पर पहले रोक सिगनल के बाहर रूकना होगा और इसके बाद उस स्टेशन के स्टेशन मास्टर के अनुदेशों द्वारा निर्देशित किया जाएगा . You shall stop outside the first Stop Signal at _____ Station and thereafter be guided by the instructions of the Station Master of that station.

_____
स्टेशन मास्टर के हस्ताक्षर Signature of Station Master
स्टेशन मास्टर की मोहरStation Master Stamp

मैंने इस प्राधिकार की विषय-वस्तु को समझ लिया है . I have under stood the contents of this authority

गार्ड के हस्ताक्षर Signature of Guard _____दिनांक Date _____समय Time_____ बजकर hours ____मिनट minutes

ड्राइवर के हस्ताक्षर Signature of Driver _____दिनांक Date _____समय Time_____ बजकर hours ____मिनट minutes

* जो लागू न हो उसे काट दें. Strike out which ever is not applicable.

Southern Railway

T.1408

Pro No…… **UP**

Authority to proceed without line clear

(Original/duplicate)

Date……Time……Hours……Minutes.

From

Station Mater…….

To

Loco Pilot of Train No……..of ……Up…….

You are hereby authorised to proceed cautiously without Line Clear form…….. station to …… station.

You shall bring your train to a stand outside* the first stop signal/opposing Last Stop signal if proceeding on the wrong line of …… station and thereafter be guided by the instructions from the Station Master.

Train No…….was the last train over the section.

It left here at ……..hours……..minutes

Arrived

Circumstances under which this authority is given

***(a) Total interruption of communication with …… station and from …….hours on……..**

(a) Obstruction of …….. Line between ……..station and ……. Station at Kilometre……

***(c) ……..**

Private No……(in words)……(in figures)

……

Signature of Station Master

***Score out whichever is not applicable**

I have understood the contents of this authority.

……. **……**

Signature of Guard **Signature of Loco Pilot**

Important instruction

Loco Pilots proceeding on this authority shall observe the following precautions: -

(i) the speed shall not exceed 15 kilometres an hour on single line sections and 25 kilometres an hour on double line sections during day when the view ahead is clear.

(ii) the speed shall not exceed 10 kilometres an hour during night or when the view ahead is not clear during day.

(iii) In thick or foggy or tempestuous weather or in dust storm, the Loco Pilot shall go at walking pace whistling repeatedly. Preceded at an adequate distance by two men on foot, one displaying a Stop hand signal and the other carrying detonators ready for immediate use on single line sections and one man on foot on double line sections with a Stop hand signal and detonators.

(iv) Both by day and by night, a tunnel shall not be entered until the Loco Pilot has ascertained that it is clear and the train shall be piloted on foot by a railway employee equipped with hand signals and detonators.

(v) During night, if the engine is not fitted with electric headlight, or if the electric head light is not in working order, the train shall be preceded at an adequate distance by a railway servant carrying detonators and exhibiting a Stop hand signal ahead to stop any other approaching train;

(vi) A sharp look out shall be kept at all times and the Loco Pilot shall be prepared to stop short of any obstruction; and

(vii) When approaching the station ahead, the Loco Pilot shall bring his train to a stand outside the First Stop signal and sound the whistle. If no one turns up from the station within 10 minutes, he shall send his Fireman/Assistant immediately to the station or the cabin to inform the Station Master of the arrival of the train.

Southern Railway

T.1408

Pro No…… **DOWN**

Authority to proceed without line clear

(Original/duplicate)

Date……Time……Hours……..Minutes.

From

Station Mater…….

To

Loco Pilot of Train No……..of ……Up…….

You are hereby authorised to proceed cautiously without Line Clear form……. station to …… station.

You shall bring your train to a stand outside* the first stop signal/opposing Last Stop signal if proceeding on the wrong line of …… station and thereafter be guided by the instructions from the Station Master.

Train No…….was the last train over the section.

It left here at ……..hours……..minutes

Arrived

Circumstances under which this authority is given

***(a) Total interruption of communication with …… station and from …….hours on……..**

(a) Obstruction of ……. Line between ……..station and ……. Station at Kilometre……

***(c) ……..**

Private No……(in words)……(in figures)

……

Signature of Station Master

***Score out whichever is not applicable**

I have understood the contents of this authority.

……. **……**

Signature of Guard **Signature of Loco Pilot**

Important instruction

Loco Pilots proceeding on this authority shall observe the following precautions: -

(i) the speed shall not exceed 15 kilometres an hour on single line sections and 25 kilometres an hour on double line sections during day when the view ahead is clear.

(ii) the speed shall not exceed 10 kilometres an hour during night or when the view ahead is not clear during day.

(iii) In thick or foggy or tempestuous weather or in dust storm, the Loco Pilot shall go at walking pace whistling repeatedly. Preceded at an adequate distance by two men on foot, one displaying a Stop hand signal and the other carrying detonators ready for immediate use on single line sections and one man on foot on double line sections with a Stop hand signal and detonators.

(iv) Both by day and by night, a tunnel shall not be entered until the Loco Pilot has ascertained that it is clear and the train shall be piloted on foot by a railway employee equipped with hand signals and detonators.

(v) During night, if the engine is not fitted with electric headlight, or if the electric head light is not in working order, the train shall be preceded at an adequate distance by a railway servant carrying detonators and exhibiting a Stop hand signal ahead to stop any other approaching train;

(vi) A sharp look out shall be kept at all times and the Loco Pilot shall be prepared to stop short of any obstruction; and

(vii) When approaching the station ahead, the Loco Pilot shall bring his train to a stand outside the First Stop signal and sound the whistle. If no one turns up from the station within 10 minutes, he shall send his Fireman/Assistant immediately to the station or the cabin to inform the Station Master of the arrival of the train.

फॉर्म सं. टी Form No. T /1410

दक्षिण रेलवे

SOUTHERN RAILWAY

क्रम.सं.Sr. No . _____ Station _____ स्टेशन

गाड़ी का संपूर्ण आगमन रजिस्टर TRAIN INTACT ARRIVAL REGISTER

क्रम.सं SR. No.	दिनांक DATE	गाड़ी नं. TRAIN NO.	आगमन का समय Time of Arrival		उसकी गाड़ी सही-सलामत पहुँच गई है और सभी उल्लंघन चिह्नों से हटकर खड़ी है,इस सम्बन्ध में टोकन में गार्ड के हस्ताक्षर Guard's signature in token that his train has arrived complete and is standing clear of all fouling marks.
			बजकर Hour	मिनट Minutes	
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

SOUTHERN RAILWAY

Form No. T/A 1425
S.No. 073601

Line Clear Inquiry Message in the event of failure/ suspension/ non-provision of Block Instruments

Used at Train Despatching Station

A. Line Clear Inquiry

1. Date ..... Mode of communication .....

2. From Station Master ..... (Name of SM) of..... station
To Station Master ..... (Name of SM) of ..... station

3. Message No: ..... Last Train No: ..... Up/Down left: ..... station and arrived at ..... station at ..... hrs ……mts.

4. Line clear asked for Train No. ..... Up/Down at ..... hrs ..... mts. and reply received from ..... station at ..... hrs ..... mts.

5. Private Number received ..... (in figures) ..... (in words).

B. Train Entering Section

6. Message No..... Date .....

7. Train No..... Up/Down left this station at ..... hrs..... mts.

8. Train entering section report is given to ..... station at ..... hrs. ..... mts. and acknowledged at ..... hrs. ..... mts.

C. Train Out of Section

9. Message No..... Date .....

10. Train No..... Up/Down arrived at ..... hrs..... mts. at ..... Station.

11. Train out of section report received from .... station and acknowledged at ..... hrs. ..... mts.

D. Line Clear Cancellation

12. Message No..... Date .....

13. Line clear cancelled at ..... hrs..... mts. due to .....

* Strike out whichever is not applicable.

.....
Signature of Station Master

SOUTHERN RAILWAY

Form No. T/B 1425
S.No. 031454

Line Clear Reply Message in the event of failure/ suspension/ non-provision of Block Instruments

Used at Train Receiving Station

A. Line Clear Reply

1. Date ..... Mode of communication .....

2. From Station Master ..... (Name of SM) of ..... station
   To Station Master ..... (Name of SM) of..... station

3. Message No: ..... Last Train No: ..... Up/Down left: ..... station and arrived at ..... station at ..... hrs .....mts.

4. Line clear asked for Train No. ..... Up/Down at ..... hrs ..... mts. by ..... station and reply given at ..... hrs ..... mts.

5. Private Number given ..... (in figures) ..... (in words).

B. Train Entering Section

6. Message No..... Date .....

7. Train No..... Up/Down left ..... station at ..... hrs..... mts.

8. Train entering section report received from ..... station at ..... hrs. ..... mts. and acknowledged at ..... hrs. ..... mts.

C. Train Out of Section

9. Message No..... Date .....

10. Train No..... Up/Down arrived at ..... hrs..... mts. at ..... station.

11. Train out of section report given to ..... station and acknowledged at ..... hrs. .....mts.

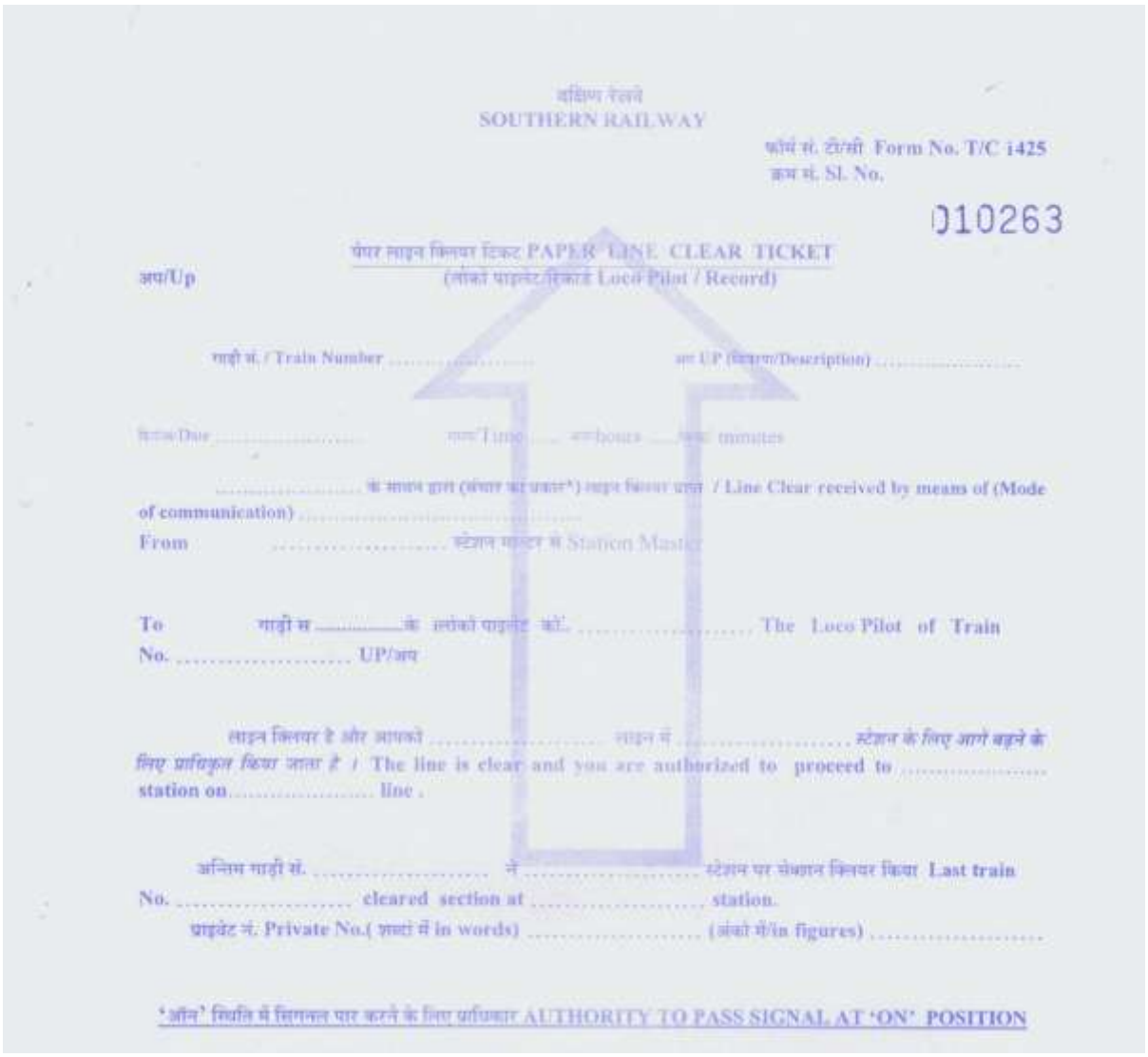
D. Line Clear Cancellation

12. Message No..... Date .....

13. Line clear cancelled at ..... hrs..... mts. due to .....

* Strike out whichever is not applicable.

.....
Signature of Station Master



दक्षिण रेलवे
SOUTHERN RAILWAY

फॉर्म सं. टी/सी Form No. T/C i425
क्रम सं. Sl. No.

010263

पेपर लाइन क्लियर टिकट PAPER LINE CLEAR TICKET
(लोको पाइलट/रिकार्ड Loco Pilot / Record)

अप/Up

गाड़ी सं. / Train Number ..... का UP (विवरण/Description) .....

दिनांक/Date ..... समय/Time ..... बजकर/hours ..... मिनट/ minutes

..... के माध्यम द्वारा (संचार का प्रकार*) लाइन क्लियर प्राप्त / Line Clear received by means of (Mode of communication) .....

From ..... स्टेशन मास्टर से Station Master

To गाड़ी सं .....के लोको पाइलट को/..... The Loco Pilot of Train No. ..... UP/अप

लाइन क्लियर है और आपको ..... लाइन में ..... स्टेशन के लिए आगे बढ़ने के लिए प्राधिकृत किया जाता है / The line is clear and you are authorized to proceed to ..... station on ..... line .

अन्तिम गाड़ी सं. ..... ने ..... स्टेशन पर सेक्शन क्लियर किया Last train No. ..... cleared section at ..... station.

प्राइवेट नं. Private No.(शब्दों में in words) ..... (अंकों में/in figures) .....

'ऑन' स्थिति में सिगनल पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNAL AT 'ON' POSITION

†Ö¯ÖÛúÖê †Ó×ŸÖ´Ö ¸üÖêÛú ×®ÖµÖ´Ö ÛúÖê ŸÖŸÖ¸êü ´Öë ¯ÖÖ¸ü Ûú¸ü®Öê ÆêüŸÖã ¯ÖÏÖ×¬ÖÛéúŸÖ ×ÛúµÖÖ •ÖÖŸÖÖ Æîü •Ö²Ö ×ÃÖÝÖ®Ö»Ö ²»ÖÖÛú ^¯ÖÛú¸üÞÖ / ™ÒüÖÛú ÃÖŒµÖæÔ™ü / †ÖŒÃÖ»Ö ÛúÖ^®™ü¸ü Ûêú ÃÖÖ£Ö †ŸÖÓ¯ÖÖÔ×¿ÖŸÖ ÆüÖê …

You are authorized to pass Last Stop Signal at danger, when the signal is interlocked with Block Instrument/Track Circuit/Axle Counter.

लोको पाइलट के हस्ताक्षर / Signature of Loco Pilot

स्टेशन मास्टर के हस्ताक्षर/Signature of Station Master

स्टेशन मास्टर की मोहर/Station Master Stamp

जो लागू न हो उसे काट दें. Strike out which ever is not applicable.

दक्षिण रेलवे

SOUTHERN RAILWAY

फॉर्म सं. टी/सी Form No. T/D 1425

क्रम सं. Sl. No.

169429

पेपर लाइन क्लियर टिकट PAPER LINE CLEAR TICKET

(लोको पाइलेट/रिकार्ड Loco Pilot / Record)

डाउन/ Down

गाड़ी सं. / Train Number ..... डाउन/Down(विवरण/Description) .....

दिनांक/Date ..... समय/Time ..... घंटे/hours ..... मिनट/ minutes

..... के साधन द्वारा (संचार का प्रकार*) लाइन क्लियर प्राप्त / Line Clear received by means of (Mode of communication) .....

From ..... स्टेशन मास्टर से Station Master

To गाड़ी सं. .....के । लोको पाइलेट को..... The Loco Pilot of Train No. ..... डाउन/Down

लाइन क्लियर है और आपको ..... लाइन में ..... स्टेशन के लिए आगे बढ़ने के लिए प्राधिकृत किया जाता है । The line is clear and you are authorized to proceed to ..... station on..... line .

अन्तिम गाड़ी सं. ..... ने ..... स्टेशन पर सेक्शन क्लियर किया Last train No. ..... cleared section at ..... station..

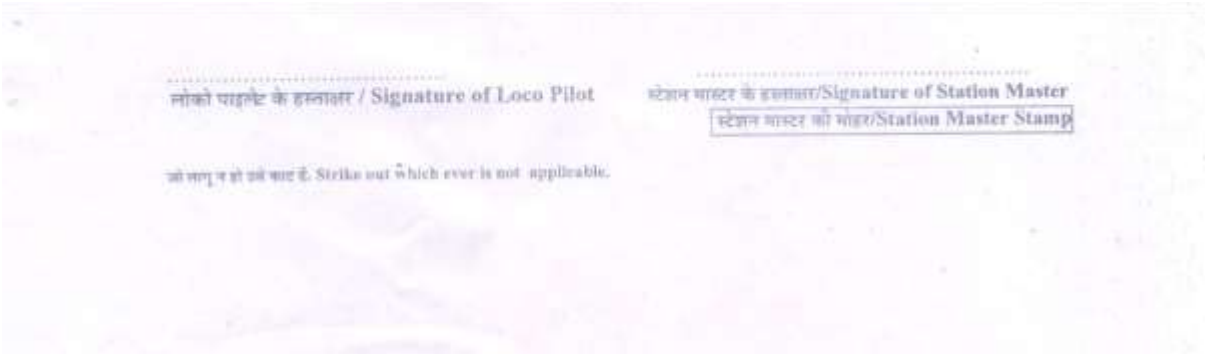
प्राइवेट नं. Private No.(शब्दों में in words) ..... (अंकों में/in figures) .....

'ऑन' स्थिति में सिग्नल पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNAL AT 'ON' POSITION

†Ö¯ÖÛúÖê †Ó×ŸÖ´Ö ¸üÖêÛú ×®ÖµÖ´Ö ÛúÖê ÜÖŸÖ¸êü ´Öë ¯ÖÖ¸ü Ûú¸ü®Öê ÆêüŸÖã ¯ÖÏÖ×¬ÖÛéúŸÖ ×ÛúµÖÖ •ÖÖŸÖÖ Æîü •Ö²Ö ×ÃÖŸÖ®Ö»Ö ²»ÖÖÛú ^¯ÖÛú¸üÞÖ / ™ÒüÖÛú ÃÖŒµÖæÔ™ü / †ÖŒÃÖ»Ö ÛúÖ^®™ü¸ü Ûêú ÃÖÖ£Ö †ŸÖÓ¯ÖÖÔ×¿ÖŸÖ Æüêê …

You are authorized to pass Last Stop Signal at danger, when the signal is interlocked with Block

Instrument/Track Circuit/Axle Counter.



SOUTHERN RAILWAY E.P.1
PATROL BOOK

Date	Station	Time of Arrival	Time of Departure	Remarks	Signature of Station Master

SOUTHERN RAILWAY E.G.2
(ENGINEERING BRANCH)

Residence of Gangmen…… station

Item No.	Name	Designation	L.T. No.	Residence Distance From station	Remarks as to Gangmen qualified to place detonators on line on SM's instructions	Line Patrolling F. P.

P.W.I.'s Office, ……
…….. P.W.I.
date: ……..

SOUTHERNRAILWAY E.R. 7

RESTRICTION BOOK

Engineering stop indicator at km …… Speed …….. Kmph.
Engineering Department ……. Division ……

Date	Train No.	Time	Signature of Loco Pilot

SOUTHERN RAILWAY C.E. 480

(Engineering Department)

NOTICE

Name of work ……

……

…

At about …….. Hours on ……. While the above work is in hand, a temporary diversion/bridge will be opened for traffic between km…… and km…… between …….. station and …… station and worked under Rule No…….. of G.R.S,

……..…….

Date …….. **Engineering in-charge**

SOUTHERN RAILWAY C.E. 481

(Engineering Department)

NOTICE

Name of work ……

……

In connection with the above work for the temporary diversion/bridge referred to in the Notice on Form No …….. Dated ……. Will be actually opened for traffic on …….. At …….. Hours between km…….. and km……. between station …….. and ……. Station and will be worked under Rule No …….. of the G.R.S.

……

Date…….. **Engineer in-charge**

फॉर्म सं. टी Form No. T/1518.
क्रम सं.Sr. No._____

दक्षिण रेलवे
SOUTHERN RAILWAY
ट्रॉली/लॉरी/ओएचई लैडर ट्रॉली नोटिस
TROLLEY/LORRY/OHE LADDER TROLLEY NOTICE

क A

नोटिस सं.Notice No._____
दिनांक Date _____
समयTime _____hours.

Department _____ विभाग .
Station _____स्टेशन

To
Station Master _____स्टेशन मास्टर को।

ट्रॉली/लॉरी/ओएचई लैडर ट्रॉली सं. Trolley/ Lorry /OHE/Ladder Trolley No. _____ is required to work between _____ स्टेशन station and और _____ स्टेशन के बीच station अप/डाउन लाइन पर on Up/Down line at _____KM कि.मी. पर from ____बजकर hours.___ मिनट से minutes to ____बजकर hours____ मिनट तक minutes. कार्य करने के लिए अपेक्षित है ।

यह It will leave _____station स्टेशन से at ____बजकर hours ____ मिनट पर minutes इस दिन के of this day for स्टेशनstation/ KM No कि.मी. सं. _____ के लिए चलेगी. मुझे मालूम है कि मुझे I am aware that I should clear the Block Section by ____बजकर hours ___मिनट minutes तक ब्लॉक सेक्शन क्लियर कर लेना चाहिए ।

_____
प्रभारी अधिकारी के हस्ताक्षर
Signature of Official In Charge

_____
स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master
स्टेशन मास्टर की मोहर
Station Master Stamp

फॉर्म सं. टी Form No. T/1518.
क्रम सं.Sr. No._____

दक्षिण रेलवे
SOUTHERN RAILWAY
ट्रॉली/लॉरी/ओएचई लैडर ट्रॉली नोटिस
TROLLEY/LORRY/OHE LADDER TROLLEY NOTICE

ख B

To The Official in Charge of _____ Lorry / Trolley / OHE Ladder Trolley. लॉरी/ट्रॉली/ओएचई/लैडर ट्रॉली के प्रभारी अधिकारी को

मैंने I have exchanged advice with _____ स्टेशन के साथ सूचना का आदान प्रदान कर लिया है एवं जब तक मुझे लॉरी/ट्रॉली को हटाने की सूचना प्राप्त नहीं हो जाती तब तक सभी गाड़ियों को सतर्कता आदेश जारी किया जाए । station and shall issue caution order to all trains until I receive advice of the removal of lorry / trolley.

अप/डाउन लाइन The Line has been blocked for your Lorry / Trolley / OHE Ladder Trolley between _____ स्टेशन औरStation and _____ स्टेशन के बीच आपकी लॉरी/ट्रॉली/ओएचई लैडर ट्रॉली से अवरूद्ध हो गई है और लॉरी/ट्राली/ओएचई लैडर ट्रॉली को हटाने संबंधी रिपोर्ट प्राप्त होने पर भी अवरूद्धता हटाई जाएगी. Station on UP / DOWN Line and block will be removed only on receipt of the removal report of Lorry / Trolley / OHE Ladder Trolley.

प्राइवेट नं. Private Number (शब्दों में in words) _____ (अंकों में in figures) _____.

आपको अनुमत ब्लॉक के भीतर ब्लॉक सेक्शन के क्लियरेंस को सुनिश्चित करने के लिए सलाह दी जाती है You are advised to ensure clearance of Block Section within Block permitted.

_____.
स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master
स्टेशन मास्टर की मोहर
Station Master Stamp
दिनांक Date _____
समय Time _____

फॉर्म सं. टी Form No. T/1518
क्रम सं.Sr. No._____

दक्षिण रेलवे
SOUTHERN RAILWAY
ट्रॉली/लॉरी/ओएचई लैडर ट्रॉली नोटिस
TROLLEY/LORRY/OHE LADDER TROLLEY NOTICE

ग C

हटाने संबंधी रिपोर्ट (रिमूवल रिपोर्ट)
REMOVAL REPORT

सन्दर्भ Reference:- लॉरी/ट्रॉली/ओएचई लैडर ट्रॉली नोटिस सं Lorry / Trolley/ OHE Ladder Trolley Notice No. _____ दिनांक Dated _____.

_____ पर पहुंची लॉरी/ट्रॉली / ओएचई लैडर ट्रॉली सं. _____ Lorry / Trolley / OHE Ladder Trolley No._____ arrived at was removed from the track at ____बजकर hours ___ minutesमिनट पर at km_____ कि.मी. पर रेलपथ से हटा ली गई थी

सामान्य गाड़ी संचालन दोबारा शुरू करने के लिए ब्लॉक सेक्शन में अवरोध नहीं है.Block Section is free from obstruction to resume normal Train Working.

_____
प्रभारी अधिकारी के हस्ताक्षर
Signature of official In charge

हटाने संबंधी रिपोर्ट (रिमूवल रिपोर्ट) दिनांक _____ को _____ बजकर _____ मिनट पर प्राप्त हुई Removal report received at ____hours ___ minutes on date ____ 20___ .

_____
स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master
स्टेशन मास्टर की मोहर
Station Master Stamp

फॉर्म सं. टी Form No. T/1525
क्रम.सं. Sr. No._____

दक्षिण रेलवे
SOUTHERN RAILWAY

मोटर ट्राली परमिट MOTOR TROLLEY PERMIT
(मूल प्रति/दूसरी प्रति Original/Duplicate)

Station _____स्टेशन दिनांक Date _____20___.

From Station Master_____ स्टेशन मास्टर से .

To
_____ (प्रभारी अधिकारी Official In charge) मोटर ट्राली सं. Motor Trolley No .____को

आपको गाड़ी नं/मोटर ट्राली नं. Y ou are permitted to follow Train No./ Motor Trolley No---------- in Block Section between Station,ब्लॉक सेक्शन में _____ स्टेशन और and Station_____ स्टेशन के बीच which left this station at जो इस स्टेशन से ____बजकर hours_____minutesमिनट पर for station_____ स्टेशन के लिए चली है, के पीछे चलने की अनुमति दी जाती है।

आपको 'आन' स्थिति में अप/डाउन You are also authorized to pass Up/Down_____ signals at 'ON' position. सिगनलों को पार करने के लिए भी प्राधिकृत किया जाता है ।

On arrival at Station _____स्टेशन पर पहुंचने पर आप यह परमिट you are required to hand over this permit to Station Master _____स्टेशन मास्टर को सौप दें ।
प्राप्त किया गया प्राइवेट नं. Private No. received (शब्दों में in words)_____ (अंकों में in figures)____.

_____
स्टेशन मास्टर के हस्ताक्षर Signature of Station Master
स्टेशन मास्टर की मोहरStation Master Stamp

_____प्राप्त किया Received _____
Signature of
*{प्रभारी अधिकारी एवं पदनाम Official Incharge & Designation}/
*{मोटर ट्राली ड्राइवर.Motor Trolley Driver} के हस्ताक्षर _____

*जो लागू न हो उसे काट दें.Strike out which ever is not applicable.

Part C

ETR.1

SOUTHERN RAILWAY
ELECTRICAL BRANCH

Power Block message for blocking of lines for Electric Traction purposes.

Serial No……
Date……

Time……..Hrs……mts....
From To
Traction Power Section
Controller Controller
…….
(Section) at.....
……..... (Place)

The following line/s has/have been made alive and the block imposed on these line/s may be cancelled.

Private No……..

Sent by…….
(Name)

Received by…….
(Name)

Part B

ETR.1

SOUTHERN RAILWAY
ELECTRICAL BRANCH

Power Block message for blocking of lines for Electric Traction purposes.
Serial No…… Date……

Time……..Hrs……
From To
Section Traction
Controller Controller

…… (Place) at ……
Your No……..of…….

The following line/s has/have been blocked to electric trains/all traffic line/s. Duration
Form Hrs…….mts…….
To Hrs…….mts…….

Block on the following line/s cannot be granted for the reasons stated below:-
Particulars of Line/s Reasons
....

The Station Master concerned have been advised by me of this block and instructed to arrange necessary protection as per S.W.R. and also to issue necessary Caution Order to Loco Pilots of non-electric trains as per Rule 4.09 of G.R.S.

Private No……

Sent by……
(Name)

Received by……
(Name)

*Strike out whichever is not applicable

Part A ETR.1

SOUTHERN RAILWAY
ELECTRICAL BRANCH

Power and traffic Block message for blocking of lines for Electric Traction purposes.
Serial No…… Date……

Time……..Hrs……
From To
Section Traction
Controller Controller
……. (Section)
at …… …… (Place)

Your No……..of…….
Block the following line/s to electric trains/all traffic from …….hrs……..mts on…….. and advise me when this has been done.
(State below which line/s and between which limits (sector, sub-sector ,elementary section etc.,) and between which block stations the block is required)

The block is likely to last until ……hrs…….mts.
Arrange for issue of Caution Orders to Loco Pilots of non-electric trains as per Rule 4.09 of G.R.S. Duly indicating therein the following: -

1. Kilometre age of work
2. Nature of work
3. Speed restriction
4. Other precautions

Arrange necessary protection of section under power block as per respective S.W.R.

Private No……

Sent by…….....(Name)

Received by…….……(Name)

*Strike out whichever is not applicable

Part A

ETR.2

SOUTHERN RAILWAY
ELECTRICAL BRANCH

Shut Down Notice on Traction overhead or other Electrical Equipment

A. Pro. No. Date…..
Time….
Hrs….Mts.
From To
Traction Power ……..
Controller at……..

I hereby declare that the following electrical equipment has been isolated. The equipment shall be earthed according to standing instructions before commencing any work or prior to issue of "Authority-to-work".
[State below exactly which section (Sector, Sub-sector, Elementary Section, etc.) of the electrical equipment has been isolated]
Lines isolated Limits of isolation

Please note that Shri…….. is working/going to work in the adjacent elementary section No…… beyond which the supply to the O.H.E. has been extended from the adjacent traction sub-station. The block is likely to last from …….. Hrs ……Mts. to …… Hrs. ……. Mts.
In case of failure of communication, Shri ……. Shall be solely responsible for restoration of power supply in terms of S.R.17.02(xi).

…….Date……Hrs……Mts ……..
…… Date….
..Hrs……Mts……...

Private No……

Sent by……..(Name)

Received by……..(Name)

Part B ETR.2

SOUTHERN RAILWAY
ELECTRICAL BRANCH

B. Pro. No. Date……..
Time……. Hrs….Mts.
From To
……..... Traction Power
…….. Controller,
at…… ……..

Your No……. of …….. Local earths have been applied at the following points:
…… Line earthed at structure N.os…….
…… Line earthed at structure N.os…….

The following :Authority-to-work" have been issued on this authority and I am responsible for the "Authority-to-work":-

(1) (2) (3)
"Authority-to-work"…… .. … .....

Nos. …… …… …...

Date of issue ……..…….....

Time of issue ……..…….....

Department issued to ……

Person-in-charge of work …….

Private No.....

Sent by ……..
(Name)

Received by ……
(Name)

Part C

ETR.2

SOUTHERN RAILWAY
ELECTRICAL BRANCH

C. Pro No.
Date…….
Time……
Hrs….Mts.
From To
…… Traction Power
at …….. Controller,
My No……. of ……..

I hereby declare that the work on or near electrical equipment which has been isolated has been completed. All men and materials have been withdrawn and the men have been warned that it is no longer safe to work on or adjacent to electrical equipments. All "Authorities-to-work" issued by me have been removed and the electrical equipments can be made alive.

I ….. during communication failure, in consultation with Shri …….. have energized elementary section No/(s)/…….duly exchanging private numbers at …….. Hrs….. Mts.

Private No.

Sent by…….. (Name)

Received by ……
(Name)

ETR.3

SOUTHERN RAILWAY
(Electrical Branch)

PERMIT-TO-WORK ON OR NEAR A.C. TRACTION ELECTRICAL EQUIPMENT

D. Pro. No……

I hereby declare that the "Permit-to-work" is cancelled and all local earths have been removed. The cancellation of this "permit-to-work" has been intimated to Traction Power Controller, Madras Egmore at …….H……..M.

Signature……
(of the authorised person)

Name …….
Designation……..

Date……..H….M…….

ETR.3

SOUTHERN RAILWAY
(Electrical Branch)

PERMIT-TO-WORK ON OR NEAR A.C. TRACTION ELECTRICAL EQUIPMENT

C. Pro. No. …….
From To
……. ……..at
…….. at……..

I hereby declare that the work for which this Permit-to-Work was issued has been completed and all men and materials under my charge have been withdrawn and the men have been warned that it is no longer safe to work on or near the electrical equipment under this "Permit-to-work".

Signature……
(of the in-charge of the work person)

Name …….
Designation……..
Date……..H…….M…….

ETR.3

SOUTHERN RAILWAY
(Electrical Branch)

PERMIT-TO-WORK ON OR NEAR A.C. TRACTION ELECTRICAL EQUIPMENT

B. Pro. No. …….
From To
…… ... ……..at
…….. at……

Received the original foil of this Permit-to-work. I fully understand the portion of the electrical equipment which is dead, isolated and earthed and that all other parts are dangerous.

The Permit-to-work will be returned by ……H……..M on …….(date) as required.

Signature……
(of the in-charge of the work person)

Name …….
Designation……..
Date……..H…….M…….

ETR.3

SOUTHERN RAILWAY
(Electrical Branch)

PERMIT-TO-WORK ON OR NEAR A.C. TRACTION ELECTRICAL EQUIPMENT

A. Pro. No. …….
From To
…….. …..AT…..... at…….

I hereby declare that it is safe to work on or near the following electrical equipment which is dead, isolated from all live conductors and is connected to earth.

State below exactly the electrical equipment on or near to which it is safe to work. (Sector, Sub-sector, Elementary Section etc.)…….
…….
……
All other path are dangerous .

The equipment shall not be made alive until this permit-to-work is returned duly signed by the person-charge of the work.

The No. of the permit-to-work, date and time issued has been intimated by me to Traction Power Controller, Madras Egmore, at ……..H…….M. on ……(dated).

Signature……
(of the authorised person)

Name …….
Designation……..
Date……..H…….M…….

ETR.4

SOUTHERN RAILWAY
ELECTRICAL BRANCH

Local Block
C. Pro. No.
Date……. Hrs…..Mts.
From To
Name…… *Station Master/
Yard Master
Designation……
My No……. of …….. (date)
The *isolator number ……..
Interrupter number

Opened by me has been closed and the overhead equipment of the …….. Elementary section/s No./s …… has/have been made alive and are now available.

For *electric stock movements
all traffic

……..
Signature

Copy to: 1. Traction Power Controller,
2. Section Controller.

*** Score out whichever is not applicable.**

ETR.4

SOUTHERN RAILWAY
ELECTRICAL BRANCH

Local Block
B. Pro. No.

Date…….
ACKNOWLEDGEMENT

Received Message No …….
From .....…at …….. Hrs……
Mts.

……..
Signature of
*Station Master/
Yard Master

Place……..

*** Score out whichever is not applicable.**

ETR.4

SOUTHERN RAILWAY
ELECTRICAL BRANCH

Local Block
A. Pro. No. Date…. Hrs…..Mts.
From To
Name…… Station Master/
Yard Master
Designation……
The * isolator number ……..
interrupter number
* at location No
at supply control post number …… in ……. Yard will be kept open and overhead equipment of elementary Sections No./s…… will be made dead and earthed.

The lines in the above Elementary Section/(s) will not be available for *electric stock movements from…….. all traffic hours until further advice. The block is likely to last for ……
Hrs…… Mts.

……..
Signature

Copy to: 1. Traction Power Controller,
2. Section Controller.

*** Score out whichever is not applicable.**

सिगनल एवं दूर संचार S&T (टी T/351)
दक्षिण रेलवे
SOUTHERN RAILWAY
क्रम.सं.Sr. No.-------
सिगनल एवं दूरसंचार विभाग
Signal and Telecommunication Deptt.
वियोजन/पुनर्योजन नोटिस की पावती
ACKNOWLEDGEMENT OF DISCONNECTION/RECONNECTION NOTICE

सं. No._____ मंडल Division _____
To
The Station Master on duty at _____ **station/ cabin.** स्टेशन/केबिन पर कार्यरत स्टेशन मास्टर को
निम्नलिखित गियरों के वियोजन के लिए **For disconnecting the following gears:-**
*_____
_____ तारीख **on**
_____को **at hours** _____बजकर **for** _____
hours_____ मिनट पर _____ घंटे _____
मिनट **minutes** के लिए खराबी पर ध्यान देने/रख-रखाव के लिए **to attend failure /for maintenance.**
(वियोजन की अनुमानित अवधि **Expected duration of disconnection**)

_____
एस आई/एम एस एम/ई एस एम **SI / MSM / ESM**

वियोजन से संबंधित नोटिस **Notice about disconnection received.** तारीख **on** _____
20___ **at** _____ बजे **hours** _____ **minute**
मिनट को प्राप्त किया.

_____
स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master

** **Disconnection allowed/not allowed** तारीख **on**_____ को **at** _____ बजे **hrs.** वियोजन की अनुमति है/अनुमति नहीं है .

_____
स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master

Disconnection will be allowed at _____ बजकर **hours.**____ मिनट पर **minutes** दिनांक **on**
____20___को वियोजन की अनुमति होगी.

_____
स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master

पुनर्योजन **Reconnected** दिनांक **on** _____20__
को **at** ___ बजे **hours** हुआ.

_____
एस आई/एम एस एम/ई एस एम **SI / MSM / ESM**
पुनर्योजन से संबंधित नोटिस **Notice about reconnection received** दिनांक **on** -----20---को
at ___बजकर **hours**___ मिनट **minutes** पर प्राप्त हुआ.

_____
स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master

* वियोजित किए जाने वाले गियर /गियरों के ब्यौरे भरें. **Fill in the details of the gear/s to be disconnected.**

** रिकॉर्ड किए जाने वाले वियोजन की अनुमति न दिए जाने के कारण. **Reasons for not allowing disconnection to be recorded.**

सिगनल एवं दूरसंचार S&T (टी T/351)
दक्षिण रेलवे
SOUTHERN RAILWAY
क्रम सं.Sr. No._____
सिगनल एवं दूरसंचार विभाग
Signal and Telecommunication Deptt.
पुनर्योजन नोटिस
RECONNECTION NOTICE

सं. No. _____
सिगनल गियर पुनर्योजन की नोटिस **Notice for reconnecting signaling gear**
सं. No_____ मंडल **Division** _____

To
The Station Master on duty at Station _____स्टेशन पर कार्यरत स्टेशन मास्टर को
कृपया नोट करें कि नोटिस सं. **Please note that the disconnected gear/s referred to in notice no.** _____में वियोजित गियर/गियरों को **has / have been reconnected on** दिनांक _____को **at** ____बजकर **hours.**____ **minutes** मिनट पर पुनर्योजित करदिया गया है.

_____
हस्ताक्षरSignature

_____
पदनाम **Designation**

दिनांक **Date** _____.
समय **Time** _____बजे **hours.**

_____

सिगनल एवं दूरसंचार S&T (टी T/351)
दक्षिण रेलवे
SOUTHERN RAILWAY
क्रम सं.Sr. No.-------
सिगनल एवं दूरसंचार विभाग
Signal & Telecommunication Deptt.
वियोजन नोटिस
DISCONNECTION NOTICE

सं. No._____
सिगनलिंग गियर के वियोजन के लिए परिवहन कर्मचारियों को नोटिस
Notice to Transportation staff for disconnecting signaling gear.
सं. No_____ मंडल **Division**_____

To
The Station Master on duty at station _____ स्टेशन पर कार्यरत स्टेशनमास्टरको

कृपया नोट करें कि खराबी पर ध्यान देने/रख-रखाव हेतु निम्नलिखित गियर **Please note that the following gears will be disconnected** दिनांक **on**_____ को **at** _____ बजकर **hours** ____मिनट **minutes** पर **for** ___घंटे **hours**____ मिनट **minutes**के लिए वियोजित किए जाएंगे **to attend failure/ formaintenance.***
_____
_____
_____
_____ (वियोजन की अनुमानित अवधि **Expected duration of disconnection**)

_____
हस्ताक्षरSignature

_____
पदनामdesignation

दिनांक **Date** _____
समय **Time** _____

*वियोजित किए जाने वाले गियरों के ब्यौरे भरें.
Fill in details of the gears to be disconnected.

SOUTHERN RAILWAY S. & T./ MR.

SIGNAL AND TELECOMMUNICATION DEPARTMENT
MAINTAINER'S REPORT

Division …… Day/Night for week/fortnight ending ……200...
Name of Maintainer…….Headquarters of Maintainer ……. Section……..
(Regular maintenance round including visit for failures)

Name of Station or Cabin	Date of visit	Train No. and time arrived	Train No. and time departed	Condition of apparatus at the end of visit	Signature and Remarks of Station Master or Assistant Station Master or Switchman or Cabinman on duty
1	2	3	4	5	6

…….

Signature or thumb impression of Maintainer

Note for Station Master/Assistant Station Master on duty

All Maintainers have a regular maintenance programme from which they must not be called out except for failure. Every time a Maintainer attends a Station/Cabin, this form must be filled in. each entry being confined to one line. In the event of the Maintainer being called out for a failure, particulars of the failure must be entered on the reverse of the form.

N.B. – Columns 3 and 4 shall be initialed by the Station Master and Maintainer giving the time of initialing.

FAILURES

S.No.	Date and time of failure	No. of Station Master's message	Gear at fault	Date and time when rectified	Duration	Time Table No. of trains			Remarks of Maintainer as to nature of faults and how removed
						Detained (No. and time)	Piloted	Worked on paper Line Clear	

No …….. Date…… 200.... **Signature…….....**
Forwarded to ……. Inspector……for disposal **Designation……...**
Station…… **Date…….....……**

SOUTHERN RAILWAY *S&T/ J.C*

SIGNAL AND TELECOMMUNICATION DEPARTMENT

JOINT CERTIFICATE FOR HANDING OVER SIGNALLING INTERLOCKING OR BLOCK SIGNALLING WORKS

Name of work…….

……..

This is to certify that the above work has been inspected by the undersigned and handed over in good working order.

……

……

P.W. Inspector **Signal Inspector**

Dated…….. **Dated……..**

Taken over

……

……..

Traffic Inspector **Station Master**

SOUTHERN RAILWAY *S&T/ Cables*

CERTIFICATE TO WORK IN THE VICINITY OF CABLES MAINTAINED BY THE SIGNAL BRANCH

(Original/Duplicate)

Pro. No……

A In connection with the work of…… at kilometre…….by……. I hereby certify that I have excavated and revealed the cables maintained by the Signal Branch and there is no objection, as far as Signal Branch is concerned, to the work being commenced.

(Name …….. (Designation)…….. of the Signal Branch shall be present at the site until the work is completed.

Time…… H……..M……. Signature.....

Date……. Designation.....

B Received the original and duplicate foils of this certificate

Time…….H…..M…….. ……

Signature of person in-charge of the work

Date…… ……

Designation of person in-charge of the work

C The work as far as the Signal Branch is concerned has been carried out and completed in the presence of (Name)…….(Designation) ……. and the duplicate foil is returned herewith. I here by certify that I have no more work in the vicinity of the cables which requires your presence.

Time……H……..M……. ……

Designation of person in-charge of the work

Date……. ……

Designation or person in-charge of the work

D The duplicate foil of this certificate with column 'C' filled in has been received by me.

Time……H…….M……. (Signature)……

Date…….. (Designation)……..

Absence from duty	GR.2.08
Accidents	
-Duties of Station Master	GR.6.01
-Engine failure	GR.6.05
-Fire on Bridges	SR.6.10(iv)
-Fire on trains	SR.6.10(i)to(iii)
-Hot axle	SR.4.29(iii), .4.42(iii)(b)
-Rail fracture	SR.6.01(c)
-Responsibility of Station Master on receipt of Accident message	SR.6.05(vi)(vii)&(viii)
-Rough or Slack running	SR.6.07(i)
-Sending advice of accident	GR. 6.05 SR. 6.05(ii)&(a)&(b)
-Train dividing	GR./SR. 6.09
-Train entering block section without Authority to proceed	GR. 6.06,SR.13.04
-Train parting	GR./SR. 6.08
-Train passing signal at danger	SR.3.80,SR. 3.81
-Trains unusually delayed	GR.6.04
-Unsafe condition of bunds of tanks or rivers	SR.6.07(ii), SR.15.05
-Vehicles escaping from station	GR./SR.6.11
Adequate distance	GR.1.02(2)
-A Stop Signal to assume "OFF" aspect in Double Line Automatic Area	GR.9.01(1)(c)(i)&(2)
-A Stop Signal to assume "off" aspect in Single Line Automatic Area	GR. 9.03(f)&(2)
-For granting Line Clear in Absolute Block system	GR. 8.01(1)(b)(c)&(2)
-For granting Line Clear in Single Line Automatic Block system	GR. 9.03(1)(d)&(2)
-For taking "OFF" Home signal in Absolute Area	GR. 3.40(1)(3)&(4)
-For taking "OFF" Outer signal	GR. 3.41(1)(b),SR. 3.41(ii)

-Substitute for Adequate distance	GR. 5.19(2), 3.40(4)
-Taking "off" Home signal in Automatic Area	GR. 9.06(1)&(3)
-Taking "off" Last Stop Signal in Automatic Area	GR. 9.0-6(2)&(3)
-When reception during Signal failure on Form No.T/369-(1)	SR. 3.69(ii)(b),GR. 3.69(3)(a)
-Zero Adequate distance at Terminal Yards	SR. 3.38(iii)
-Advertised time	GR. 4.02
Alcoholic Drinks	GR. 2.09
"All Ready" signal	SR.3.54,SR.4.42,SR.16.03 (iii)(a)(iii)(2)
"All Right" signal	SR.4.42 SR.15.09(iv)(g)
Alterations to track (Electrified)	SR.17.06
Anemometer	SR. 2.11 (ii)
Approach Lighting	GR 1.02 (3)
Aspect of signal	SR.3.01 (a), GR. 3.05(2)(3)
-Calling on signal	GR. 3.13 (12)(5)(6)
-Distant signal	GR.3.07 (3)&(4)
-Repeating signal	GR. 3.16 (3)(4)(5)
-Shunt signal	GR 3.14 (8)(9)(10)
-Stop signal (Multiple-aspect)	GR. 3.08 (2),(4)(a)
-Stop signal (Two aspect)	GR 3.08 (3),(4)(b)(c)
-Warner signal	GR. 3.06(5)(a),(b)(6)(a)(b)
Assistance to Passengers	SR. 4.54 (i)
Attendance for Duty	GR. 2.07, GR/SR. 4.04
Authority to proceed	GR. 1.02 (6)
-Authority to proceed without Line Clear	SR.14.08 (i)(b)
-Conditional Line Clear Ticket	SR. 6.02(ii)(9)(11)
-Duplicate Metal Token	SR. 13.03(iv)(b)(i)
-Emergency Metal Token	SR. 13.03 (iv)(a)

-Line Clear Ticket	GR. 14.25, SR.9.12 Part I(iii)(6), SR,3.81(ii)
-Metal Token	SR.13.03(i)(a)
-"OFF" aspect of Last Stop Signal	GR. 14.08 (b)(iv)
-Prolonged failure Automatic Block System	SR. 9.12(i)(1),5
-Responsibility of Station Master	GR.5.01(4),GR.14.08, GR14.11,GR 14.24, SR. 5.01(i)(a)
-Responsibility of Loco Pilot	GR. 14.09, GR.14.23, GR. 4.35(1)
-Token	GR. 14.08(b)(1)
Authority to Proceed without Line Clear	SR. 14.08
-Circumstances	SR. 14.08(i),
-Trolley on line on T/1518 with Line Clear Refused endorsement	SR. 15.24(xiii)(a)
-Examination	SR.14.08(ii)(4)
-Precaution by Loco Pilot	SR. 14.08(ii)(7)
-Preparation	SR. 14.08(ii)(3)
Authority to work	SR. 17.02 Note(3), 17.02(xv)
Automatic Vacuum Brake	SR. 4.18(ii)(a), SR. 4.45(i),SR. 3.80(1)

Axle Counter	SR. 1.02(7), 6.02(ii)(1),(iii)(1), GR 14.01, GR.9.01, GR. 9.03, SR. 14.13, SR.3.68(ii)(c)(1)
-Failure	SR. 3.68 (ii)(c)(5)&(7)
Back Light	GR/SR. 3.24, SR. 8.03(i)
Banner Flag	GR/SR. 3.57, GR.15.20(g), . SR.15.09(iii)(c)(i),(iii),(iv)
Base station	SR. 13.03(i)(a), 13.03(iii)
Block Competency Certificate	GR/SR. 14.04
Beat Book	SR. 15.05(4)
Beat section/station/length	SR. 15.05(3) Note (i)
-Interval	SR. 15.05(3) Note (ii)
Bell codes	GR. 14.05,14.06
Bell signals	GR/SR. 4.51
Berthing of passenger trains at stations	SR. 5.01(iv)
Blasting	GR.15.15
Block back	GR. 1.02(8), 8.06(2), 8.08(b),(c), GR.8.13, 8.14
Block forward	GR. 1.02(9), 8.06(3), GR. 8.14
Block Hut	GR. 1.03(2), SR. 6.02(iv)4, GR. 8.04(b)
Boards	
-Block section limit Board	GR. 1.02(54), 3.32(2), GR.8.03(1)(a),(c)(ii),GR3.49(1),(3)
-Caution Board	SR. 17.02(i)
-Caution and Termination Indication	SR. 15.05 (10)(c)
-Goods Warning Board	SR. 3.78(iii)(b) (c)
-Indication Boards	SR. 14.02(i)(ii)

-Lower and raise pantograph Boards	SR. 17.07(ii)
-Neutral Section Board	SR. 17.07 (i) (ii)
-Passenger Warning Board	SR. 3.78(iii)(a) (b)
-'S' Board	SR. 15.09 (iv) (d)
-Shunting Limit Board	GR. 3.32(1), 8.03(2)(c), 1.02(54), GR.3.49(1),)(3), GR/SR. 8.09
-Shunting Warning Board	SR. 8.09(ii)
-Sign Board S&B	SR. 3.50(3)(a)
-Station Warning Board	SR. 3.31(i)
-Stop Board	SR. 3.38(iii), GR. 3.49(1),(3), SR.4.31(ii),SR.5.14(viii)
-Stop Board for Electric Engine	SR. 17.02(ii)
-Switch OFF and ON Board	SR. 17.07(i)
-'W'&'W/L' Board	SR. 4.50(ii)
Bobbing and Flickering	SR. 3.74(i), 9.02(iv),9.07(i)(a), SR.9.11(ii)
Brakesman	GR. 1.02(28), SR. 4.09(v)(3),. SR.4.35(iv),Note
Calling –on signal	GR. 3.13
Cancellation of Line Clear	GR. 14.22
Care and Lighting of signal Lamps	GR. 3.49
Catch siding	SR. 3.50, 4.45 (ii)
Causeway	SR. 15.05(11)
Caution notice to warn staff and public	GR. 17.05(1)
Caution order	
-Cancellation	SR. 4.09(vi),(vii)

-Circumstances	SR. 4.09(i)
-Preparation	SR. 4.09(iv)
-Procedure for issue	SR. 4.09(ii)
-Record	SR. 4.09(viii)
-Service	SR. 4.09(v)
CERTIFICATE	
-Block section clearance	SR. 6.09(ii)(e)
-By Permanent Way Inspector to Loco Pilot when water level not exceeding flat bar level in causeway	SR. 15.05(11)(d)(ii)(f)
-By Station Master to Divisional Railway Manager for rule books	SR. 5.02(ii)(a)
-Fit certificate for rail fracture	SR. 6.01(ii)(c)
-Fir to run by Train Examiner	SR. 4.29(i)
-Fit to run for material train by Train Examiner	SR. 4.62(xiii)
-For last train before imposing Line Block	SR. 15.06(iii)(18)(7)(a)
-Safety	SR. 15.06(iii)(5)
-Train fit to proceed by Train Examiner	SR. 4.31(i)(a)
Certificate of Competency	
-Loco Pilot/Guard in Automatic Block system	SR. 9.14(ii)
-Ladder Trolley	SR. 17.08(viii)
-Motor Trolley	SR. 15.25(ii)
-Signal maintainer	SR. 15.06(i)(b)
-Tower Wagon	SR. 17.08(ix)
-Trolley/Lorry	SR. 15.22(ii)
Channel for Flange of Wheels	GR. 16.05
Clamping of Points	
-Automatic-prolonged signal failure	SR. 9.12(i)(6)
-Departure from non-signalled road	GR. 5.11(2)
-During disconnection/reconnection	SR.15.06(i)(d)
-During issue of T.310	SR. 5.01(i)(a)(2)
-During maintenance, setting& locking	SR. 3.51(vii)(b)
-Non-interlocked	GR. 3.39
-Personal inspection	SR. 3.68(i)(a)(1), 3.68(iii)(a)

-Reception on non-signalled road	GR. 5.10(1)(b)
-Reception on obstructed road	SR. 5.09(i)(b)
-Setting & locking	GR. 3.38
-Signals & Communications failure	SR. 9.12(ii)(2)
Clamps	SR. 15.06(iii)(16)
Classification of stations	GR. 1.03
Closing of intermediate Block Post	GR. 14.14
Co-acting signal	GR. 3.15
Collars	
- Line Blocked	SR. 5.19(iii)(a)
-Signal lever	SR. 5.19(iii)
-Station Master's control instrument	SR. 5.19(iv)
-Staff working/ Power Block in force	SR. 5.19(iii)(b)
Commencing of patrol	SR. 15.05(4)(b),(c)
Commissioner of Railway Safety	GR. 1.02(13)
Commissioning of fixed signal	GR. 3.26
Complete arrival of train	GR. 4.17, SR. 14.10(i)(iii)
Complete arrival register	SR. 14.10(iii)(a)
Concurrence of traction power controller to run non-electric trains	SR. 17.02(v)
Conditions	
-For closing the block section	GR. 14.10
-For granting Line Clear	GR. 8.02, 8.03, 8.04
For taking "off"	
-Calling on signal	GR. 3.45
-Gate Stop signal	GR. 3.44
-Home Signal	GR. 3.40
-Home (Automatic Single Line)	GR. 9.06(1)
-Last stop signal -(Automatic Single Line)	GR. 9.06(2)
-Last Stop Signal	GR. 3.42

-Outer Signal	GR. 3.41
-Warner Signal	GR. 3.43
Conduct of railway servants	GR. 2.10
Connections	GR. 1.02(15)
Controller	GR. 1.02(16)
Control of shunting	GR. 5.13
Conveyance of other than railway employees	SR. 15.22(iv)
Coupling	GR. 4.26
- Loco Pilot responsibility	GR. 4.32(b),
-Station staff	SR. 4.33(i)
Cranes	GR. 4.27
Crossing of two trains on single line	SR. 3.38(ii)(b), 5.01(v)
Combined train report	SR. 3.80, 4.18(ii)(a), 4.13(i)(a), 4.34(ii),4.44, S.R 4.56(i)(a)
Damaged points	GR. 3.77
Damaged vehicles	GR. 4.29
Danger level mark	SR. 4.09(i)(4), 15.05(5), (10)
Declaration register	
-Class iii&iv	SR. 5.06(i)(d)(e)
Defective leading driving	GR. 4.21(a)(b)
Compartment	SR. 4.42(ii)
Defects at level crossing definitions	GR. 16.06, 1.02
-From Beyond the Starter/ Advanced Starter	SR. 3.10(ii)
-From non-signalled line/non-running line	GR 5.11
-From Common departure Signal line	GR. 5.12

Derailing Switch	GR. 9.06(3), 3.40(4), SR. 3.50(i)(a)
Detaching Engine	SR. 4.48(i)(ii)(a), GR. 4.57
Detonating signals	
-Description	GR. 3.59
-Destruction	SR. 3.64(vii)
-Life	SR. 3.64(iv)(c)
-Method of using	GR. 3.60
-Register	SR. 3.64(vi)
-Supply	SR. 3.64(iv)(a)
-Testing	SR. 3.64 (iv)(a)(c)
-When exploded by Loco Pilot	GR. 3.78
Direction of running	GR. 4.06
Direction of traffic	GR. 1.02(18). 9.03(1)(b),(c),(f)
Driving of an Electric train	GR. 4.21
Distinguishing markers	GR. 3.17
Loco Pilots to obey certain orders	GR. 4.39
Loco Pilot/Foreman/Assistant Loco Pilot	
-Not to leave the engine	GR. 4.61
-To keep good look out	GR.4.40
-to see train stopped clear of fouling Marks	GR.4.58,4 SR. 4.58(i)
Drawing of trains to an advance position	GR. 5.18
Distinction between Trolley/Lorry/Motor Trolley	GR. 15.18
Duty for securing safety	GR. 2.11
Duties of Loco Pilot of a train booked to stop irrespective of the signal aspect	SR. 3.37(i)
Duties of engine crew in respect of signals	GR. 3.78

When two or more engines attached	
Duties of Gang mate and Gangmen when apprehending danger	GR. 15.17
Duties of Guard & Loco Pilot	
-When passing Automatic Stop Signal at "ON" Single Line & Double Line	GR./SR. 9.02, 9.07
Loco Pilot incapacitated	GR.4.20(3)
Dummy Truck	GR. 4.27(1), 4.28(3)
Diverging routes	GR. 3.09(4), 3.19(1)
Disconnection and reconnection notice	SR. 3.51(vi)(a), 3.68(ii)(5), 3.68(vi)(3), 15.06(iii)(10)
Dividing of material train	SR. 4.62 (viii), 4.63(ii)
Duties of station master with respect of signal cabins	GR. 5.04
Electric repeater	GR. 3.23, SR. 8.03(i), 15.06(ii)(14)
Electric shock treatment charts	SR. 17.05(i)
Electrical Block Instrument	GR. 14.01
-Type/substitution/installation	GR.14.02(2)
-Authority to proceed-Token Block Instrument	Gr. 14.08(b)(i)
-Sending& receiving of signals	GR. 14.07(2)
-Block instrument of an Intermediate Block Post	GR.14.14
- Line Block cap on plunger	SR. 15.06(iii)(18)(7)(a)
Electrical clearance between track and the over head equipment	SR. 17.06(I)
Electrical communication instrument	GR. 1.02(20), 14.02, 14.15
Electrical way and works	GR. 17.02(1)

Emergency feeding	SR. 17.02(iii)(a)
Emergency patrol	SR. 15.05(1)(b)(c), 15.05(7)(f)
Emergency power block by Loco Pilots	SR. 17.02(vii)
Emergency traffic block	SR. 17.09(iv)
Engine pushing	GR./SR. 4.12, SR. 4.62(v)(vi)
Engine running tender foremost	GR./SR.4.13
Equipment of	
- Gateman	SR. 16.02(i)(b)
- Guard and Loco Pilot	GR./SR. 4.19
- Linesman	SR. 17.03(ii)
- Minimum Signals	GR. 3.27, 3.29, 3.33, 9.04
- Patrolman	SR. 15.05(3)(c)(vi)
- Trolly/ Lorry/ Motor Trolly	GR./SR. 15.20
- TTM Operator	SR. 4.65(vi)
- E.R.7	SR. 15.09(4)(c)
Essentials	
- Absolute Block System	GR. 8.01
- Automatic Block System Single Line & Double Line	GR. 9.01, 9.03
- One train only System	GR. 13.03
E.T.R.1	SR. 17.02(iv)(vii)
E.T.R.2	SR. 17.02(iv), (v), (ix), (xi), (xv)
E.T.R.3	SR. 17.04(i),(ii)
E.T.R.4	SR. 17.02(viii)
Exhibition of hand signals	GR. 3.52.
Failure of electrical block instrument/ track circuit/ axle counter	GR. 14.13
Feeding post	GR. 17.02(2)
Fireman and assistant	GR. 4.38

Loco Pilots to obey fit certificate	
- For material train	SR. 4.62(xiii)
- Keyman	SR. 6.01(ii)(c)
- Permanent Way Inspector	SR. 6.02(II)(c)
- Train Examiner	SR. 4.29(i)
Fit Memo by Train Examiner	SR. 4.31(i)(b)
Fit to proceed certificate by Train Examiner	SR. 4.31(i)(a)
Flare signal	
- Burning Fusee seen by Loco Pilot	GR. 3.78
- Description	GR. 3.65
- Destruction	SR. 3.67(iv)
- Knowledge and possession	GR. 3.67
- Life	SR. 3.64(iv)(c)
- Mode of lighting	SR. 3.66(i)(4)
- Supply	GR. 3.67
- Testing	SR. 3.67(ii)
Flasher unit	SR. 6.03(ii)
Fly Shunting	SR. 5.21(iii)
Fog signal post	SR. 3.61(i)(d)
Forms	GR. 5.07
-ACC 3	SR. 6.05(iv), 6.09(ii)(a)
-ER 7	SR. 15.09(iv)(c)
-ETR. 1 (By Traction Power Controller to section Controller)	SR. 17.02(iv),(v),(vii)
-ETR. 2 (By Traction Power Controller to Over Head Equipment Official)	SR. 17.02(iv) (ix),(x),(xi)
-ETR. 3 (Permit to work)	SR. 17.04(i),(ii) 4.27(iv)
-ETR. 4 (By Over Head Equipment Official to Station Master)	SR. 17.02(viii)
-T.310	SR. 3.10(iii),
-T/369-(1)	GR. 3.69(1),(2),(3)(a), SR.3.69(ii)(a)(b), (iii),(iv),(v), SR3.69(viii)(a),(x)
-T/369-(3b)	GR. 3.69(3)(b), SR.3.69(viii)(b),(ix) GR.3.70(1),(2) SR.3.70(i)(c), SR. 6.06(ii)(b)

-T/369-(3b) (Automatic Block System)	SR. 9.06(i)(e), 9.12(i)(7) SR.9.12(ii)(8), SR.9.12(iv) Part-I (14), 9.13(iv)
-T. 370	SR.3.73(ii),SR. 14.08(i)(1)A(ii), SR.14.08(1)(B)(ii)
-T/C 409	SR. 4.09(i)(5), 15.18(i)(9), SR.15.24(i)(b),15.24(xiii)(a)(3), SR.15.24(xvi)(a)(4)
-T/409	SR. 4.09(iii)(2)(a)
-T/A 409	SR. 4.09(iii)(2)(b)(3)
-T/B 409	SR. 4.09(iii)(3), 4.09(iv)(g)
-T/431	SR. 4.31(i)(a)
-T/A 602,	SR. 6.02(i)(1)
-T/B 602	SR.6.02(ii)(4), (6)(a), 7, 10, 11, 22
-T/C 602	S.R 6.02(iii) 3, 13,14
-T/D 602	S.R 6.02(iv)9, 13
-T/E 602	S.R 6.02(ii)4.1, 9 , 11, 17
-T/F 602	S.R 6.02(ii) 11, 14, 15
-T/G 602, T/H602	S.R 6.02 (ii) 9, 17
-T/I 602	S.R 6.02(ii) 21, 6.02(iii) 16
-T/ 609	SR. 6.09(ii)(a), (b),
-T/A912	SR. 9.12(iii) Part I (10)(b) SR. 9.12(v)
-T/B 912	SR. 9.12(ii)(4) SR. 9.12(iv)(6)
-T/C 912	S.R 9.12(v)

-T/D 912	SR. 9.12(i)(5)(a)
-T. 1408	SR. 14.08(ii)(!)(a),(b),
-T. 1413	SR. 3.81(ii), 14.13(i)
-T./C1425,T/D1425	GR. 14.25, SR. 3.81(ii)
-T/A1525	SR. 15.25(xi)(a)
-S&T/NM	SR. 3.51(vii)(a)
-S&T(T/351)	SR. 3.51(vi)(a), 3.68(vi)(3), SR.15.06(i)(c)(d)
-T/1525	SR.15.25(x)(d)(3)(b)
-T/509	SR.5.09(ii)
-T/511	SR 5.11(i)
-T/512	SR 5.12(i)
- Non-signalled memo for reception	SR. 5.10(i), 6.02(iv) 14(c),
Forms given in writing	
- Acknowledgement form for caution advice	SR.15.08(i)(d)
- Message given by the Station Master to move the train against the direction of traffic in Automatic, when control working has failed	SR. 9.03(iii)

- Restarting memo	SR. 3.80(i), 3.81(ii), 6.06(i)(a)
- Restarting memo in the One Train only system	SR. 13.04(4)
- Written memo after putting back goods Home to "ON" taken "OFF" for the passenger train	SR. 4.05(ii)(a)
- Written memo before putting back Signal to "ON" other than emergency	SR. 3.36(ii)(b)
- Written memo before taking "OFF" rectified signal for a train on T/369(1)	SR. 3.69(iv)
- Written memo by Station Master to Loco Pilot when material train to work outside the station limits	SR. 4.62(xii)
- Written authority when shunt metal token is not available	SR. 8.15(ii)(d)
- Written memo by Station Master when train likely to be detained at First Stop Signal for considerable period.	SR. 4.44(i)
- Written memo to start a train beyond Starter/Advanced Starter	SR. 3.10(ii)
- Written authority to start a passenger train with engine tender foremost	SR. 4.13(i)(a)(2)
- Written authority to perform shunting when starter cannot be taken "OFF" due to interlocking	SR. 8.15(ii)(c)(2)
- Written authority to shunt beyond starter when it is Last Stop Signal	SR. 8.15(ii)(c)(2)
-Written authority by Permanent Way Inspector to Station Master for permitting non-traffic trains during Line Block period	SR. 15.06(8)(b)
Forms not to be manuscript	SR. 5.07(i)(b)
Fortnightly notice of speed restriction	SR. 15.14(ii)(a)
Fouling mark	GR. 1.02(23)
-Loco Pilot responsibility	GR./SR. 4.58
-Guards responsibility	GR. 4.56, 14.10(i)

- Station Master responsibility Gangman	SR. 14.10(i)
- Knowledge of signals & equipment	GR./SR. 15.12
Gangmate's responsibility to safety of line and trains Gateman	GR. 15.14, 15.17
- Knowledge of signals	GR. 16.01
- Noticing train parting	GR. /SR.16.08
- Not to leave the gate till relieved	GR. 16.10
- Observing passing trains	SR. 16.04(i)
- To prevent trespassing	GR. 16.09
Gate working instructions	SR. 16.03(ii)(b)
Goods Home taken for Passenger Train	SR. 4.05(ii)(a)
Goods trains without Brake van Guard or both	SR. 4.25(ii)(c)(i),(ii),(iii)(d)
Gradients -Detaching engine from goods train	SR. 4.48(ii)(a)(b)
- Hand shunting prohibited	SR. 5.20(v)
- Loose shunting on gradients	SR. 5.20(iv)
- Material train dividing	SR. 4.62(viii)
- Material train required to stand	SR. 4.62(iv)
- Pushing of material train	SR. 4.62(v)
- Securing of vehicles	SR. 5.23(ii)
- Securing of vehicles with roller bearing	SR. 5.23(vii)
- Shunting on gradients	GR. 5.20(note)
- Train stopped in mid section	SR. 6.05(i)
Guards	GR. 4.25
- Attracting the attention of the Loco Pilot	GR. 4.45
- Not to leave the train till handed over	GR. 4.60
- To assist passengers	GR./SR. 4.54
- To be incharge of a train	GR. 4.36
- To keep a good look-out	SR. 4.25, GR./SR. 4.43, SR.6.02, 9.12
- To see the train is stopped clear of fouling	GR./SR. 4.56

- Marks	SR. 14.10(i)
Hand Brakes	
- Application	GR./SR. 4.47
- Assistance from Guard's Hand Brake	GR./SR. 4.46
- Attracting attention of the Loco Pilot	GR. 4.45(2)
- During dividing	SR. 6.09(i)(a)
- During parting	SR. 6.08(ii)
- Stoppage of a train on a steep gradient	SR. 6.05(i)
- To detach goods train engine	SR. 4.48(ii)(a)
- To divide material train	SR. 4.62(viii)
Hand Signal	
- All Ready Signal	SR.3.54(i), SR. 4.42(ii)(e)
- All Right Signal	SR. 4.42, 15.09(iv)(g)
- Complete arrival	SR. 14.10(i),(ii)
- Exhibition	GR. 3.52
- Incomplete arrival	SR. 6.09(ii)(d)(2)
- Knowledge and possession	GR. 3.58
- Parting signal	SR. 2.11(i), GR. 6.08(3), SR.16.08(i)
- Proceed hand signal	GR. 3.54, 3.69(3)(a), 3.80(1)(a), GR.3.81(2), SR. 3.69(iii), 3.73(ii), SR.3.81(i)(b)
- Proceed with caution hand signal	GR. 3.55, .15.09(1)(c), SR.15.09(iii)(c)(ii)(iv)
- Side lamp not burning	SR. 4.41(i)
- Starting signal	GR./SR. 4.35(4), SR. 4.42(iii)(e)
- Stop hand signal	GR. 3.53, 6.03(1)(i)(b), (c), (d), . SR.15.09(iii)(c)(ii) 9.12(ii)(7)

- Damaged points	SR. 3.51(iii)
- Fouling not clear	GR. 4.56, GR./SR. 4.58
- Signal when not put back to "ON"	SR. 4.56(i)(a)
Haye's derail Headlight	SR. 3.50(i)(a), SR. 5.23(iii)
- Failure	SR. 4.14
- Failure when proceeding with T.1408	SR. 14.08(i)(7)(v)
Headlight and marker lights	GR. 4.14
Height gauge	GR. 16.11
High flood level	SR. 15.05(10)
Hot axle	SR. 4.29(iii), 4,42(iii)(b)
Hump yards	SR. 5.21(iii)
Illuminating signal – fusee	GR.3. 65, SR. 3.66(i)(1), 3.67(iv), SR.15.05(6)(2)(b) Note (2)
Illumination of banner type repeating signal	SR. 3.16(i)
Illumination of visibility test post	SR. 3.61(i)(c)
Illustrative diagrams	SR. 3.08(i), GR. 8.16, 9.16
Indication post	SR. 15.05(11)(b)
Indicators	
- Caution	SR. 15.07(i), GR./SR. 15.09
- Point	SR. 3.49(iii)(b)(1)(2)
- Route	SR. 3.19(i),(ii),(iii)
- Shunting permitted	SR. 3.49(iv), 5.13(iii)
- Speed	GR./SR. 15.09
- Stop	GR./SR. 15.09
- Termination	GR./SR. 15.09

- Track	SR. 3.68(ii)(e)(1)
- Trap	SR. 3.49(ii)(a)
Infringement of fixed standard dimensions	GR./SR. 4.28
Inspection of	
-Commissioner of Railway Safety	SR. 15.06(iii)(6)
- Electrical ways and works	GR. 17.03
- Gauges, Signals and tools	GR. 15.13
- Patrol	SR. 15.05(i)(a)(e)
- Permanent way and works	GR. 15.04
- Points	SR. 3.68(ii)(a)(i)
- Red roundels	GR. 3.68(i)(b)
- Roof equipment by Loco Pilot	SR. 17.03(vii)
- Sighting Committee	SR. 3.26(i)
Interference with block instrument	GR. 14.03
Interlocking	GR. 1.02(30)
Intermediate Block Post	GR. 1.02,(32)
- Classification of stations	GR. 1.03(2)
Intermediate Block Stop signal	GR. 3.11
Isolation	GR. 1.02(33)
Isolator Switches & Switching post	SR. 17.02(xiii)
- Operation by Station Master	SR. 17.02(xiv)
Joint Certificate Station Master / S&T Official	SR. 3.68(vi)(4)
Joint Safety Certificate	SR. 15.06(7)
Key to Isolator Switches key man	SR. 17.02 (xiii)

- Rail fracture	SR. 6.01(ii)(c)
King Lever/Knob	SR. 9.14(i)(c)
Knowledge of rules	GR. 2.03
Learning roads	
- Loco Pilot & Guards	SR. 3.78(i), (ii)
Leaving Vehicles outside station limits	GR. 5.22
Level Crossings	GR. 1.02(35)
Level Crossing Gate	GR. 1.02(36)
Lever frame overhauling	SR. 15.06(iii)(10)(c)
Limits of speed	
- Engine running tender foremost	GR. 4.12
- Generally	GR. 4.08
- Over facing points	GR. 4.10
- While running through a station	GR. 4.11
Line Block	SR. 15.06(iii)(18), 15.06(iii)(19), SR. 15.08(ii), GR. 17.02(7) Note 2, SR. 15.24 (xxiii)
Line block cap	SR. 15.06(iii)(18)(7)(b)(ii)
Line block on suburban double line	SR. 17.09(v)
Line clear	GR. 1.02(37)
Line clear ticket	GR. 14.25
Line label line badge	SR. 3.38(vi), 3.68(ii)(d)Note
Loading of vehicles	GR. 4.28
Local power block	SR. 17.02(viii)

Locking of facing points	GR. 3.39
Locking of trailing points	SR. 3.38(ii), 3.51(vii) (b)
Loose shunting	SR. 5.20(iv)(a), (b), (c), GR/SR.5.21
Lorry working	SR. 15.18(i), 15.24(v)
- Certificate of Competency	SR. 15.22(ii)
- Conveyance by train	SR. 15.23(i)
- Conveyance of non-railway men	SR. 15.22(iv)
- Equipments	GR./SR. 15.20
- Persons authorized to place	GR./SR. 15.22(i)
- Procedure for working	SR. 15.24(xxi) to (xxiv)
- Working inside station limits	SR. 15.24(vi)
- Working in track circuited yards	SR. 15.24(iv)
Manning of engine in motion	GR. 4.20
Manning of points at non-interlocked stations	SR. 3.38(i)
Marker and signs	GR. 3.17
Marshalling	
Attaching of unit wagon	
- in passenger trains	SR. 4.34(iv)
- Cranes	GR. 4.27, SR. 4.27(ii)(a)(b)
- Damaged vehicle	SR. 4.24 (iii)
- Express/Mail train	SR. 4.34(iv)
- Four wheeler with rigid wheel base	SR. 4.34(v)
- Inspection/officers carriage in Mail/Express/Passenger trains	SR. 4.24 (i)

- Over dimensional consignment	SR. 4.28(iii)
- Position of Brake Van	GR. 4.24
- Trailers in rear of Brake Van	SR. 4.24(i)
- Trailers in rear of Brake Van in goods/mixed trains	SR. 4.24 (ii)
Material train	GR. 1.02(39), 4.62
- Dividing	SR. 4.62 (viii), 4.63(ii)
- Examination by Train Examiner	SR. 4.62(xiii)
- Pushing	SR. 4.62(vi), SR. 4.12(i)(a)
- Reception	SR. 4.62(vi)(c)
- Speed	SR. 4.62(ii)
- Stabling	SR. 4.64(i),(ii)
- Workers	SR. 4.63(i)
- Working during night	SR. 4.62 (vii)
- Written memo	SR. 4.62(xii)
Maximum Permissible Speed	
- Goods/Mixed trains	SR. 4.08(i), SR. 3.78(iii)(b)
Means of Communication	SR. 6.02(ii)(1), (iii)(1), GR. 14.01
Minimum equipment of signals at	
- Automatic single line	GR. 9.04
- Exception	GR. 3.33
- Stations with manually operated multiple aspect signaling	GR. 3.27
- Stations with two aspect signaling	GR. 3.29
More than one signal on the same post	GR. 3.22, 3.06, 3.14, 3.15
Motor lorries	SR. 15.25(xii)
Motor trolly	GR. 15.18, 15.25
- Equipment	GR./SR. 15.20
- Authorised to place	GR. 15.25(i)
- Certificate of Competency	SR. 15.25(ii)

- Responsibility of official-in-charge	SR. 15.25(iv)
- Conveyance of non-railway servants	SR. 15.25(v)
- Attachment to trains	SR. 15.25(viii)
Working	
- in Automatic Block System	SR. 15.25(x)(a)
- on single line Absolute Block System	SR. 15.25(x)(b)
- on double line Absolute Block System	SR. 15.25(xi)(a)
- Following a train/motor trolly	SR. 15.25(x)(d)
- Berthing during crossing	SR. 15.25(x)c)(1)(ii)(3)
- Track circuited areas	SR. 3.68(ii)(c)(4)(i)
- Not in use	SR. 15.25(ix)
Movement of trains against the direction of traffic in Automatic	GR. 9.13, SR. 9.13(i) to (v)
Moving of trains carrying passengers after it has been stopped at a station	GR. 4.59
neutral section	GR. 17.02(3)
- warning board	SR. 17.07(i),(ii)
Nilagiri Railway	
- Patrolling	SR. 15.05(1)(a)
- Pushing	SR. 4.12(i)(a)(1)
- Caution order-Brakesman	SR. 4.09(v)(3)
Nominated station	GR. 3.69(1), SR. 3.69(ii)(a),(b)
Non-signalled line despatch	GR./SR. 5.11
Non-signalled line reception	GR./SR. 5.10
Normal aspect of signals	GR. 3.37(2), SR. 3.37(1)
Normal setting of points	GR. 3.51(1)
notices	
- Disconnection & Reconnection	SR. 3.68(vi)(3), 15.06(i)(c)
Notice station	SR. 4.09(iii)(1)(c)

- Station Master caution order issue	SR. 4.09(iii)(2),(a),(b)
- Station Master caution order removal	SR. 4.09 (vii)
- Trains from other than Notice Station	SR. 4.09(iii)
- Station Master to be advised	SR. 15.08(i)(c)(1)
- Fortnightly notice of caution order	SR. 15.14(ii)(a)(5)
- Information of defective Gate Stop signal for issuing caution order	SR. 16.06(ii)(b)
- Traction Power Controller to advise emergency feeding	SR. 17.02(iii)(a)
Obedience to Rules and Orders	GR. 2.06
Obligation to Provide Fixed signals at stations	GR. 3.25
Observation	
- of Point indicators	SR. 3.49(iii)(b)(2)
- Post	SR. 15.18(i)(7)
Obstructed Line Reception	GR./SR. 5.09
Obstructing the Block Section	
- Class A Single Line	GR. 8.08
Obstruction	GR. 1.02(43), 6.01
- At level crossings	GR. 16.07
- Class B multiple aspect territory outside station section	GR. 8.12
- Class B two aspect territory outside station section	GR./SR. 8.11
- Outside First Stop Signal, Class B Single line	GR. 8.13
- Responsibility of Station Master	SR. 6.01(i) to (v)
- Single line, Class A station	GR. 8.07
- Single line, Class B station	GR. 8.09
- Within station section on class B single line	GR. 8.10
Obstruction on Double Line in Block Section	GR. 8.06
Obstruction on Double Line when train is Approaching	GR. 8.05
Obstruction of Running Lines	GR. 5.19
Over Head Equipment	GR. 1.02(44)
- Abnormalities	SR. 17.09(i),(ii),(iii)

- Break down	SR. 17.09(vi)
- Patrolling	SR. 17.03(i)
OHE Ladder Trolly	SR. 17.08(ii)
- Competency Certificate	SR. 17.08(viii)
- Working	SR. 17.08(iii),(iv),(v),(vi)
Oiled Rag	SR. 3.51(ii)
Opening of new works outside station limits	SR. 15.06(iii)(15)
Opening of new works within station limits	SR. 15.06(iii)(14)
Opening of Temporary diversion of Bridges	SR. 15.06(iii)(!2)
Orientation course in Automatic Block System	SR. 9.14(ii)
Outlying siding	GR. 3.35, SR. 3.35(i)
- Aspect of Stop Signals	SR. 3.37(ii)
- Disconnection	SR. 4.09(i)(1)
- Stop signal defective	SR. 3.68(iii)
Overhauling of Interlocking Lever Frame	SR. 15.06(iii),(10)(c)(ii)
Overtime payment	SR. 3.61(i)(1)(ii)
Parting	GR. 2.11(2)(d), SR. 2.11(i), GR/SR.6.08, GR. 16.08
Passenger train	GR. 1.02(45)
Patrolling of Lines	GR./SR. 5.04,15.05
- Diagram	SR. 15.05(5a)
Periodical Maintenance Schedule	SR. 17.03(iv)
Permit to work on Electrical Equipments	GR. 17.04(2)
Piloting of trains	

- At Gate Stop Signal without ‘G’ marker	SR. 3.73(iii)
- Automatic Block System	SR. 9.06(i)(c), 9.14(i)(a)
- Departure from non-signalled road	GR. 5.11(2), SR. 5.11(i)
- Loco Pilot passing Automatic Stop Signal at "ON"	SR. 9.02(iii), SR. 9.07|(i)(c)
- During engine pushing	SR. 4.12(i)(b)(ii)(11), Note
- During Total Interruption of Communication when passing through tunnels	6.02(6)(a),(b), SR. 6.02(iii)(7) SR.6.02(iv)Important Instructions
- Reception on non-signalled road/obstructed road	SR. 4.09(i)(19), GR./SR 5.10
- When detonator exploded or fusee burning	GR. 3.78(ii)(b)
- When Loco Pilot passes reception signal at "ON" without proper authority	SR. 3.80(i)
Placing of	
- Stop signals at converging junction	GR. 3.20
- Stop signals at diverging junction	GR. 3.19
Points	GR. 1.02(21), 3.51
- Damaged points	SR. 3.51(iii)
- Defective or damaged points	SR. 3.77
- Interference with points	GR. 3.51(ii)
- Maintenance of work	SR. 3.51(vii)(a)
- Manning of points at non-interlocked station	SR. 3.38(i)

- Normal setting	GR. 3.51(1)
- Putting in / Removal	GR. 15.16
- Responsibility of Station Master during failure	SR. 3.68(ii)(a)(1)
- Setting and Locking of points	GR./SR. 3.38, 3.39
- Setting and Locking of trailing points	SR. 3.51(vii)(b), 3.38(ii),(iii)
- Setting of points during crossing / precedence	SR. 5.19(ii)(a)
- Setting of points when Line Clear is granted	SR. 5.19(b)
- Spring loaded	GR. 3.50(1), (3)(a),(b),(c), SR.15.25(x)(b)(c)(ii)
- Testing of signal appliances	SR. 3.51(viii)(a)(b)
- Trap points	SR. 3.49(iii)(a), SR. 3.50(i)(a)(3)
- When points are trailed through	SR. 3.51(iv)
Points affecting movement of trains	GR. 3.38
Power Block	GR. 17.02(4)
- By Loco Pilots	SR. 17.02(vii)
- By more than one official request	SR. 17.02(xv)
- By Over Head Equipment official during Line Block	SR. 17.08(v)
- Emergency Power Block	SR. 17.02(v)
- Local Power Block	SR. 17.02(viii)
- Programmed	SR. 17.02(iv)
- Register	SR. 17.02(xii)
Precautions	
- Before commencing operation which would obstruct the line	GR. 15.08
Private Engine or Vehicles	GR. 4.66
Procedure in case of	
- Disablement/ accident of One Train Only system	GR. 13.04
Proper Running Line	GR. 4.05
Protection	
- Assistance in protection of a train	GR. 15.10
- Automatic block signalling section	GR. 9.10
- By Gateman	GR. 16.07

- By keyman	SR. 15.04(i)
- By Patrolman	SR. 15.05(6)(2)(a),(b)
- Causeway	GR. 15.05(11)(f)
- During high floods	SR. 15.05(10)(a)
- Loco Pilot experiencing slack or rough running in Automatic Block System	SR. 6.07(i)(a)
- During parting	GR. 6.08(2)
- During Total Interruption of Communication on Double line	SR. 6.02(iii)(9)
- During Total Interruption of Communication on Single line	SR. 6.02(ii)(19),20
- Engineering work in thick or foggy weather	GR. 15.07
- Fire in train	SR. 6.10(ii)
- In case of obstruction	GR. 3.62
- In One Train Only System	GR. 13.04(1)
- Stopped between stations	GR. 6.03
- Train dividing	GR. 6.09(1),(5)
- Train stopped in mid-section and subsequently able to proceed	GR. 6.05
- Train held up at First Stop Signal	GR./SR. 4.44
- Trolley protection outside station limits	SR. 15.26(ii)
- Works of short duration	GR. 15.09(1)(a),(c), SR. 15.09(iii)(c)
Provision of	
- Advanced Starter / Shunting Limit Board	GR. 3.32(1)
- Block Section Limit Board	GR. 3.32(2)
- Instruments	GR. 14.02
Putting Back signals to ON	SR. 3.36(ii)
Putting in or removing Points and Crossings	GR. 15.16
Rail fracture	SR. 6.01(i)(c)
Reception and Despatch order Book	SR. 3.38(iv)(4)
Reception of a Train	
- At non-interlocked station	SR. 3.38(vi)

- At two cabin station	SR. 3.40(ii)
- During approach Stop signal failure	GR./SR. 3.69, SR. 9.06(i)
- During thick, foggy weather	SR. 8.03(iii)
- Engine pushing	SR. 4.12
- Non-signalled/ Non-running line	GR./SR. 5.10
- Obstructed road	GR./SR. 5.09
- Prolonged failure of signals on double line automatic block section	SR. 9.12(i),
- Single line working on double line	SR. 6.02(iv), 9.12(iii) part – I
- Total interruption of communication	SR. 6.02(ii),(iii)
- Train approaching without authority to proceed or with improper authority to proceed	SR. 6.06(ii)
- When trains moved against direction of traffic in automatic section	SR. 9.13(iv)
- While approaching with T.912-A	SR. 9.12(ii)(8)
Register	
Caution order Resister	SR. 4.09(viii)(a)&(b)
Complete arrival Register	SR. 14.10(iii)
Declaration Register	SR. 5.06(i)(c),(d) & (e)
ON and OFF duty Register	SR. 4.04(ii)
Private Number Exchange Register	GR./SR. 16.03(iii)(a)(iii)(2)
Point Indicator Register	SR. 3.49(iii)(b)(1)
Power Block Register	SR. 17.02(xii)
Signal Failure Register	SR. 3.68(vi)(2)
Station Detonator Register	SR. 3.61(i)(o) & (p)
- For receipt use and testing	SR. 3.64(vi)
Train Signal Register	GR./SR. 14.07
- Arrival & Departure of night patrolman	SR. 15.05(7)(b)
- Issue of caution order	SR. 4.09(iv)(h)
- Line Block message in Train Signal Register	SR. 15.06(18)(6)
- Signal post telephone message	SR. 5.09(iii), 3.69(xi)
- Station Master incapacitated Guard to make red ink entry	SR. 14.08(ii)(1)(A)(ii)

- Train arriving with T. 1408 Guard / Loco Pilot to sign Train Signal Register	SR. 14.08(i)(4)(b)
- When running line is occupied	SR. 5.19(i)
Reporting	
Accidents by Guard and Loco Pilot	SR. 6.05(ii)
Defective Points	GR. 3.77(1)
Defects in signals	GR. 3.74, 3.85, 9.11
- Gateman	GR. 16.06(b), SR. 16.06(iii)(a)
- Guard and Loco Pilot	SR. 3.73(i),(iii)
- Station Master	GR. 3.68(1)(d)(2), SR. 3.68(vi)(1)
Fusee burning – explosion of Detonator - by Loco Pilot	GR. 3.78(2)
Loss of token by Loco Pilot	SR. 6.06(iii)
Neglect of duty	GR. 5.05
Passing Intermediate Block Stop signal at "ON" – by Loco Pilot	GR. 3.75(3)
Rough or slack running by Loco Pilot	SR. 6.07(i)(a)
Roundel breakage	SR. 3.68(vii)
Track misalignment or distortion	SR. 6.08(vii)
Reporting by any railway servant	GR. 2.11(1)(b)
Reporting by Guard and Loco Pilot when train in block section without Authority to Proceed	GR. 6.06(3)
Reporting for Duty – Guard/ Asst. Guard	SR. 4.04(i)
Report of Sighting Committee	SR. 3.26(ii)
Report of Station Master to Divisional Railway Manager	SR. 6.06(i)(b), 14.08(ii)(5)
Report of Traffic Inspector to Divisional Railway Manager	SR.6.02 (ii)(23), (iii)(13),(iv)(17) SR.9.12(i)(11), (iii)(15) (iv)(21) SR.9.12(iii) Part II(d)(iii) SR.9.12(iv)(21)Part II

Restarting Memo	
- Passing approach Stop Signal at "ON" without proper authority	SR. 3.80(i)
- Passing departure Stop Signal at "ON" without proper authority	SR. 3.81(ii)
- Train entering block section without authority to proceed	SR. 6.06(i)(a)(b)(c)(d)
Ringing of station bell	SR. 4.35(iii)(a), 5.01(ii)
Rough journal book	SR. 3.69(xi), 5.09(iii), 4.19(ii)
Rule books	
- Assistance in observance of rules	GR. 2.04
- Knowledge of rules	GR. 2.03
- Obedience to rules and order	GR. 2.06
- Supply	GR. 2.01, SR. 5.02
- Upkeep	GR. 2.02, SR. 5.02
Running line	GR. 1.02(47)
Running train	GR. 1.02(48), GR.4.25
Safety Certificate	SR. 15.06(iii)(5)
Safety radius	SR. 3.61(i)(g), 3.64(iv)(g)
Sand Hump	GR. 3.40(4), 5.19(2), 9.06(3)
Scotch Block	SR. 3.50(i)(a), 5.23(ii), 6.05(i)(b)
Securing of Gates at Level Crossing	SR. 16.02(ii)
Securing of Vehicles	GR./SR. 5.23, SR. 5.19

- Trains	SR. 6.05(i)
Security patrolling	SR. 15.05(i)(d)
Setting watch	GR. 4.03
Sheet time table	GR. 5.02(c)
Short titles	GR. 1.01(1),(2)
Shunting	GR. 1.02(49)
- Allowing of an engine on a line occupied by a passenger carrying train	SR. 5.13(iv),(v)
- Backing of trains	SR. 5.14(vii)
- Control	GR./SR. 5.13
- Crossing of three trains with two running lines	SR. 5.16(i)
- Drawing of a train to an advanced position at night	GR. 5.18
- During disconnection works	SR. 15.06(i)(d)
- Fly shunting	SR. 5.21(iii)
- Hand shunting	SR. 5.14(v), 5.19(iv), (v), . SR.5.20(i) to (vi)
- Hand signals	GR. 3.56
- In the face of an approaching train	GR./SR. 8.09
- Loose shunting	GR./SR. 5.21, SR.5.20(vii)
- Movement of an engine from and to loco shed	SR. 5.14(viii)
- Near Level Crossing	GR. 5.17
- Observing point indicator	SR. 3.49(iii)(b)(2)(g)
- Outside First Stop Signal on single line Class B	GR. 8.13
- Responsibility	GR. 5.14, SR. 5.14(i)(a)
- Shunting authorities	GR./SR. 8.15
- Shunt key	SR. 8.15(ii)(c)(2) & (3)
- Shunt metal token	SR. 8.15(ii)
- Shunting on gradient	GR. 5.20
- Single line with two aspect signals	GR./SR. 8.11
Shutting off power	GR. 4.55
Side Lamp/Light	GR. 4.15, 4.34(c), SR. 4.24(v), SR.4.41(i), 4.56(i)(c), 5.23(v), SR.6.02(i) (ii), 6.03(iii)(1)

Sighting Committee	SR. 3.26(i),(ii)
signals	
- Advanced Starter	GR. 3.10
- Failure-Duties of Station Master	GR./SR. 3.70
- Duties of Loco Pilot	GR./SR. 3.81
- Provision	GR. 3.32(1)
- Sequence of operation	SR. 3.10(i)
- Starting of train beyond Advanced Starter	SR. 3.10(ii)
- Station section single line	GR. 1.02(54),(1)(b),(2)(b)
- Shunting in the face of an approaching train	SR. 8.09(ii)
- Aspect and indication	SR. 3.01(i)(a),(b)
- Automatic Stop signal	GR. 3.12(1)(a)
- Automatic change of sequence of aspects	GR. 9.16
- Conditions to assume "OFF" aspect on double line	GR. 9.01(1)(c)(i)
- Aspect on single line	GR. 9.03(1)(f)
- Loco Pilots to report when passed at "ON"	GR./SR. 9.11
- Failures of all signals	SR. 9.12(i)
- Failure of all signals and communications	SR. 9.12(iv) Part – I & II
- Procedure to pass at "ON"	GR./SR. 9.02, 9.07
- Provision of marker	GR. 3.17(1)
- Signalling arrangement	GR. 3.12(2)
- Block Hut	GR. 1.03(2)
- Closing of Block Hut	SR. 6.02(iv)(4)
- Conditions for granting Line Clear	GR. 8.04
- Bobbing or flickering	SR. 3.74(i)
- Calling on signal	GR.3.13
- Calling on signal in Automatic section	GR. 9.14(3)
- Condition for taking "OFF"	GR. 3.45
- Defective signal	SR. 3.69(ii)(a)
- Departure signal defective	GR. 3.70(4)
- Description and indication	GR. 3.01

- Duties of Loco Pilot	GR. 3.79, SR. 3.79(1)
- Painting of signal arm	GR. 3.04
- Passing departure Stop signal at "ON"	GR. 3.81(1)(b)
- Placing of Calling – on signal	GR. 3.22
- Reception on an obstructed road	GR. 5.09 (2)(a)
- Calling out the aspects of signals by engine crew	GR.3.83
- Co-acting signal	
- Description and provision	GR. 3.15
Distant signal	GR. 3.07
- Aspect and indications	GR. 3.07(3)(4)
- Combining with Gate Stop signal and last Stop signal	GR. 3.07(7)
- Defective when Home signal fails	SR. 3.69(i)(a)
- Disconnection	SR. 15.06(ii)
- Fails in "OFF" position	GR. 3.71(1),(2),SR. 4.09(i)(19)
- Failure of Gate cum Distant	SR. 3.73(iv)
- Gate cum Distant signal without G	SR. 3.34(i)
- Inner Distant	GR. 3.07(6), SR. 3.07(i)
- Marker plate in colour light	GR. 3.17(1)
- Stopping out of course	SR. 3.48(i)
- Without light in colour light	GR. 3.74(2), SR. 3.68(i)(c)
- Fixed Stop Signal in automatic area	GR. 3.12
- Additional fixed signals	GR. 9.05
- Fixed signals in single line	GR. 9.04
Gate Stop Signal	
- Combining with Distant signal	GR. 3.07(7)
- Condition for taking "OFF"	GR. 3.44
- Loco Pilot’s responsibility	GR./SR. 3.73
- Gateman’s responsibility	SR. 16.06(ii)(c),(iii)(a)
- Station Master’s responsibility	SR. 16.06(ii)(b),(iii)(b)
- Taking "OFF" during shunting	GR./SR. 5.17
- Description and provision	GR. 3.34(1)

- Provision of ‘G’ marker	GR. 3.34(2), SR. 3.34(i),(2)
Gate Stop signal in Automatic area	
- Passing at "ON"	GR./SR. 9.15
- General use	GR. 3.01
- Home signal	GR. 3.09
- Automatic single line	GR. 9.04
- Condition for taking "OFF"	GR./SR. 3.40, GR. 9.06(1)
- Failure in Automatic	SR. 9.06(i)
- Goods Home Signal taken "OFF" for passenger train	SR. 4.05(ii)(a)
- Home signal at Intermediate Block Post	GR. 3.11
- Home signal Working Outer signal Defective	SR. 3.69(viii)
- Not to be used for shunting	GR. 3.46(1)
- Provision of single arm Home signal	GR. 3.19
- Provision of two Home signals on the same post	GR. 3.22
- Station section in two aspect single line double line	GR. 1.02(54)(1)(b), (a)
- Sopping out of course	SR. 3.48(i)
- In rear of, In advance of	SR. 3.01(i)(c),(d)
- Intermediate Block Post	GR. 1.02(31)
- Intermediate Block Signalling	GR. 1.02(32)
- Intermediate Block Stop signal	GR. 3.11
- Closing of Intermediate Block post	GR. 3.75(4), 14.14
- Procedure to pass at "ON"	GR. 3.75
- Provision of marker	GR. 3.17(1)
- Kinds	GR. 3.02
- Last Stop Signal	GR. 1.02(34)
- Authority to proceed	GR. 14.08(a)
- Calling-on signal not to be provided	GR. 3.13(2)
Conditions for taking "OFF"	
- Automatic Block System	GR. 9.06(2)
- Absolute Block System	GR. 3.42
- Failure	GR. 3.81(3), SR. 3.70(i)

- Not to be used for shunting	GR. 3.46(1)
- Station section double line	GR. 1.02(54)(1)(a),(2)(a)
- Manual Stop signal	GR. 3.12(1)(c)
- Authority to pass Home/LSS at "ON"	SR. 9.06(i)(e), 4.14(i)(a)
- Conditions for taking "off" Home	GR. 9.06(1),(3)
- Conditions for taking "off" Last Stop Signal	GR. 9.06 (2),(3)
- Minimum equipment in single line	GR. 9.04 (a)
- outer Signal	GR. 3.09(1),(2),(3)
- Conditions for taking "OFF"	GR. 3.41
- For shunting	GR. 3.46(1)
- Home signal defective Outer signal treated as defective	GR. 3.69(4)
- Outer signal defective Home signal working	GR. 3.69(viii)
- Shunting upto Outer signal	GR./SR. 8.11
- Placing and painting of arms	GR. 3.04
Reception Stop signal failure	
- Duties of Loco Pilot	GR./SR. 3.80
- Duties of Station Master	GR./SR. 3.69
- Repeating signal	GR. 3.16
- Banner type	SR. 3.16(i)
- Colour light type	GR. 3.16(5)
- Markers provided	GR. 3.17(1)
- Semaphore arm type	GR. 3.16(4)
- Routing signal	GR. 3.09(4)
- Defective	SR. 3.69(v) Note, NoteunderSR.3.69 (i)(a)
- Semi Automatic gate Stop signal	GR. 3.17, SR 9.15(i)
- Procedure to pass at "on"	GR. 9.15
- Report by Loco Pilots when ‘A’ marker light is not burning	SR. 9.15(ii)
- Semi-Automatic Stop signal	GR. 3.12(1)(b)
- Authority to pass when signals alone failed	SR 9.14(i)(a),(b)

- Functioning	SR. 9.14(i)(c)
- Procedure to pass at "ON"	GR. 9.14, SR. 9.14(i)(a)
- Provision of marker	GR. 3.17(1)
- When signals & communications have failed	SR. 9.12(ii)(8), 9.14(i)(a),(b)
- Shunt signal	GR. 3.14 (1)
- As an authority for shunting in block section	GR. 8.15
- Aspect and Indication	GR. 3.14(8)
- Failure of Shunt signal	SR. 3.68(ii)(7)(b)
- Placement	GR.3.14(3),(4)
- Position of light when placed below Stop Signal	GR. 3.14(6)
- Purpose	GR. 3.14(2),(5)
- Starter for shunting	GR. 3.46
- Substitute for shunt signals	GR. 3.14(7)
- Types of Shunt signal	GR. 3.14(8),(9) & (10)
- Vehicles to stand clear of Shunt signal	SR. 5.13(ii)
Starter signal	
- A line not provided with Starter	GR. 5.11
- Dispensing with Starter	GR. 3.33(c)
- Goods trains to Stop at Starter	SR. 4.58(ii)(a)
- Kinds of fixed Stop signals for departing trains	GR. 3.10, 9.04
- Sequence of operation	SR. 3.10(i)
- Shunting usage	GR. 3.46(2),
- Shunting when Starter is last Stop signal	SR. 8.15(ii)(c)
- Starter	GR. 3.10
- Starting of a train beyond Starter	SR. 3.10(ii)

- Stopping out of course	GR. 3.48
- Taking "off" for more than one train at a time	GR. 3.47
- Use of night signals by day	GR. 3.03
Warner signal	GR. 3.06
- Aspect and indications	GR. 3.06(5)
- Below a Stop signal failed	GR. 3.71(1)(b)
- Conditions for taking "OFF"	GR. 3.43
- Failed in "OFF"	GR. 3.71(1)(a), SR. 4.09(i)(17)
- In colour light without light	GR. 3.74(2) SR. 3.68(i)(c)
- Of Intermediate Block Stop signal failed in "off"	GR. 3.17(2)
- On a separate post in colour light marker	GR. 3.17(1)
- Provision on Class B	GR. 3.29(b)
- Stopping out of course	GR. 3.48
- Unworked Warner	GR. 3.06(8)
- Warner for Gate Stop signal	GR. 3.06(7)
- Without light	GR. 3.74
Signal Cabin	GR. 5.04
Signals at Level Crossing	GR. 3.34
Signal failure	
- Loco Pilot’s responsibility	GR./SR. 3.81
- Station Master’s responsibility	GR./SR. 3.68, 3.69, 3.70
Signal repeater	SR. 3.23(i)(b)
Single line working on Double Line	SR.6.02(iv), 9.12(iii),9.12(iv) 15.06(iii)(19)(2)
Slack / rough running	SR. 6.07(i)
Slip siding	GR./SR.3.50
- Advanced Starter protecting	SR. 3.81(i)(b)
- Points defective-procedure	SR. 3.81(i)(c)
- Shunting on gradients	GR. 5.20(a)
Snag dead end	GR. 5.19(2)
Special instructions	GR. 1.02(50)
Spectacles	GR./SR. 4.19
Sprags	GR. 5.20, 6.08(2), SR. 5.23(vii), SR.6.05(i), 6.10(i)

Sounding of Engine whistle	GR. 4.50
Standard time	SR. 4.01
Starting a train	GR./SR. 4.30, 4.31, 4.32, 4.33, 4.34, 4.35
Starting and stopping of trains	GR. 4.49
Starting Permit	SR. 3.10(iii), 5.01(a)(2), 5.12(i)
station diary	SR. 5.23(v), 15.05(7)(b)
- Arrival and departure of patrolman at flag stations.	SR. 15.05(7)(b)
- Handing over caution order	SR. 4.09(vii)(2)
- Handing over when block section is occupied	SR. 14.07(i)(c)
- Obstruction of running line	SR. 5.19(i), 5.23(v)
- One train only system	SR. 13.03(iii)
- Signal inspection to test signal	SR. 3.51(viii)(a), (b)
- Signal roundels breakage	SR. 3.68(i)(b)
- Testing of signals	SR. 3.36(i)(b)
Station limit	GR. 1.02(52)
Station section	GR. 1.02(54)
Station section post	Note Under GR. 1.02(54)
Station Working Rules	GR./ SR. 5.06
- Condition for Taking "OFF" signals	SR. 3.40(i)
- Ensuring complete arrival or run through train	SR. 14.10(iii)(c)
- Jurisdiction of station yard	SR. 3.40(ii)(6)
- Movement of electric rolling stock on unwired track	SR. 17.02(ii)
- Programmed Power Block	SR. 17.02(iv)
- Shunting in automatic area	SR. 9.13(v)
- Shunting in the face of an approaching train	SR. 8.09(ii)
- Signal post telephone procedure	SR. 3.69(xi), 5.09(iii)
- Special Class station	SR. 1.03(i)
- Terminal yard	SR. 3.38(iii)

- Working of slip siding points when defective	SR. 3.81(i)(c)
Stoppage of trains out of course	GR./SR. 3.48
Subordination of guards at stations	GR. 4.37
Subsidiary rule	GR. 1.02(55)
Supply of rule book	GR. 2.01, 5.02
Supply of working time table	GR. 4.07
System of working	GR. 1.02(56), GR. 7.01
Tail board of tail lamp	GR./SR. 4.16
Tail & side lights	GR. 4.15
Taking alcoholic drinks	GR./SR. 2.09
Temporary neutral section	SR. 17.07(ii),(iii)
Testing of telephone sockets	SR. 17.03(iii)
Time of attendance for train crew	GR.4.04
Time of running for lorry	GR. 15.24
Token lost on run	GR. 6.06(3), SR. 6.06(iii)
Total interruption of communications on single line & double line	SR. 6.02(ii)&(iii)
Total interruption of communications when single line working on double line	SR. 6.02(ii)
Tower Wagon	GR. 17.08
- Speed	SR. 17.08(i)
Track circuit	GR. 1.02(57), 9.01, 9.03, 14.01 SR.6.02(ii) &(iii)
- Failure	SR. 3.68(ii)(c)(1)to(4) (6)&(7)
Track indicator	SR. 3.68(ii)(c)(1)
Track maintenance machine	GR./SR. 4.65

Traffic Block	GR. 17.02(2), SR. 17.09(v)
Traffic Block-Emergency	SR. 17.09(iv)
Train held up at First Stop signal	GR. 4.44, SR.3.69(xi)
Train Message Book	SR. 14.08(i),3(a), SR.15.06(iii)(18)(6)
Trains unusually delayed	GR./SR. 6.04
Transmission of signals	GR. 14.05, 14.15
Travelling crane	GR./SR. 4.27
Tripping of circuit breakers of Locomotives & EMUs at neutral section	GR. 17.07, SR. 17.07(i), (ii) & (iv)
Trolley	
- Certificate of competency	SR. 15.22(ii)
- Conveyance by train	SR. 15.23(i)
- Conveyance of non-railway men	SR. 15.22(iv)
- Equipment	GR./SR. 15.20
- Following one another	SR. 15.24(xix)
- Persons authorised to place	GR. 15.22, SR. 15.22(i)
- Protection	SR. 15.26(i),(ii)
- Speed	SR. 15.24(xx)
- Working in Automatic Block sections	SR. 15.24(iii)
- Working on form T.1524 – B during night	SR. 15.24(ii)
- Working in track circuited yards	SR. 15.24(iv)
- Working under block protection	SR. 15.24(i)(a)(b)&(c), SR15.24 (x) & (xi)
- Working under caution order protection	SR. 15.24(i)(a),(b) SR.15.24(xii)&(xiii)
- Working without block or caution order protection	SR. 15.24(i)(b)
Two cabins reception & despatch	SR. 3.40(ii)

Unsafe condition of bunds of tanks or rivers	SR. 6.07(ii)
Unwired track	SR. 17.02(i)
Upkeep of the copy of rules	GR. 2.02
Use and operation of Block Working Equipment	GR. 14.26
Use of One Train Only System	GR. 13.01
Vehicles escaping from station	GR./SR. 6.11
Visibility test object	GR./SR. 3.61(i)(a)
Visibility test post	SR. 3.61(i)(c)
Warning to staff and public	GR. 17.05
Whistle code	SR. 4.50(i)
Works of long duration	SR. 15.09(iv)
Works of short duration	SR. 15.09(i),(ii) & (iii)
Work in thick, foggy or tempestuous weather	SR./SR. 15.07
Work involving danger to trains or traffic	GR. 15.06
Writing and signing of messages and written authorities to proceed	GR. 14.19
Zero adequate distance	SR. 3.38(iii)

INDIAN RAILWAYS

(Open Lines)

GENERAL RULES (1976)

together with the

SUBSIDIARY RULES AND APPENDIX

of the

SOUTHERN RAILWAY

(Code : GRS)

(Reprinted in 1999)

(*Incorporated Corrections upto CM No. 2/2013 dated 04.06.2013*)

(for the guidance of Railway Servants)