# 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.**

***SR.13.03 :***

*(i) A wooden staff with brass plate/ badge showing the names of the stations to which it refers shall be kept at the base station.*

*(ii) The wooden staff/ badge prescribed in sub-Rule (i) above shall be the sole authority for a train to enter the section and the Loco Pilot of a train shall not leave the station until he has this wooden staff/ badge in his possession.*

*(iii) The Station Master on duty shall before allowing a train to leave the station, hand over the wooden staff/ badge to the Guard who shall personally hand over the same to the Loco Pilot of the train.*

*(iv) On arrival of the train back at the base station, the Loco Pilot shall return the wooden staff/ badge to the Station Master on duty who shall be responsible to keep it in safe custody.*

*(v) The wooden staff/ badge shall be kept under lock and key in a box with a glass top by the Station Master on duty and while making over charge a specific entry in the station diary shall be made indicating where the staffs/ badge is i.e. in the box provided for the purpose or with the Loco Pilot of a train.*

*(vi) If the wooden staff/ badge is lost, the Station Master on duty shall at once report the matter to the Sr Divisional Operating Manager or Sr. Divisional Safety Officer for replacement and until the wooden staff/ badge is replaced, issue a written authority in manuscript to the Loco Pilot. A separate, serially numbered, written authority must be used for each train in the following form:-*

*From the Station Master to the Loco Pilot of_____on_____*

*Due to the loss of the wooden staff/ badge for the section_____to_____*

*you are hereby authorized to proceed to_____On arrival at_____you must hand over this authority to the Station Master on duty.*

_____
*Signature of Station Master*
*Station Stamp*

*(vii) On receipt of the authority from the Loco Pilot, the Station Master at the base station should file the authority for record purpose as in the case of normal train record. The Station Master at the base Station shall issue a fresh authority on the aforesaid prescribed form for starting a train.*

*(viii) If the lost wooden staffs/ badge are found by the Station Master after the dispatch of a train on a written authority in manuscript, it should be again brought into use after the corresponding train has returned to the base station with written manuscript authority. If the staff is found prior to starting of a train on a written authority in manuscript, the staff may be used and the written authority personally destroyed by the Station Master.*

*(ix) When a lost wooden staff/ badge is replaced by the Sr Divisional Operating Manager Or Sr. Divisional safety Officer it should be distinguished from the original by the word Duplicate. If the original staff/ badge is subsequently found it may be brought into use and the duplicate one returned to the Divisional Office. Relevant entries to the effect must be made in the Station Diary.*

## 13.04. PROCEDURE IN CASE OF ACCIDENT OR DISABLEMENT ON THE ONE TRAIN ONLY SYSTEM –

**(1) (a) If the train becomes disabled and requires assistance or if an accident occurs which renders it impossible for the train to proceed, the train shall be protected in accordance with the provisions of Rule 6.03 in the direction from which assistance, if necessary, is being obtained.**

**(b) The Guard of the train shall convey advice of the circumstances under which the train has become disabled and is not able to proceed, to the Station Master of the station from which assistance can best be obtained, and if it is necessary for such Guard to proceed to such station, he shall instruct the Loco Pilot in writing to keep the train stationary until his return, and obtain his written acknowledgment.**

**(2) (a) Such Station Master, if he is not the Station Master of the base station, shall communicate this information to the Station Master of the base station. On receipt of such information, the Station Master of the base station may allow another engine to enter the line.**

**(b) The engine so sent shall either be accompanied by the Guard of the disabled train, who shall explain to the Loco Pilot where and under what circumstances the disabled train is situated, or the Loco Pilot of the engine so sent shall be given a written authority, containing such instructions as to where and under what circumstances the disabled train is situated and such other particulars as may be necessary to enter the line unaccompanied by the Guard of the disabled train.**

**(3) The Guard of the disabled train shall be responsible for the safe and proper working of the line until the disabled train has been moved and any other engine sent to the assistance of the disabled train has been returned to the base station.**

**(4) If there is no Guard of a disabled train, the Assistant Loco Pilot or, if necessary the Loco Pilot shall perform the duties imposed by this rule on the Guard, provided that the engine is not left unmanned in terms of Rule 4.20.**

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