



INDIAN RAILWAYS GENERAL RULES 1976

**FOR ALL OPEN LINES OF INDIA
ADMINISTERED BY
THE GOVERNMENT**

TOGETHER WITH

**SUBSIDIARY RULES AND
APPENDICES
OF**

EAST CENTRAL RAILWAY

(Reprinted Embodying Amendment Slips upto 27)

(Reprinted Edition – 2018)

PREFACE

A new edition of the General and Subsidiary Rules was necessary as 27 Amendment Slips had already been issued since the first edition of General and Subsidiary Rules book was issued in the year 2005. Over the last 12 years, there has been lots of changes in the system of working mainly due to modernization and adoption of new and improved technology. Installation of improved Signalling system with BPAC and Track circuiting etc. has led to a need for change in the Systems of Working. The stipulations made under General and Subsidiary Rules are, therefore, required to be such that the same can adopt the changes of Technology.

This General Rule & subsidiary Rule book of East Central Railway contains both General Rules for open lines of Railways framed under section 47 of the Railways act 1989 (24 of 1989) as published under Railway Board's notification and Subsidiary Rules/Special Instructions of East Central Railway issued on the authority of the Principal Chief Operations Manager under provision of General Rules.

The General Rules are printed in Bold letters while the Subsidiary Rules are printed in italics and further distinguished by the letter SR. The Subsidiary Rules must be read in conjunction with General Rules and are equally binding on the staff.

Every Railway Servant is bound by the terms of his employment to obey the General and Subsidiary Rules in force on the Railway upon which he is employed.

Every Railway Servant must make himself thoroughly acquainted with the Rules pertaining to his duties and he will be held responsible for knowledge and compliance with all the Rules concerning his functions.

If any amendment or alteration is made subsequent to the publications of this book, the same shall be kept pasted as the correction slips and that will be of equal binding similar to General and Subsidiary Rules.

No order contained in this book shall be varied, superceded or suspended except under the express authority of the Authorised officer in writing and no Railway Servant of the Administration shall be excused for neglect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 an abeyance or disuse nor shall ignorance of a Rule be accepted as a justifiable plea for disregarding it.

All orders and instructions issued in this book shall be considered as confidential and shall be communicated only to such of the Servants of the Administration as they concern. Communication pertaining to the business of the Railway shall never be given up or shown to the public without special instructions.

This book is the property of East Central Railway and shall be surrendered to the Railway Administration by the staff before leaving the Railway Service.

Hajipur
1st November 2018

(Salil Kumar Jha)
Principal Chief Operations Manager

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(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 signaling 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 Accident Committee, 1962, and the Railway Accident 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 emphasized the need for keeping the basic complexion of rules 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 of 1971 – 72 the Commission stated that a wholesale revision and re-arrangement of the rules which formed the basis of train working and safety 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 Accident Committee 1962, and the Railway Accident 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 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 Design standard Organisation, the Commission of Railway Safety, Railway Staff College, Vadodra, Indian Railway institute of Signal Engineering and Telecommunications, Secunderabad, Indian Railways Institute of Advance Track Technology, Pune, Indian Railway 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 Administration, 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 with Notification No. 69-RR/4 of this days 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 several Railways not administered by the Government and that the Heads of Railways 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.

ORDERS:- 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 of 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.

**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.

Chairman Railway Board, Secretaries, Ministries of Communications; Defence; Home Affairs; Law; Justice and Company Affairs; Petroleum, Shipping and Transport; and Tourism and Civil Aviation; Agriculture; Surface Transport and Human Resources.

The Chief Secretaries to the Governments of Andhra Pradesh, Assam, Bihar, Delhi, Goa, Gujarat, Haryana, Himachal Pradesh, Jammu and Kashmir, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Manipur, mghalaya, Nagaland, Orissa, Punjab, Rajasthan, Sikkim, Tamil Nadu, Tripura, Uttar Pradesh, West Bengal, Chhattisgarh, Jharkhand and Uttrakhand.

The Chief Secretaries, Administration of Andaman and Nicobar, Arunachal Pradesh, Chandigarh, Dadra and Nagar Haveli, Daman and Diu, Lakshadweep, Minicoy and Amindivi, Mizoram and Pondicherry.

Additional Deputy Comptroller and Auditor General of India (Railways) and Ex-officio Director of Railway Audit.

The Chief Commissioner of Railway Safety,

The Commissioner of Railway Safety, Central, Eastern, Northern, North Eastern, Southern, Southern, South Eastern, Western and Northeast Frontier Circles,

The General Managers, Central, Eastern, Northern, North Eastern, Northeast Frontier, Southern, South Central, South Eastern, Western, West Central, North Central, East Central, South East Central, East coast, South Western and North Western Railways.

The General Managers, Chittaranjan Locomotives Works, Diesel Locomotive Works and Integral Coach Factory.

The General Manager, Metro Railways, Kolkata.

The Chief Administrative officers, Metropolitan Transport projects (Railways), Mumbai, Delhi and Chennai.

The Director General, Research Design and Standard Organisation, Lucknow.

The Principals, Indian Railway Institute of Advanced Track Technology, Pune, Indian Railway Institute of Mechanical and Electrical Engineering, Jamalpur, Indian Railway Institute of Signal Engineering and Telecommunications, Secunderabad and Railway Staff College Vadodara, Principals all ZRTI.

The Chairman, Mumbai Port Trust Railway, Kolkata Port Trust Railway, Kandala Port Trust Railway, Chennai Port Trust Railway and Visakhapatnam Port Trust Railway.

The General Managers, Konkan Railways and Central Provinces Railways Company Limited.

The Chairman, Railway Recruitment Board, Allahabad, Mumbai, Kolkata, Chennai, Patna, Ranchi, Bhubaneswar etc.

The Chairman, Railway Rates Tribunal.

The Secretary, Indian Railway Conference Association.

The Director, National Archives of India.

The Librarians, Central Secretariat Library, National Library, Kolkata, Parliament Library and Railway Board Library.

The Superintended Library and Research, Ministry of Law Justice and Company Affairs.

Vice Chairman, CAT, RCT.

Managing Director – RITES, IRCON, CONCOR.

CONTENTS OF THE BOOK

Rule	Subject	Pages
------	---------	-------

CHAPTER- I

PRELIMINARY

1.01	Short title and commencement	1
1.02	Definitions	1
1.03	Classification of stations	7

CHAPTER - II

RULES APPLYING TO RAILWAY SERVANTS GENERALLY

2.01	Supply of copies of rules	9
2.02	Upkeep of the copy of rules	9
2.03	Knowledge of rules	9
2.04	Assistance in observance of rules	10
2.05	Prevention of trespass, damage or loss	10
2.06	Obedience to rule and orders	10
2.07	Attendance for duty	10
2.08	Absence from duty	10
2.09	Taking alcoholic drink, sedative, narcotic, stimulant drug or preparation	11
2.10	Conduct of railway servants	11
2.11	Duty for securing safety	11

CHAPTER- III

SIGNALS

A. GENERAL PROVISIONS

3.01	General use of signals	14
3.02	Kinds of signals	14
3.03	Use of night signals by day	14
3.04	Placing of signals and signal arms; painting of signal arms	14

B. DESCRIPTION OF FIXED SIGNALS

3.05	Use of fixed signals	15
3.06	Description of Warner signals and their indications	15
3.07	Description of Distant signals and their indications	18

E.C.RAILWAY

Rule	Subject	Pages
3.08	Description of Stop signals and their indications	21
3.09	Kinds of fixed stop signals for approaching trains	24
3.10	Kinds of fixed stop signals for departing trains	25
3.11	Intermediate Block Stop signal	25
3.12	Kinds of fixed stop signals in Automatic Block territories	25
3.13	Calling-on signals	26
3.14	Shunt signals	28
3.15	Co-acting signals	31
3.16	Repeating signals	31
3.17	Distinguishing markers and signs for signals	34
3.18	Signals out of use	37
3.19	Placing of Stop signals at diverging junctions	37
3.20	Placing of Stop signal at converging junctions	38
3.21	Signals on bracket post or signal bridge or gantry	38
3.22	Placing of more than one signal on the same post	38
3.23	Electric repeater	38
3.24	Back – lights	38

C. EQUIPMENT OF SIGNALS

3.25	Obligation to provide fixed signals at stations	39
3.26	Commissioning of fixed signals	39
3.27	Minimum equipment of fixed signals at stations provided with manually operated multiple aspect-aspect signaling	40
3.28	Minimum equipment of fixed signals at stations provided with Modified lower quadrant signaling	40
3.29	Minimum equipment of fixed signals at other stations provided with Two- aspect signaling	40
3.30	Additional fixed signals at stations generally	40
3.31	Signals at class 'D' stations	42
3.32	Provision of an advanced starter, Shunting limit Board or Block Section Limit Board	43
3.33	Exceptions to Rules 3.27, 3.28, 3.29 and 3.32	44
3.34	Fixed signals at level crossings	44
3.35	Protection and working of points of outlying sidings	44

Rule	Subject	Pages
------	---------	-------

D. WORKING OF SIGNALS AND POINTS

3.36	Fixed signals generally	44
3.37	Normal aspect of signals	47
3.38	Points affecting movement of train	47
3.39	Locking of facing points	48
3.40	Conditions for taking 'OFF' Home signal	50
3.41	Conditions for taking 'OFF' Outer signal	51
3.42	Conditions for taking 'OFF' last stop signal or Intermediate Block Stop signal	51
3.43	Conditions for taking 'OFF' Warner signal	52
3.44	Conditions for taking 'OFF' Gate Stop signal	52
3.45	Conditions for taking 'OFF' Calling-on signal	52
3.46	Use of fixed signals for shunting	52
3.47	Taking 'off' signals for more than one train at a time	52
3.48	Stoppage of trains out of course at stations provided with Two-aspect signaling	52
3.49	Care and lighting of signal lamps	53
3.50	Traps, Slip sidings and Catch sidings	54
3.51	Points	55

E. HAND SIGNALS

3.52	Exhibition of hand signals	56
3.53	Stop hand signal	56
3.54	Proceed hand signal	57
3.55	Proceed with caution hand signal	58
3.56	Hand signal for shunting	59
3.57	Banner flags	62
3.58	Knowledge and possession of hand signals	62

F. DETONATING SIGNALS

3.59	Description of detonating signals	63
3.60	Method of using detonators	63
3.61	Placing of detonators in thick, foggy or tempestuous weather Impairing visibility	63
3.62	Placing of detonators in case of obstruction	74
3.63	Replacement of detonators on the line	74
3.64	Knowledge and possession of detonators	74

Rule	Subject	Pages
------	---------	-------

G. FLARE SIGNALS

3.65	Description of flare signals	76
3.66	Use of flare signals	76
3.67	Knowledge and possession of flare signals	76

H. DEFECTIVE FIXED SIGNALS AND POINTS

3.68	Duties of Station Master generally when a signal is defective	77
3.69	Duties of Station Master when an approach Stop signal is defective	80
3.70	Duties of Station Master when a departure Stop signal is defective	82
3.71	Warner or Distant signals defective in 'off' position	83
3.72	Warner not to be used when Stop signal is defective	84
3.73	Passing of a Gate Stop signal at 'on'	84
3.74	Absence of a fixed signal or a signal without a light	84
3.75	Passing of Intermediate Block Stop signal at 'on'	85
3.76	Intimation to officials when defect remedied	87
3.77	Defective or damaged points etc.	87
3.78	Duties of engine crew in respect of signals	88
3.79	Duties of Loco Pilot in respect of a Calling-on signal	90
3.80	Duties of Loco Pilot when an approach Stop signal is 'on' or defective	92
3.81	Duties of Loco Pilot when a departure Stop signal is 'on' or defective	92
3.82	Permission before entering on or crossing a running line	92
3.83	Assistance of the engine crew regarding signals	93
3.84	Duties of Loco Pilot as to signals when two or more engines are attached to train	93
3.85	Reporting of defects in signals	94

CHAPTER - IV

WORKING OF TRAINS GENERALLY

A. TIMING AND RUNNING OF TRAINS

4.01	Standard time	95
4.02	Adherence to advertised time	95
4.03	Setting watch	95
4.04	Time of attendance for train crew	95
4.05	Proper running line	95
4.06	Direction of running line	95
4.07	Supply of Working Time Table and Schedule of Standard Dimensions	95

Rule	Subject	Pages
------	---------	-------

B. SPEED OF TRAINS

4.08	Limits of speed generally	96
4.09	Caution Order	96
4.10	Limits of speed over facing points	105
4.11	Limits of speed while running through stations	105
4.12	Engine Pushing	106
4.13	Limits of speed with engine tender foremost	106

C. EQUIPMENT OF TRAINS AND TRAIN CREW

4.14	Head Lights and Marker lights	107
4.15	Tail and side lights	108
4.16	Tail Board or Tail Lamp	109
4.17	Responsibility of Station Master regarding Tail Board or Tail Lamp of Passing trains	110
4.18	Means of communication	112
4.19	Guard's and Loco Pilot's equipment	112
4.20	Manning of engine in motion	114
4.21	Driving an electric train	115
4.22	Riding on engine or tender	122
4.23	Brake-vans	123
4.24	Position of brake-van on train	125
4.25	Guards	125
4.26	Couplings	127

D. VEHICLES AND CRANES

4.27	Cranes	127
4.28	Loading of vehicles	127
4.29	Damaged or defective vehicles	129

E. PRECAUTIONS BEFORE STARTING TRAINS

4.30	Loco Pilot and Guard to examine notices before starting	131
4.31	Examination of train before starting	132
4.32	Examination of train by Loco Pilot	133
4.33	Examination of single and multiple units by Loco Pilot	134
4.34	Duties of Guard when taking over charge of a train	135

E.C.RAILWAY

Rule	Subject	Pages
4.35	Starting of trains	135
4.36	Guard to be in-charge of train	137
4.37	Subordination of Guards in station limits	138
4.38	Fireman and Assistant Loco pilots to obey Loco pilots	138
4.39	Loco pilot to obey certain orders	138

F. DUTIES OF STAFF WORKING TRAINS DURING JOURNEY

4.40	Loco pilot and Fireman or Assistant Loco pilot to keep a good look-out	138
4.41	Loco pilot and Fireman or Assistant Loco pilot to look back	138
4.42	Exchange of signals between Loco pilot, Guard and station staff	138
4.43	Guard to keep a good look-out	141
4.44	Trains held up at first Stop signal	141
4.45	Attracting attention of Loco pilot	141
4.46	Assistance from Guard's hand brake	142
4.47	Application of Guard's hand brake	142
4.48	Permission of Guard to detach engine from train	142
4.49	Starting and stopping of train	142
4.50	Sounding of engine whistle	142
4.51	Bell signals between Loco pilot and Guard	146
4.52	Throwing out water, fire or cinders	146
4.53	Hose or water crane	146
4.54	Passengers	146

G. DUTIES OF STAFF ON ARRIVAL

4.55	Shutting off power	146
4.56	Guard to see that train is stopped clear of fouling marks	146
4.57	Detaching engine	147
4.58	Loco pilot to see that train is stopped clear of fouling marks	147
4.59	Moving of train carrying passengers after it has been stopped at a station	148
4.60	Guard not to leave train till handed over	148
4.61	Loco pilot not to leave engine when on duty	148

H. WORKING OF MATERIAL TRAINS

4.62	Working of a material train in a block section	148
4.63	Workers on material train	150
4.64	Protection of material train when stabled	150
4.65	Working of track maintenance machines	151

Rule	Subject	Pages
-------------	----------------	--------------

I. PRIVATE ENGINE AND VEHICLES

4.66	Private engine and vehicles	167
-------------	-----------------------------	-----

CHAPTER - V

CONTROL AND WORKING OF STATIONS

5.01	Responsibility of the Station Master for working	168
5.02	Supply of copies of the rules and distribution or exhibition of other documents	180
5.03	Obedience to orders and keeping of books and returns	180
5.04	Signal Cabins	180
5.05	Report of neglect of duty	181
5.06	Station Working Rules	181
5.07	Forms	182
5.08	Access to and operation of equipment	182
5.09	Reception of a train on an obstructed line	183
5.10	Reception of a train on a non-signaled line	183
5.11	Departure of a train from non-signaled line	184
5.12	Departure of a train provided with a common departure signal	185
5.13	Control of shunting	185
5.14	Responsibility for shunting	186
5.15	Shunting at stations under Centralized Traffic Control	188
5.16	Shunting during reception of trains	188
5.17	Shunting near level crossing	188
5.18	Drawing of a train to an advanced position at night or in thick, foggy or tempestuous weather impairing visibility	188
5.19	Obstruction of running line	189
5.20	Shunting on gradients	191
5.21	Loose shunting	192
5.22	Leaving vehicles in sidings outside station limits	192
5.23	Securing of vehicles at stations	192

Rule	Subject	Pages
-------------	----------------	--------------

CHAPTER - VI

ACCIDENTS AND UNUSUAL OCCURRENCES

6.01	Accident or obstruction	195
6.02	Working in case of accident or failure of communications	195
6.03	Protection of trains stopped between stations	209
6.04	Trains unusually delayed	213
6.05	Sending advice of accident or break down	214
6.06	Train in a block section without authority to proceed	216
6.07	Report of conditions likely to affect running of trains to Controller or Centralized Traffic Control Operator	216
6.08	Train parting	217
6.09	Portion of train left in a block section	219
6.10	Fire	221
6.11	Vehicles escaping from station	223

CHAPTER - VII

SYSTEM OF WORKING

7.01	System of Working	224
7.02	Applicability of General Rules referring to the working of signals and trains	224

CHAPTER - VIII

THE ABSOLUTE BLOCK SYSTEM

A. ESSENTIALS

8.01	Essentials of the Absolute Block System	225
-------------	---	-----

B. CONDITIONS FOR GRANTING LINE CLEAR

8.02	Conditions for granting line clear at a class 'A' station	225
8.03	Conditions for granting line clear at a class 'B' station	225
8.04	Conditions for granting line clear at a class 'C' station	227

C. OBSTRUCTION – DOUBLE LINE

8.05	Obstruction on double line at a block station when a train is approaching	227
8.06	Obstruction on double line in the block section	227

Rule	Subject	Pages
------	---------	-------

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	228
8.08	Obstructing the block section at a class 'A' station on single line	228

D-2. CLASS 'B' STATIONS

8.09	Obstruction in the face of an approaching train at a class 'B' station on single line	228
8.10	Obstruction within station section at a class 'B' station on single line	229
8.11	Obstruction outside station section at a class 'B' station single line station Equipped with two-aspect signals	229
8.12	Obstruction outside station section at a class 'B' single line station Equipped with manually operated multiple –aspect signals	229
8.13	Obstruction outside the first Stop signal at a class 'B' station on single line	229

E. GENERAL PROVISIONS

8.14	Block back or Block forward	229
8.15	Authority for shunting or obstruction in block section	230
8.16	Illustrative diagrams	232

CHAPTER - IX

THE AUTOMATIC BLOCK SYSTEM

A. RULES APPLICABLE TO DOUBLE LINE

9.01	Essentials of the Automatic Block System on double line	247
9.02	Duties of Loco pilot and Guard when an automatic Stop signal On double line is to be passed at 'on'	248

B. RULES APPLICABLE TO SINGLE LINE

9.03	Essentials of the Automatic Block System on single line	250
9.04	Minimum equipment of fixed signals in Automatic Block territory on single line	251
9.05	Additional fixed signals in Automatic Block territory on single line	252
9.06	Conditions for taking 'off' Manual Stop signals in Automatic Block Territory on single line	252
9.07	Duties of Loco pilot and Guard when an Automatic Stop signal on single Line is to be passed at 'on'	253
9.08	Person in charge of working trains on Automatic Block System on single line	254

Rule	Subject	Pages
-------------	----------------	--------------

C. RULES APPLICABLE TO BOTH DOUBLE AND SINGLE LINES

9.09	Working of trains on Centralized Traffic Control territory	255
9.10	Protection of train stopped in an Automatic block signaling section	255
9.11	Loco pilot to report failures	256
9.12	Procedure during failure of Automatic signaling	256
9.13	Movement of trains against the direction of traffic on the Automatic Block System	270
9.14	Procedure when Semi-Automatic Stop signal is 'on'	271
9.15	Passing a gate Stop signal at 'on' in Automatic signaling territory	271
9.16	Illustrative diagrams	272

CHAPTER - X

THE FOLLOWING TRAINS SYSTEM

10.01	Essentials of the following Trains system	273
10.02	Report to the Commissioner of Railway Safety	273
10.03	Conditions to be observed in working trains on the following Trains System	273
10.04	Delivery of authority to proceed to Loco pilot or Guard on the following Trains System	274
10.05	Authority to proceed on the Following Trains System	274
10.06	Responsibility as to proper preparation of authority to proceed on the Following Trains System	274
10.07	Obstruction in face of approaching train or train on the Following Trains System	275
10.08	Cessation of working on the Following Trains System	275
10.09	Protection of Trains on the Following Trains System	275

CHAPTER - XI

THE PILOT GUARD SYSTEM

11.01	Essentials of the Pilot Guard System	276
11.02	Conditions to be observed for following trains on the Pilot Guard System	276
11.03	Pilot Guard's dress or badge	276
11.04	Pilot Guard to accompany train or give authority to proceed	276
11.05	Pilot Guard's Tickets	276
11.06	Protection of trains on the Pilot Guard System	276

Rule	Subject	Pages
-------------	----------------	--------------

CHAPTER - XII

THE TRAIN STAFF AND TICKET SYSTEM

12.01	Essentials of the Train –staff and Ticket System	277
12.02	System where applicable	277
12.03	Conditions to be observed for following trains on the Train-staff and Ticket System	277
12.04	Loco pilot to have Train-staff or Train-staff Ticket	277
12.05	Train-staff or Train-staff Ticket: by whom to be delivered to Loco pilot	277
12.06	Train-staff or Train-staff Ticket: when to be delivered to Loco pilot	277
12.07	Train-staff to kept on engine	278
12.08	Trains not to be started until Train-staff returned	278
12.09	Train-staff or Train-staff Ticket to be given up and Ticket to be cancelled on arrival of train	278
12.10	Procedure when engine is disabled on the Train-staff and Ticket System	278
12.11	Train-staff Tickets: how kept	278
12.12	Train-staff: how kept	279
12.13	Distinguishing marks on Train-staff Tickets and boxes	279
12.14	Form of Train-staff Ticket	279
12.15	Record of Train-staff Ticket issued	279
12.16	Obstruction outside the Home signal	279
12.17	Protection of trains on the Train-staff and Ticket System	279

CHAPTER - XIII

THE ONE TRAIN ONLY SYSTEM

13.01	Use of the One Train Only System	280
13.02	Essentials of the One Train Only System	280
13.03	Authority to enter the section	280
13.04	Procedure in case of accident or disablement on the One Train Only System	281

Rule	Subject	Pages
------	---------	-------

CHAPTER - XIV

BLOCK WORKING

A. GENERAL PROVISION

14.01	Means of granting or obtaining Line Clear	282
14.02	Provision of instruments	283
14.03	Consent required before interfering with Block working equipment	283

B. BLOCK STATIONS AT WHICH ELECTRICAL BLOCK INSTRUMENTS, TRACK CIRCUITS OR AXLE COUNTERS ARE PROVIDED

14.04	Certificate of competency	283
14.05	Bell code	284
14.06	Acknowledgment of signals	285
14.07	Train Signal Register	285
14.08	Authority to proceed	286
14.09	Loco pilot to examine authority to proceed	287
14.10	Conditions for closing the block section	287
14.11	Responsibility of Station Master as to authority to proceed	288
14.12	Special responsibility as to electrical token instruments and to the token	289
14.13	Failure of electrical block instruments or track circuits or axle counter	289
14.14	Closing of Intermediate Block Post	289

C. BLOCK STATIONS AT WHICH ELECTRICAL BLOCK INSTRUMENTS ARE NOT PROVIDED

14.15	Transmission of signals	290
14.16	Train Signal Register	290
14.17	Forms for messages and written authority to proceed	290
14.18	Distinction of messages	290
14.19	Writing and signing of messages and written authorities to proceed	290
14.20	Completion of messages	290
14.21	Preservation of messages and written authorities to proceed	290
14.22	Cancellation of Line Clear	291
14.24	Loco pilot to have authority to proceed: when to be given to Loco Pilot.	291

Rule	Subject	Pages
------	---------	-------

D. LINE CLEAR TICKETS

14.25	Line Clear Tickets	291
--------------	--------------------	-----

E. USE AND OPERATION OF BLOCK WORKING EQUIPMENT

14.26	Use and operation of block working equipment	291
--------------	--	-----

CHAPTER - XV

PERMANENT WAY AND WORKS

A. RAILWAY SERVANTS EMPLOYED ON THE PERMANENT WAY OR WORKS

15.01	Condition of Permanent Way and Works	292
15.02	Maintenance of line	292
15.03	Keeping of material	292
15.04	Inspection of Permanent Way and Works	292
15.05	Patrolling of lines	296
15.06	Works involving danger to trains or traffic	296
15.07	Work in thick, foggy or tempestuous weather impairing visibility	300
15.08	Precautions before commencing operations which would obstruct the line	301
15.09	Showing of signals	305
15.10	Assistance in protection of trains	309
15.11	Gangmate in each gang	309
15.12	Knowledge of signals and equipment of gang	309
15.13	Inspection of gauges, signals, tools and implements	309
15.14	Responsibility of Gangmate as to safety of line	309
15.15	Blasting	309
15.16	Putting in or removing points or crossings	310
15.17	Duties of Gangmate and Gangman when apprehending danger	310

B. THE WORKING OF LORRIES, TROLLEYS AND MOTOR TROLLEYS

15.18	Distinction between trolley, lorry and motor trolley	311
15.19	Red flag or light to be shown	315
15.20	Equipment of trolley, lorry and motor trolley	316

E.C.RAILWAY

Rule	Subject	Pages
15.21	Efficient brakes	316
15.22	Qualified person to be in charge of lorry or trolley when on the line	316
15.23	Attachment to train prohibited	324
15.24	Time of running	324
15.25	Motor Trolley	326
15.26	Protection of trolley on the line	332
15.27	Protection of lorry on the line	333
15.28	Lorries and trolleys out of use	336

CHAPTER - XVI

LEVEL CROSSING

16.01	Knowledge of signals	337
16.02	Supply and care of equipment	337
16.03	Road Traffic	339
16.04	Gateman to observe passing train	343
16.05	Channel for flange of wheels	343
16.06	Defects at level crossings	343
16.07	Obstructions at level crossings	345
16.08	Parting of train	347
16.09	Trespassing	347
16.10	Transfer of charge of gate	347
16.11	Height gauges	347

CHAPTER - XVII

WORKING OF TRAINS ON ELECTRIFIED

SECTIONS OF RAILWAYS

17.01	Applicability of General Rules	348
17.02	Special definitions applicable to this Chapter	348
17.03	Inspection of electrical way and works	350
17.04	Permit-to-work on electrical equipment	358
17.05	Warning to staff and public	362
17.06	Alteration to track	364
17.07	Tripping of circuit breakers of locomotives and electrical multiple Units at neutral sections	365

Rule	Subject	Pages
17.08	Tower wagon	366
17.09	Additional rules for electrified sections	367

CHAPTER - XVIII

MISCELLANEOUS

18.01	Repeal and Saving	372
--------------	-------------------	-----

APPENDICES

APPENDIX – A

Rules for working (DMU) Diesel Multiple Unit Trains	373-379
---	---------

APPENDIX – B

General and Subsidiary Rules applying to certain categories of staff generally	380-387
--	---------

APPENDIX – C

Standardized Operating Forms on Indian Railways and other forms of E.C.Railway	388-431
--	---------

APPENDIX – D

Index of Rules	432-441
----------------	---------

APPENDIX – E

Addendum and Corrigendum Register	442- 444
-----------------------------------	----------



CHAPTER I

PRELIMINARY

1.01 SHORT TITLE AND COMMENCEMENT –

- (1) These rules may be called the Indian Railways (Open Lines) General Amendment Rules, 2018.
- (2) They shall come into force on the date of their publication in the Official Gazette.

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) **“Approach Lighting”** means an arrangement in which the lighting of signals is controlled automatically by the approach of a train;
 - (4) **“Approved Special Instruction”** 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;
- SR. 1.02 : (5) (i) The Principal Chief Operations Manager is empowered by name as the authorized officer under this rule by a special order of the General Manager to issue subsidiary rules and amendments there to or to issue instructions.*
- (6) **“Authority to proceed”** means the authority given to the Loco pilot of a train, under the system of working, to enter the block section with his train;
 - (7) **“Axle Counter”** means an electrical device which, when provided at two given points on the track, proves by counting axles in and counting axles out, whether the section of the track between the said two points is clear or occupied;
 - (8) **“Block Back”** means to dispatch a message from a block station intimating to the block station immediately in rear on 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 dispatch 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 station on to which no running train may enter until Line Clear has been received from the block station at the other end of the block section;

SR. 1.02 : (10) :

(i) At stations equipped with two – aspect signals :

(ON DOUBLE LINE)	Block section	
	Commences	And Ends
At an 'A' class station	<i>From the Last Stop Signal</i>	<i>At the Starter Signal</i>
At a 'B' class station	<i>From the Last Stop Signal</i>	<i>At the Home Signal.</i>
At a 'C' class station	<i>From the Home Signal or at the Starter Signal where one is provided.</i>	<i>At an adequate distance (400 meters) beyond the Home or at the Starter signal where one is provided.</i>
(ON SINGLE LINE)	Block section	
	Commences	And Ends
At an 'A' class station	<i>From the Starter Signal</i>	<i>At the Starter Signal.</i>
At a 'B' class station	<i>(i) From the Advanced Starter if one is provided, or</i> <i>(ii) From the Shunting Limit Board if there is no Advanced Starter, or</i> <i>(iii) From the Home Signal of the opposite direction, if there is no Advanced Starter or Shunting Limit Board, or</i> <i>(iv) From the outermost Facing Points, if there is no Advanced Starter, Shunting Limit Board or Home Signal.</i>	<i>(i) At the Advanced Starter for the opposite direction if one is provided, or</i> <i>(ii) At the Shunting Limit Board if there is no Advanced Starter, or</i> <i>(iii) At the Home Signal if there is no Advanced Starter or Shunting limit Board, or</i> <i>(iv) At the outermost Facing Points, if there is no Advanced Starter, Shunting Limit Board or Home Signal.</i>
At a 'C' class station	<i>From the Home Signal or at the Starter Signal where one is provided.</i>	<i>At an adequate distance (400 meters) beyond the Home Signal or at the Starter Signal where one is provided.</i>

(ii) At stations equipped with manually operated Multiple –aspect Colour Light/Upper quadrant signals:

(ON DOUBLE LINE)	Block section	
	Commences	And Ends
At a 'B' class station	<i>From the Last Stop Signal</i>	<i>At the Block section Limit Board, or at the outermost Facing Points</i>
At a 'C' class station	<i>From the Home Signal or at the Starter Signal where one is provided.</i>	<i>At a distance of 400 meters beyond the Home Signal or at the Starter Signal where one is provided.</i>

E.C.RAILWAY

(ON SINGLE LINE)	Block section		
	Commences	And	Ends
At a 'B' class station	<i>(i) From the Advanced Starter, or</i> <i>(ii) From the Shunting Limit Board if there is no Advanced Starter, or</i> <i>(iii) From the outermost Facing Points if there is no Advanced Starter or Shunting Limit Board.</i>		<i>(i) At the Advanced Starter for the opposite direction, or</i> <i>(ii) At the Shunting Limit Board if there is no Advanced Starter, or</i> <i>(iii) At the outermost Facing Points, if there is no Advanced Starter or Shunting Limit oard.</i>
At a 'C' class station	<i>From the Home Signal or at the Starter Signal where one is provided</i>		<i>At a distance of 400 meters beyond the Home Signal or at the Starter Signal where one is provided.</i>

- (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 'Commissioner of Railway Safety' appointed to exercise any function 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;

SR. 1.02 : (17)-

- (i) *'Sunrise' means the time at which signals or other objects can be seen without the aid of light.*
- (ii) *'Sunset' means the time at which signals or other objects cannot be seen without the aid of light.*
- (18) **“Direction of Traffic”** means –
- (a) On a double line, the direction for which the line is signaled;
- (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 driver 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;

SR. 1.02 (22): Colour light signal is a fixed signal, day and night aspects of which are the night aspect of the semaphore arm signal in both Two -Aspect and Multiple – Aspect signaling territory. It shows the same aspect by day and 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 Brakesman 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 single line or double line or multiple line remotely controlled from the block station in rear;
- (32) **“Intermediate Block Signalling”** means an arrangement of signalling on single line or double line or multiple 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;

SR. 1.02:(36)

- (i) **Traffic Gates** – *Level Crossing Gates which are located within the outermost stop signals in either direction of a block station are termed as traffic gates. The manning and operation of Traffic gates shall be under the control of operating department.*
- (ii) **Engineering Gates** – *the level crossing gates other than traffic gates are termed as engineering gates.*
- (37) **“Line Clear”** means the permission given from a block station to a block station in rear for a train to leave the latter and approach the former; or the permission obtained by a block station from a block station in advance for a train to leave the former and proceed towards the latter;
- (38) **“Main Line”** means the line ordinarily used for running trains through and between stations;
- (39) **“Material Train”** means a departmental train intended solely or mainly for carriage of railway material when picked up or put down or for execution of works, either between stations or within station limits;
- (40) **“Mixed Train”** means a train intended for the carriage of passengers and goods, or of passengers, animals and goods;
- (41) **“Multiple-aspect signaling”** means a signaling arrangement in which signals display at any one time 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 conductor 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 Indicator”** 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;

SR. 1.02 (46):

- (i) **Trap Indicators** - *When Trap Indicators are provided at trap points or derailing switches, they show a red target by day and a red light by night in both directions when the trap is open, and a green target by day and a green light by night in both directions when it is closed.*
- (ii) **Point Indicators** - *It shows a white target by day and a white light by night in both directions when the points are set for the straight line, and a green target by day and a green light by night in both directions when the points are set for the cross-over.*
- (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 authorized officer in respect to particular cases or special circumstances;
- (51) **“Station”** means any place on a line of railway at which traffic is dealt with, or at which an authority to proceed is given under the system of working;
- (52) **“Station Limits”** means the portion of a railway which is under the control of a Station Master and is situated between the outermost signals of the station or as may be specified by special instructions;

SR. 1.02 :(52)

- (i) *In case of double line stations, station limit should be taken to mean that portion of the track which lies between the outermost signals of the station on each line separately. In case of single line stations, Station Limit means the portion of track which lies between the outermost signals.*
- (ii) *In the case of class 'D' or Flag stations, station limits include all lines and premises within a distance of 400 meters on either side of station building.*
- (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 on either direction; or**
- (b) **On a single line –**
- (i) **between the shunting limit boards or advanced starters (if any), or**
- (ii) **between the Home signals if there are no Shunting Limit Boards or Advanced Starters, or**
- (iii) **between the outermost facing points, if there are no home signals or Shunting Limit Boards or Advanced Starter;**
- (2) **At a class 'B' station provided with manually operated multiple-aspect or modified lower 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 Boards, 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;

SR. 1.02 : (58) *The following are the names given to the different kinds of working engines-*

- (i) **Train engine** – is an engine which works a train, ordinary or special over some section of railway.
- (ii) **Shunting engine** – is an engine which is employed in shunting and marshalling of trains and vehicles in station yard. This engine must not be called a 'pilot' engine. If a shunting engine is taken away to run a train, it then becomes a train engine.
- (iii) **Assisting engine** – is an engine which, because of a train being too heavy to be hauled by one engine, is used to assist the Train engine either by pulling in front or pushing behind. When an Assisting engine pushes a train from the rear on a rising gradient, it is termed as Banking engine.
- (iv) **Light engine** – is an engine running by itself.
- (v) **Relief engine** – is an engine sent to relieve another engine which has broken down.
- (vi) **Pilot engine** – is an engine which runs by itself in advance of and to “Pilot” a special or ordinary train.

An engine used to draw/send a load from/to siding is also a pilot engine.

The above terms and no other must be used in all train messages, advices, reports and correspondence.

(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 Train Examiner;

(60) **“Two aspect signaling”** means a signaling arrangement in which each signal displays at any one time either of two aspects.

1.03. Classification of stations –

- (1) Station 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 meters beyond the Home signal, or upto the Starter;

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

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

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

SR. 1.03 : (2) and (3)

- (i) **Class 'D' stations** – Class 'D' stations are of two types :-
- (a) Those stations, at which there is out-lying siding, are termed as 'DK' stations.
 - (b) Those stations, at which there is no siding, are termed as “Flag or Halt” stations.
- (ii) Any station which can not be worked solely under 'A' , 'B' , 'C' or 'D' class conditions , is termed as 'Special Class'.
- (iii) The classification of each station will be given in the Working Time Table.



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 instruction.

SR. 2.01:

- (i) *Station Masters shall be responsible for explaining to staff concerned, whether permanent or temporary, at their stations, the rules for working Fixed Signals and the use of Hand Signals and Detonator.*

2.02. Upkeep of the copy of rules – Each 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.

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 staff working under him have complied with (a) and (b), and
- (d) if necessary, explain to the staff working under him, the rules so far as these apply to them.

SR. 2.03:-

- (i) *The train working staff of another Railway who are required to work on this Railway, must be examined for their knowledge of the subsidiary rules and local instructions of this Railway by T.I's. A written declaration from the staff to the effect that they are acquainted with the rules of this Railway should be obtained.*

- (ii) *Railway employees concerned with train operation for whom glasses have been prescribed for the proper performance of their duties must be equipped with a pair of glasses when coming on duty. They must wear them when actually on duty. Running staff must be in possession of two pairs of glasses while they are on duty.*
- (iii) *All the Railway staff concerning train operation must go through the vision test as prescribed for the Periodical Medical Examination.*

2.04. Assistance in observance of rule – 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 tress pass, 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 endeavor to prevent –
 - (a) tress pass 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 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.

SR. 2.08 :-

- (i) *Station Master, Cabin Assistant Station Master or Switchman leaving Block Offices or Cabins during the hours of duty –*
 - (a) *If a station Master, or Cabin Assistant Station Master or Switchman has to leave his Block Office or Cabin in order to comply safety rules for a few minutes, for any unavoidable reason, he should on uncontrolled section, advise the stations on either side on the block telephone, of the fact. On a Controlled section, the controller's*

permission must first be obtained. At stations where a lock-up lever is provided, he must also lock the levers in whatever position they may be, by means of lock-up lever and keep the key of that lever in his possession. At stations where central panel/end panel is provided, the Station Master/Switchman on duty shall lock the panel and keep the key of the panel in his possession. The Station Master on duty shall also lock the block instruments, slide instruments and keep the keys and also the Private Number sheet in his personal custody whenever he has the occasion to leave the Office or Cabin.

- (b) *If the Station Master on either side or the Controller knows that line clear will be required for a train, he should advise the Station Master who wishes to leave his office temporarily of the impending approach of a train.*
- (c) *A responsible railway servant should be left in Block Office or Cabin to summon the Station Master when required. The person must not operate the Block or Slide Instrument nor allow unauthorized person to operate them.*

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 train or not, be in state of intoxication or in a state in which, by reason of his having taken or used any alcoholic drink, sedative, narcotic or stimulant drug or preparation, his capacity to perform his duties is impaired.**
- (2) **No railway servant, directly connected with the working of trains, shall take or use any alcoholic drink, sedative, narcotic or stimulant drug or preparation within eight hours before the commencement of his duty or take or use any such drink, drug or preparation when on duty.**

SR. 2.09 :-

- (i) *Supervisory staff should ensure that staff appearing on duty and while on duty are not under the influence of any alcoholic drink, sedative, narcotic or stimulant drug or preparation. When any railway servant is found or suspected to be under the influence of any alcoholic drink, sedative, narcotic or stimulant drug or preparation, the official in-charge will make arrangements for his immediate relief and have him examined by a Doctor as soon as possible. If possible, written evidence of two independent witnesses should also be obtained.*

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

- (a) **wear the badge and uniform, if prescribed, and be neat and tidy in his appearance while on duty,**
- (b) **be prompt, civil and courteous,**
- (c) **not solicit or accept illegal gratification,**
- (d) **give all reasonable assistance and be careful to give correct information to the public, and**
- (e) **when asked, give his name and designation without hesitation.**

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 the train, or the safety of public,**

Shall take immediate steps, such as the circumstances of the case may demand , to prevent accident; and where necessary, advice the nearest Station Master by the quickest possible means;

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

SR. 2.11:-

(1) Precautions to be taken for working of trains during storm and strong wind:-

- (i) 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 movement of trains safe.*
- (ii) Should a train be caught on the run in a cyclone, storm or strong wind of an intensity which, in the opinion of the Loco pilot, is likely to endanger the safety of the train, he shall immediately control the speed of his train and bring it to stop at the first convenient place taking care as far as possible to avoid stoppage of the train at place like sharp curves, high embankments 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.*
- (iii) The Guard and the Loco pilot of the train in co-operation with the railway staff travelling in the train shall try to see that doors and windows of the coaches are kept open by the passengers to allow free passage of the wind through the coaches.*

(2) 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 action if the anemometer is indicating wind velocity higher than the danger level as prescribed by special instructions:-

- (i) 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.*
- (ii) The Station Master shall not start or allow the movement of trains through his station and also not grant line clear to the trains waiting at the adjacent station for his station.*
- (iii) He shall resume normal running of trains in consultation with the section Controller and the Station Master at the adjacent station after the wind velocity is again below the danger level as prescribed by Special instructions.*

NOTE: In addition to above mentioned precautions, SR. 4.35 (1) shall also be complied with.

- (3) (i) *In case of necessity of observing speed restrictions or special precautions to be observed by the Loco pilot of a train, the SE (P.Way)/ Station Master or any other authorized Railway Official will intimate the last stopping station of all UP and DN trains also Loco Foreman of the nearest Engine Changing Station on either side in this respect besides the Station Master of the adjacent stations on both sides of the block section.*
- (ii) *In the event of train parting, the attention of the Loco pilot and Guard must be attracted by shouting, moving a Green flag by day, and white light by night up and down vertically as high and low as possible.*
- (4) (i) *All Railwaymen on duty or otherwise travelling by the train involved in an accident should report to the Guard without any delay what so ever to render their services in relief/ rescue operation.*
- (ii) *All staff at accident site should wear armbands. The armbands should be a minimum of 9 inches wide and orange in colour. The armbands should have legend "Accident Relief" inscribed thereon in English or Hindi. Ten armbands should be available with the Guards of all passenger carrying trains. Sufficient quantity of armbands should also be provided in Medical Vans and Break Down Trains. The armbands provided for Doctors and Para Medical staff should have a red cross on the bands.*



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.

SR. 3.01 :-

- (i) *“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 DN) to which it refers.*
- (ii) *'Indication of a signal' - means the information or meaning conveyed by the aspect of a signal.*
- (iii) *In rear of a signal' - means any position on that portion of the line leading up to 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 signal' so long as he has not passed the signal. This portion of line is not protected by the signal.*
- (iv) *In advance of a signal'- means any position on that portion of 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 signal' after passing the signal. This portion of line is protected by the 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.

SR. 3.02 :

- (i) *A fixed signal is said to be at 'ON' when it displays its most restrictive aspect and to be '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 pilot 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 clause (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 aspect 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 aspects of the semaphore signals is shown by the position of the arm and the night aspect is shown by the light or lights to the right of the signal concerned.

- (3) The aspect 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 signaling, and
 - (b) The upper quadrant in manually operated multiple -aspect signaling.
- (5) The 'OFF' position of a semaphore signal shall be displayed by day by the inclined position of the arm from 45 degree to 60 degree below the horizontal in case of two-aspect lower quadrant signals, and 45 degree to 90 degree above the horizontal in case of multiple-aspect upper quadrant signals.

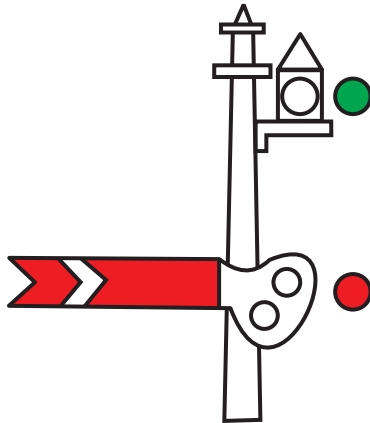
3.06. DESCRIPTION OF WARNER SIGNALS AND THEIR INDICATIONS –

- (1) A semaphore Warner signal has 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 meters 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 –

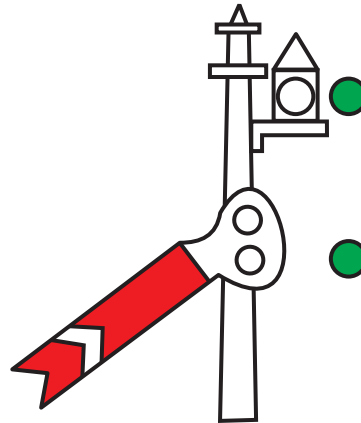
(a) Semaphore Warner Signal in Two-Aspect Signalling Territory – on a post by itself.

'ON' Position



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

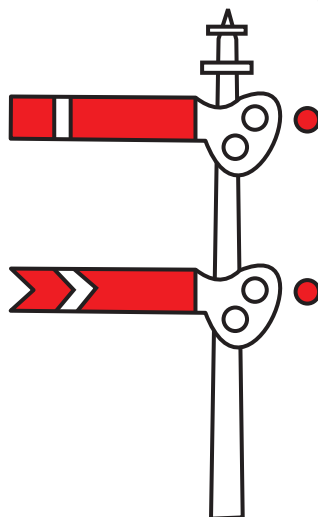
'OFF' Position



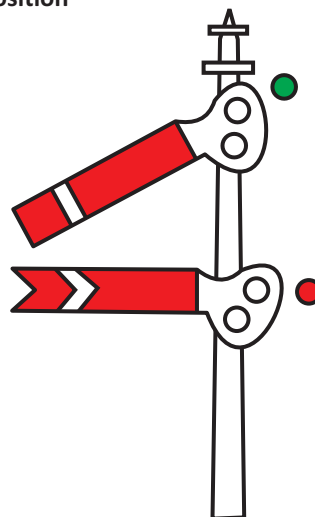
Proceed
Proceed

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

'ON' Position



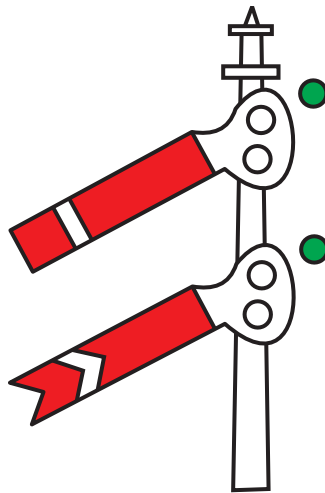
ASPECT: Stop
INDICATION: Stop dead



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

Semaphore Warner signal in Two-Aspect Signalling Territory- below a stop signal.

'OFF' Position



ASPECT :	Proceed
INDICATION:	Proceed

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

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

'ON' Position



'OFF' Position



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

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

	'ON' Position	'OFF' Position	
			
ASPECT :	Stop	Proceed with caution	Proceed
INDICATION :	Stop dead	Proceed with caution and be Prepared to stop at the next Stop signal	Proceed

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

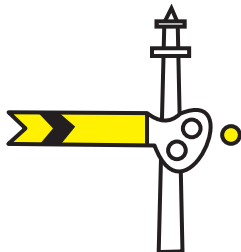
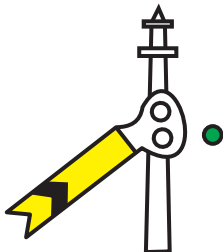
Provided that when such a Warner signal applies to a gate stop signal, it shall not display the 'Proceed' aspect unless there is adequate distance between the Gate stop signal and the first stop signal of the station ahead. The adequate distance in such a case shall never be less than 1200 meters.

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

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 semaphore Distant signal working in the lower quadrant are shown below -

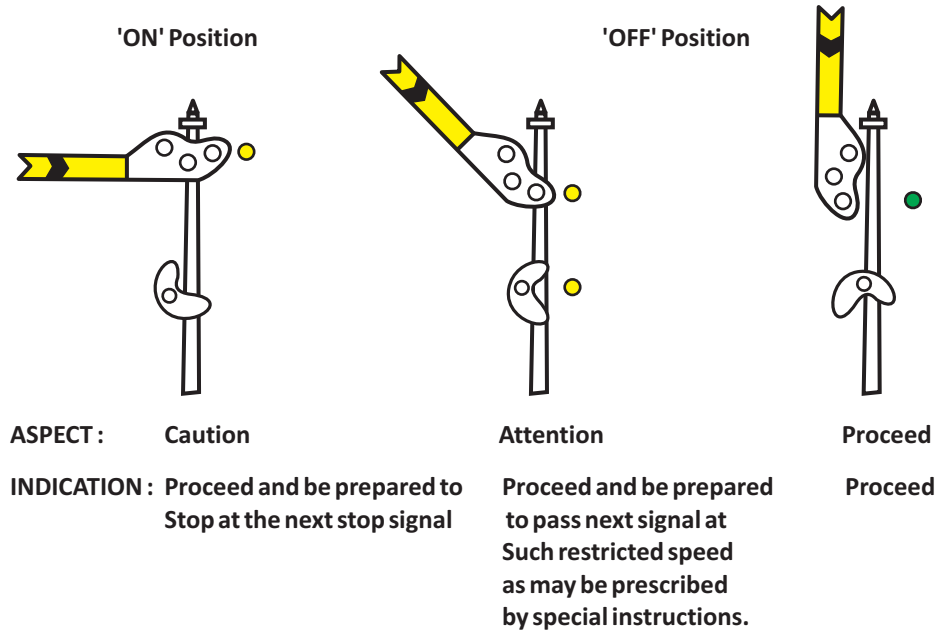
Semaphore Distant signal in Two-Aspect Signalling Territory

	'ON' Position	'OFF' Position
		
ASPECT :	Caution	Proceed
INDICATION :	Proceed and be prepared to Stop at the next stop signal	Proceed

Note : This signal shall be provided only in modified lower quadrant signaling.

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

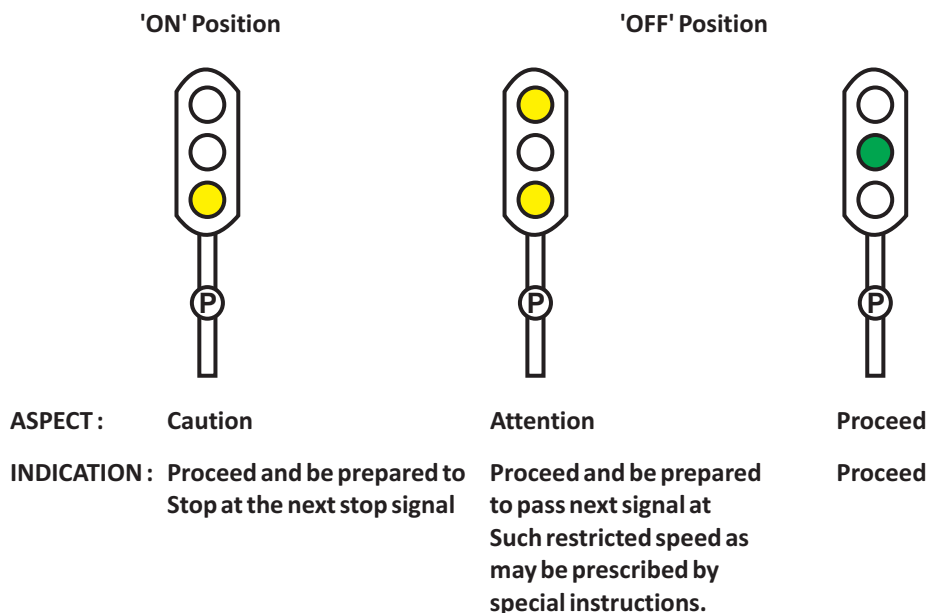
Semaphore Distant Signal in Multiple - Aspect Signalling Territory



NOTE : The distance between the two yellow light shall be 1.5 meters 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



- (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.

SR. 3.07 :-

- (i) *In accordance with GR 3.07 (6) in multiple-aspect signaling territory more than one distant signal i.e. distant and Inner Distant signal may be provided, where necessary. In such case distant signal shall display "Attention" (Double Yellow) or "Proceed" (Green) aspect only, whereas Inner Distant shall display "Caution" (One Yellow) or "Attention" (Double Yellow) or "Proceed" (Green) aspect.*

The distant signal (where double distant signals are provided) shall be identified by alternate yellow and black bands painted on the post with 'P' marker (letter 'P' in black on white circular disc) fixed on it.

In such case the distant signal shall generally be located 2Km. ahead of the first stop signal, eliminating warning board.

The indications of the aspects of these signals are as under :-

S.N.	Aspect of Distant Signal	Aspect of Inner Distant Signal	Aspect of Home Signal	Indication
1.	Green	Green	Green	To Run Through
2.	Green	Double Yellow	Yellow	May stop at main line starter
3.	Double Yellow	Double Yellow	Yellow with route indicator	To stop at loop line starter or pass Via Loop
4.	Double Yellow	Yellow	Red	May stop at Home Signal.

- (ii) *The two yellow lights of a signal constitute 'Attention' aspect and signify "Proceed and be prepared to pass the next signal at restricted speed". Restricted speed indicates the speed which is well under control of the Loco pilot/Motorman considering the local conditions, brake power of the train etc., so that it can be stopped at the next signals if required. The speed as such is to be adjusted by the Loco pilot/Motorman himself.*

The aspect and indications of a colour light Distant signal in case of Double Distant Signal are shown below –

Colour light Distant signal in case of Double Distant in Multiple-Aspect Territory

'ON' Position



ASPECT: *Attention*

INDICATION: *Proceed and be prepared to pass next signal at such restricted speed as he may stop his train at the next signal if it is showing stop indication*

'OFF' Position



ASPECT: *Proceed*

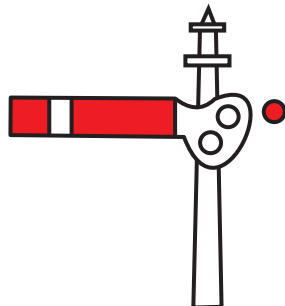
INDICATION: *Proceed*

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.

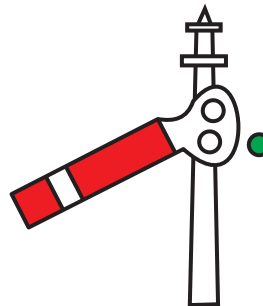
'ON' Position



ASPECT : **Stop**

INDICATION : **Stop dead**

'OFF' Position

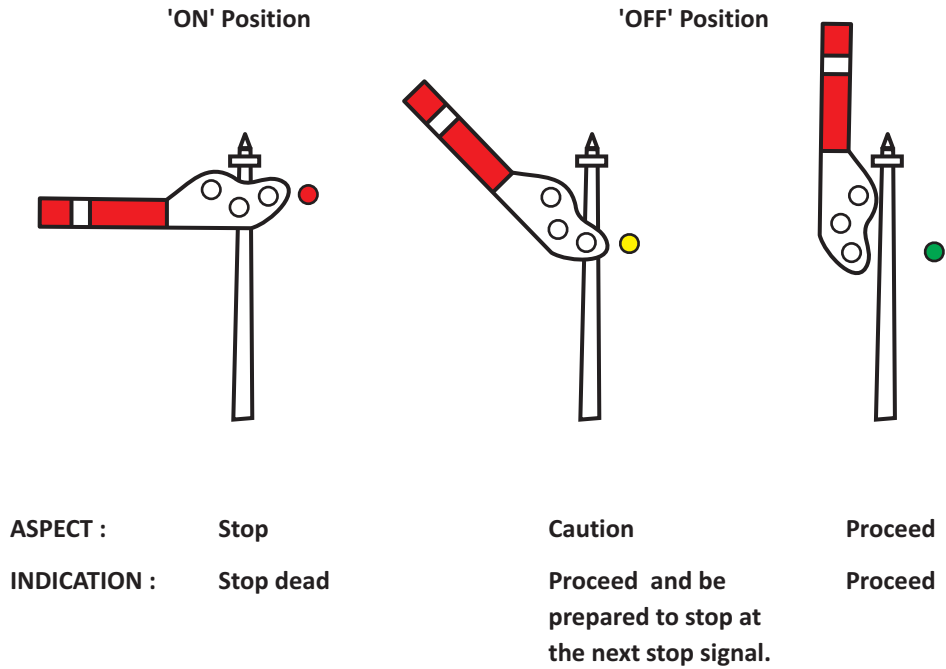


ASPECT : **Proceed**

INDICATION : **Proceed**

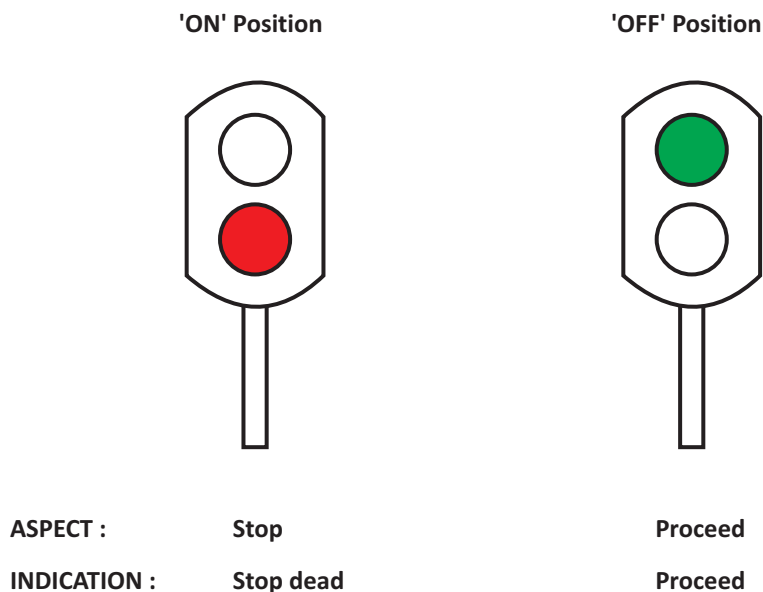
- (3) The aspects and the indications of a semaphore stop signal working in the upper quadrant are shown below :-

Semaphore Stop Signal In Multiple Aspect Signalling Territory.

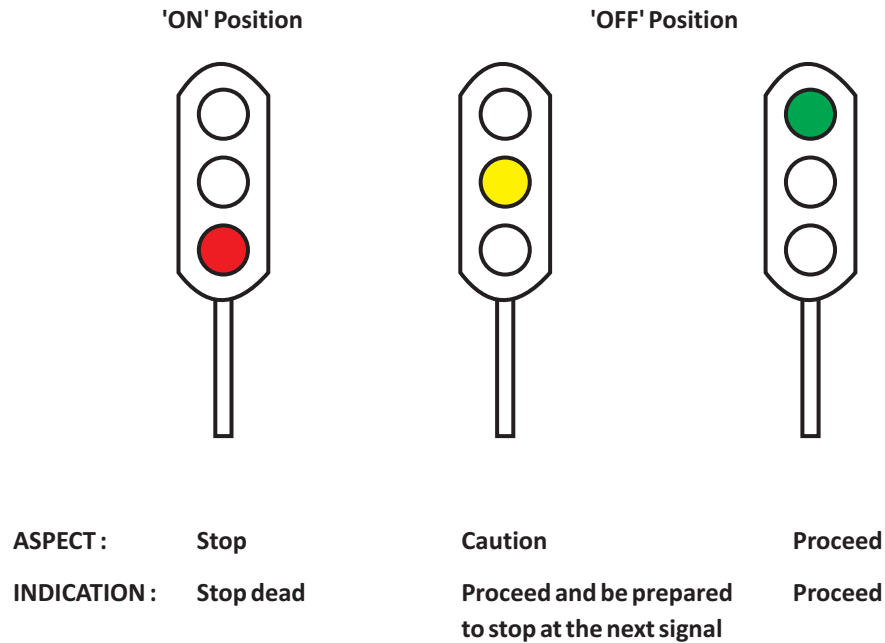


- (4) The aspects and the indications of a Colour light stop signal are shown below-

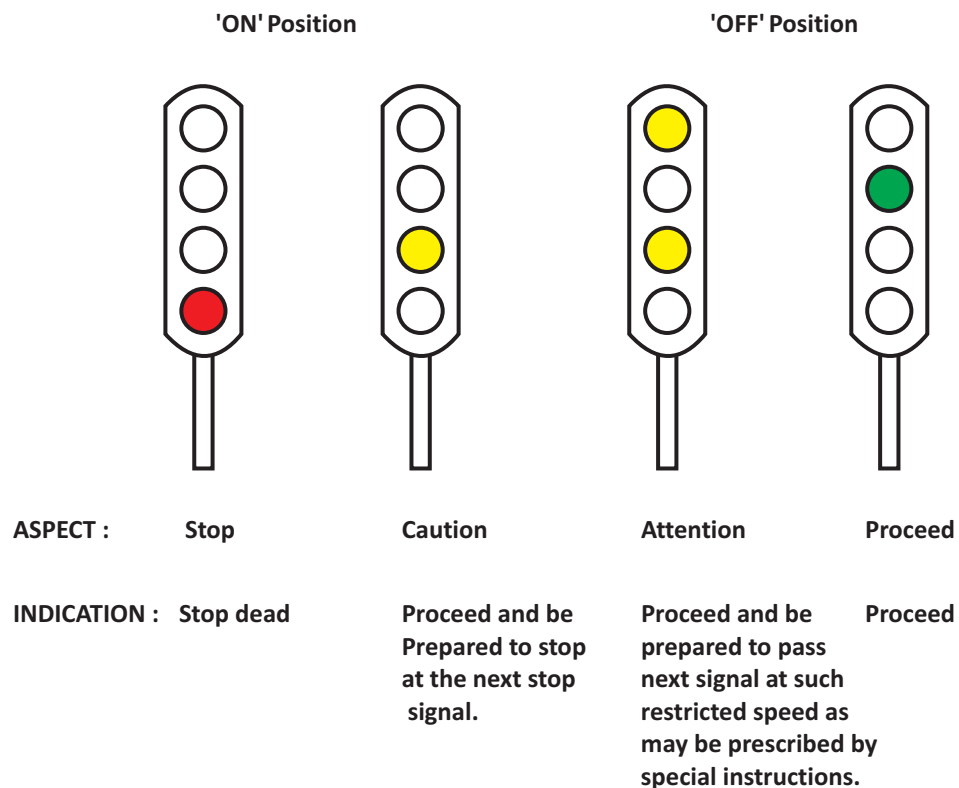
(a) Colour Light Stop Signal In Two Aspect Signaling Territory-



(b) Colour Light Stop Signal In Multiple Three-aspect Signalling Territory-

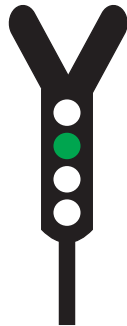


(c) Colour Light Stop Signal In Multiple Four-aspect Signalling Territory –



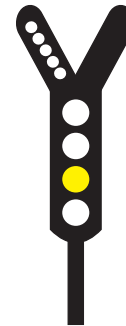
SR. 3.08 :

(i) *Junction type route indicators In multiple aspect signaling territory*



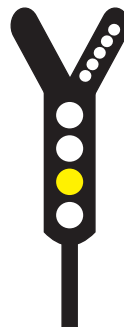
Red or yellow or double yellow or Green lit as the case may be with Junction indicator blank.

Indicates – NO DIVERSION.



3 to 5 white lights lit. Main signal yellow lit with left hand Junction indicator lit.

Indicates – LEFT HAND DIVERSION



3 to 5 white lights lit. Main signal yellow lit with right hand junction indicator lit.

Indicates – RIGHT HAND DIVERSION.

NOTE: *For the purpose of diversion, a signal displaying yellow aspect with a minimum of 3 lights out of 5 white lights of the junction indicator lit, shall be taken as a signal correctly taken 'OFF'.*

3.09. KINDS OF FIXED STOP SIGNALS FOR APPROACHING TRAINS –

- (1) The Stop signals which control the movement of trains approaching a station are of three kinds, namely – Outer, Home and Routing signals.
- (2) The Outer signal, where provided, is the first Stop signal of a station and is located at an adequate distance outside the point upto which the line may be obstructed after Line Clear has been granted to or obtained by the station in rear.
- (3) The Home signal is the first Stop signal of a station at which an Outer signal is not provided and the second Stop signal of a station at which an Outer signal is provided. It shall be located outside all connections on the line to which it refers.

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

3.10. KINDS OF FIXED STOP SIGNALS FOR DEPARTING TRAINS –

- (1) The Stop signal 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 a 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.

3.11. INTERMEDIATE BLOCK STOP SIGNAL- Intermediate Block 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 territories 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 signaling section;
 - (b) A semi-Automatic Stop signal which is capable of being operated either as an Automatic stop signal or as 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 signaling 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 signaling section ahead, but assumes 'OFF' aspect when operated manually, provided the relevant automatic block signaling sections ahead are clear;
 - (iii) When a Semi-Automatic stop Signal works as an Automatic Stop signal, the 'A' marker provided under the signal is illuminated. When the 'A' marker is extinguished, the signal shall be deemed to work as a Manual Stop signal; and

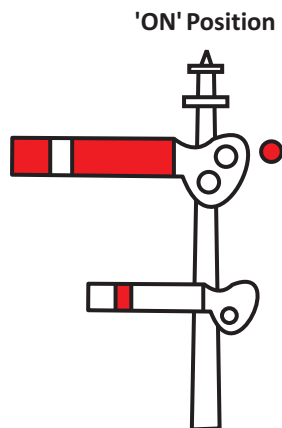
- (c) A Modified Semi-Automatic Stop signal by converting one of the Automatic stop signal in mid-section under special instructions; when the 'A' marker is illuminated the signal works as Automatic stop signal, and when the 'A' marker is extinguished it works as modified semi-Automatic stop signal and assumes 'OFF' aspect automatically or is taken 'OFF' manually as required.
- (d) A Manual Stop signal operated manually and which cannot work as an Automatic or Semi-Automatic stop signal

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

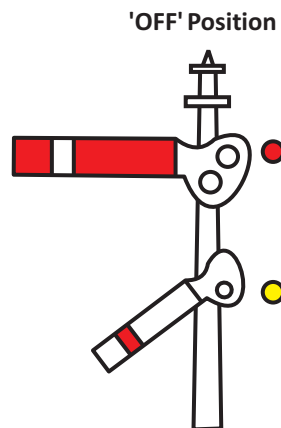
3.13. CALLING-ON SIGNALS –

- (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 provide, 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 Loco pilot of a train to draw ahead with caution after the train has been brought to a stop even though the stop signal above it is at 'ON' and indicates to the Loco pilot that he should be prepared to stop short of any obstruction.
- (4) A calling-on signal shall 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 –



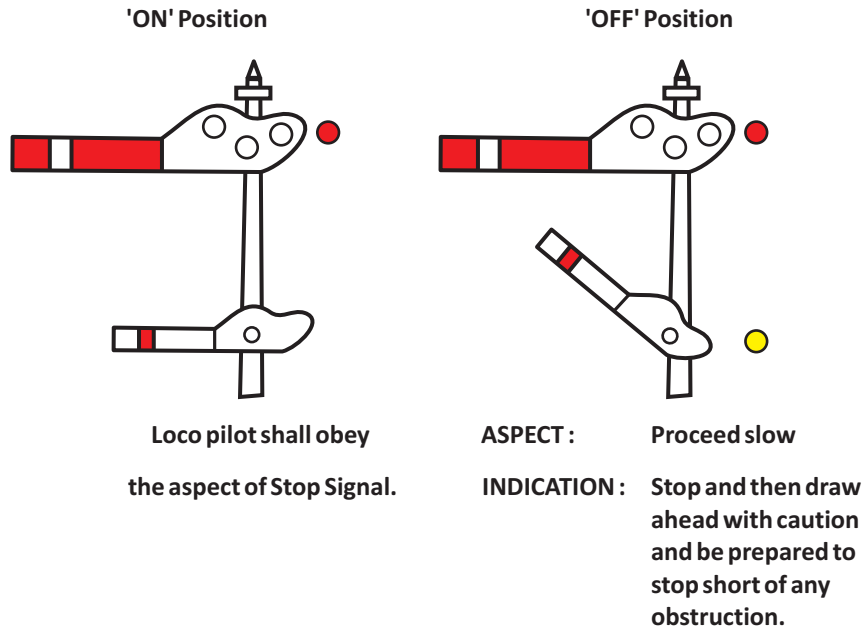
Loco pilot shall obey
the aspect of Stop Signal.



ASPECT: Proceed slow

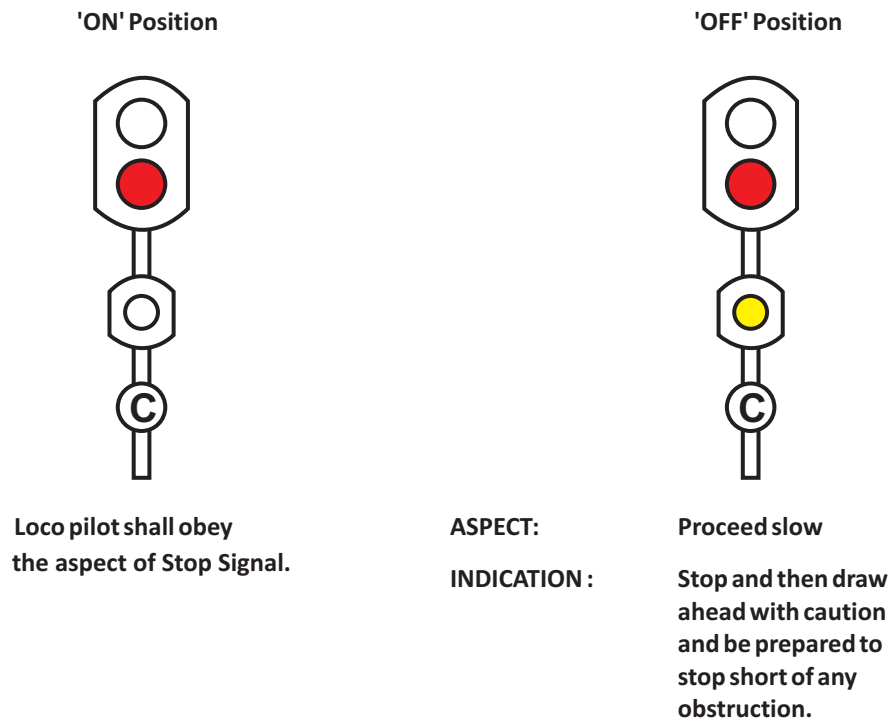
INDICATION : Stop and then draw
ahead with caution
and be prepared to
stop short of any
obstruction.

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



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

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



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

'ON' Position



Loco pilot shall obey the aspect of Stop Signal.

'OFF' Position



ASPECT : Proceed slow

INDICATION : Stop and then draw ahead with caution and be prepared to stop short of any obstruction.

SR. 3.13 :-

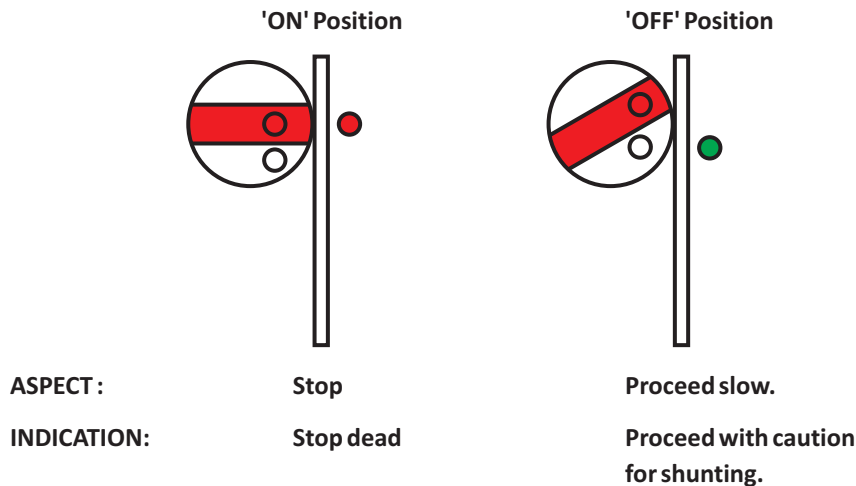
- (i) At stations where calling-on signal is provided below the approach stop signal, Loco pilot should try to stop his train nearer to that signal when it is found at 'ON' due to the reason that calling-on signal if to be taken 'OFF', can only be taken 'OFF' when approach track circuit of calling-on signal is occupied by the train. This calling-on track circuit is provided generally at a minimum distance of engine length in rear of approach stop signal concerned. To indicate that where the engine should stop, a small board to be provided for the guidance of the Loco pilots in rear of the approach stop signal where calling-on signal is provided with legend "LOCO PILOT TO STOP HERE FOR CALLING-ON SIGNAL"
- (ii) If Loco pilot of an approaching train finds that the main signal is at 'ON' but the calling-on signal provided below it is 'OFF', he will not pass such signal provided his train must have brought to a stop near the foot of such signal. Only after stopping, if calling-on signal is found at 'OFF', Loco pilot may proceed past the signal at such restricted speed so that he may be able to stop short of any obstruction.

3.14. SHUNT SIGNALS –

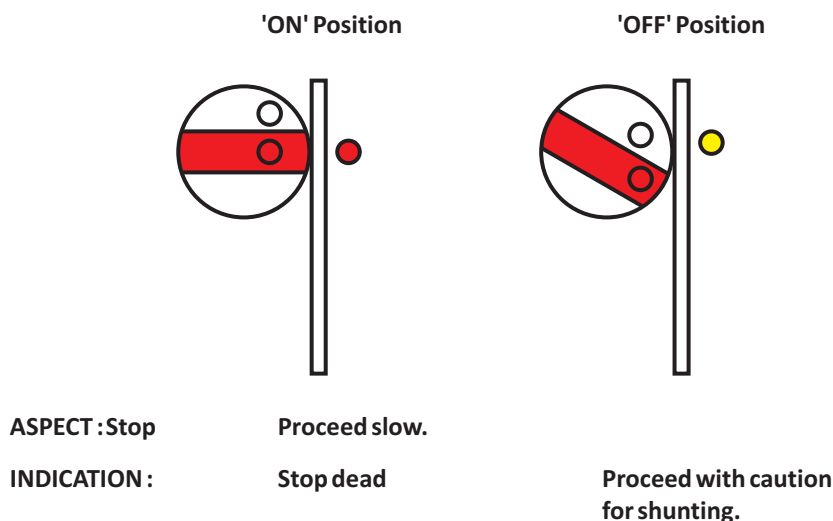
- (1) (a) A shunt signal is a subsidiary signal and shall be either –
 - (i) A white disc with a red bar across it, or
 - (ii) A position light signal.
- (c) Under special instructions a shunt signal may be miniature semaphore arm
- (2) Shunt signal control shunting movements.
- (3) A shunt signal may 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 top most 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 –

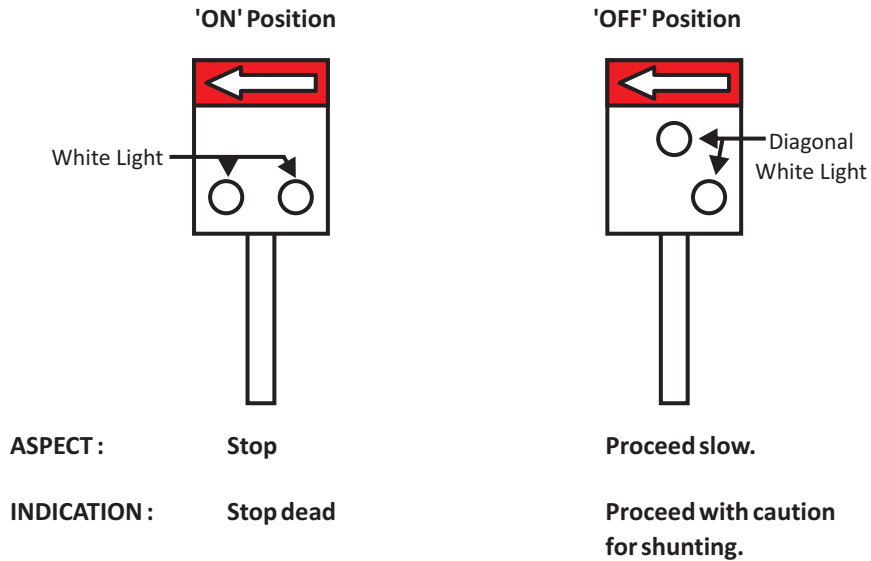


(b) Disc type Shunt signal in Multiple-Aspect Signalling Territory –



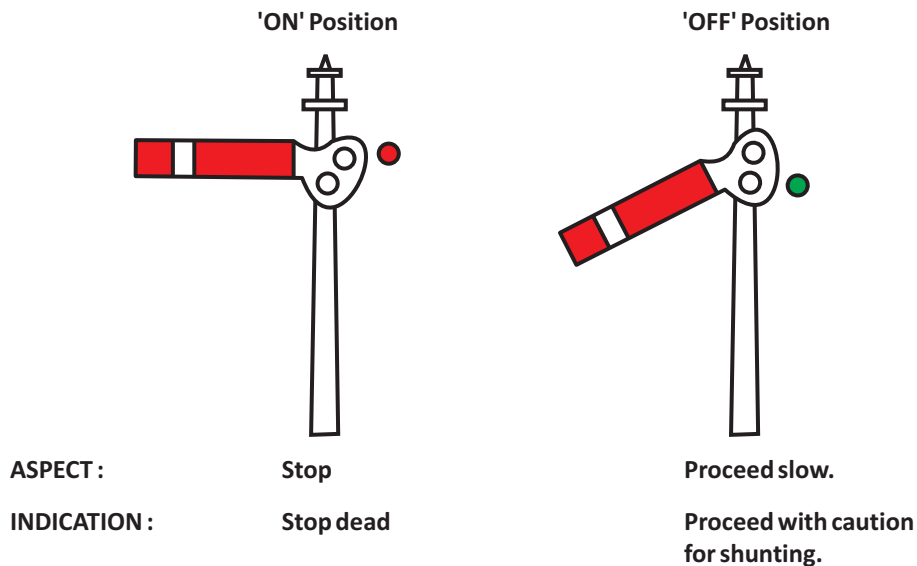
- (9) The aspects and indications of a position light type shunt signal are shown below –

POSITION LIGHT TYPE SHUNT SIGNAL IN TWO-ASPECT OR
MULTIPLE-ASPECT SIGNALLING TERRITORY -

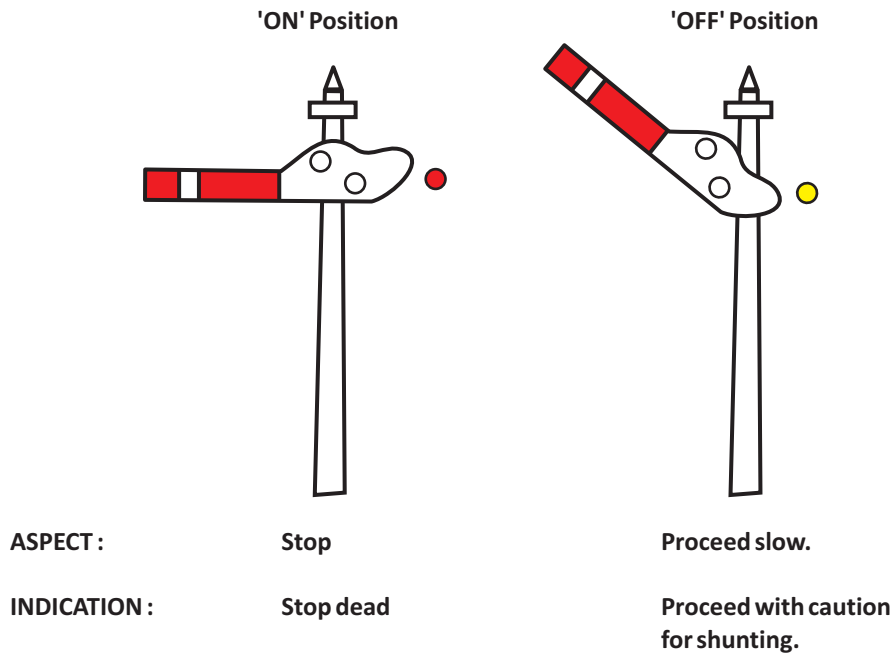


- (10) The aspects and indications of a semaphore arm type shunt signal are shown below –

- (a) Miniature semaphore arm type shunt signal in Two-Aspect Signalling Territory –



(b) Miniature semaphore arm type shunt signal in Multiple-Aspect Signalling Territory –



SR. 3.14 :-

- (i) *Shunting permitted indicators are not signals but appliances, which work in conjunction with stop signals and are provided for shunting movement in either direction in non-interlocked portion of a yard after being isolated from the interlocked portion.*

3.15. CO-ACTING SIGNALS –

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

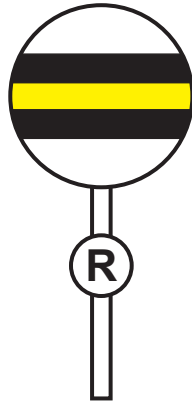
3.16. REPEATING SIGNALS –

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

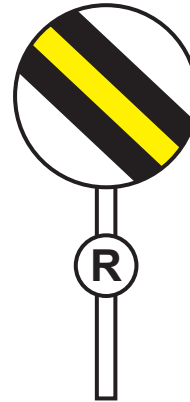
'ON' Position



ASPECT : Signal 'ON'

INDICATION : Signal which it repeats is at 'ON'.

'OFF' Position



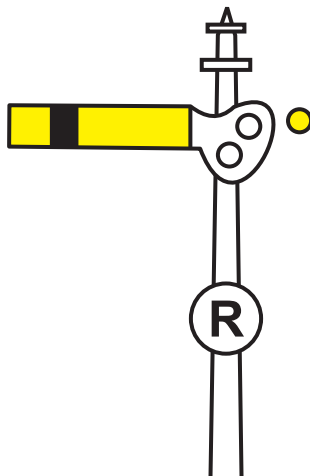
Signal 'OFF'

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 signaling Territory –

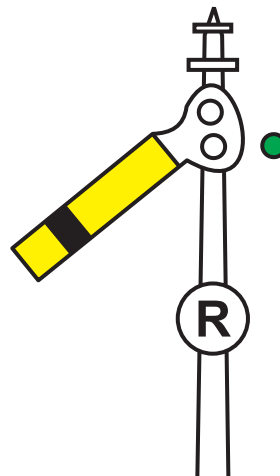
'ON' Position



ASPECT : Signal 'ON'

INDICATION : Signal which it repeats is at 'ON'.

'OFF' Position

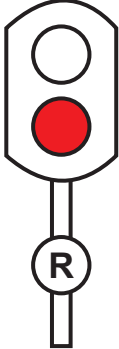
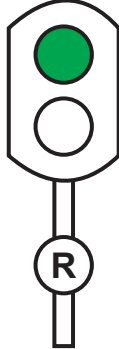


Signal 'OFF'

Signal which it repeats is 'OFF'.

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

Colour Light Type Repeating Signal

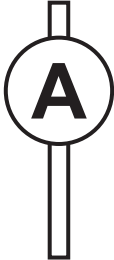
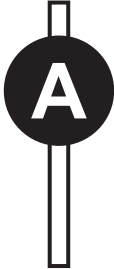
	'ON' Position	'OFF' Position
		
ASPECT :	Signal 'ON'	Signal 'OFF'
INDICATION :	Signal which it repeats is at 'ON'.	Signal which it repeats is 'OFF'.

SR. 3.16 :-

- (1)
 - (i) *Banner Repeater is only a repeating signal and not a 'stop' signal. The Banner Repeater Arm shall be rectangular in shape, its top and bottom portion edges being painted black and the central portion painted with fluorescent yellow paint or covered with yellow reflecting strips.*
 - (ii) *The horizontal position of the arm of the Banner Repeater indicates that the stop signal to which it refers is at 'ON'. The inclined position of the arm to an angle of 45 degree below the horizontal indicates either 'OFF' or the "Caution" position of the relevant Stop signal.*
 - (iii) *In the event of the Banner Repeater being in the 'ON' position the Loco pilot of a train will proceed with Caution up to the place from where the signal to which it refers is clearly visible and thereafter act as per indication given by that signal.*
 - (iv) *During night the Banner Repeater shall be illuminated by a white light from the rear. The night indication shall be the same as the day indication, i.e. the same arm of the Banner Repeater shall be used both by day and by night.*
 - (v) *When the arm of the Banner Repeater is at any position other than the horizontal or 45 degree aspect, the Banner Repeater shall be deemed to be defective and all the officials as in the case of defective Stop signal, shall be informed and the failure recorded in the Signal Failure Register. The Banner Repeater in such cases be deemed to be at 'ON' exhibiting its most restrictive aspect. It would be the duty of a Loco pilot to report to the Station Master of such failure to take immediate action.*
 - (vi) *If the Banner Repeater is found defective in the 'OFF' position, action shall be taken as per G&S Rules 3.68.*
- (2) *Guard's Repeater/Starter Indicator may be provided at convenient location to repeat the aspect of the Starter Signal as an aid to the Guard to enable to know the aspect of the Starter signal. The Starter Indicator shall exhibit no light when the Starter Signal is at 'ON' and yellow light when it is 'OFF'.*

3.17. DISTINGUISHING MARKERS AND SIGNS FOR SIGNALS –

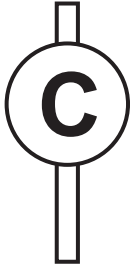
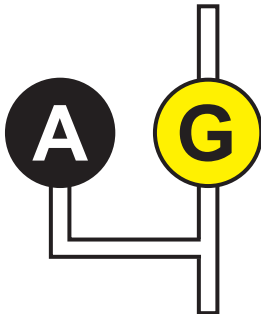
- (1) Where necessary, signals shall be distinguished by prescribed markers. Such markers shall be fixed on the signal posts below the signals as under :

<u>Appearance</u>	<u>Provided on</u>	<u>Description</u>
	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 '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.

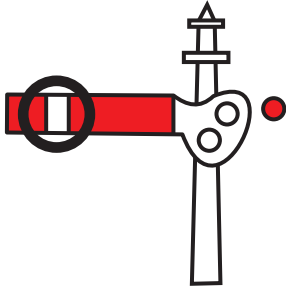
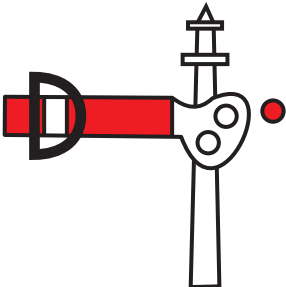
	Intermediate Block Stop signal.	Letter 'IB' in black on White circular disc.
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E.C.RAILWAY

<u>Appearance</u>	<u>Provided on</u>	<u>Description</u>
	Calling-on signal Calling-on signal	Letter 'C' in black on Letter 'C' in black on White circular disc.
	Repeating signal in Semaphore Signaling Territory.	Letter 'R' in black on white circular disc.
	Repeating signal in colour Light signaling territory.	White illuminated letter 'R' against black background.
	Gate Stop Signal	Letter 'G' in black on Yellow circular disc.
	Gate Stop Signal in Automatic Block territory.	Letter 'G' in black on yellow circular disc and white illuminated Letter 'A' against black background.

Note : letter 'A' shall be 'lit' only when the Gates are closed and locked against road traffic.

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

<u>Appearance</u>	<u>Provided on</u>	<u>Description</u>
	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.

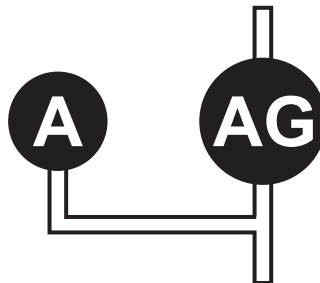
- (3) Other distinguishing markers or signs may be used with the approval of the Railway Board.

SR. 3.17 :-

- (1) When a Gate Stop signal is a Semi-Automatic Stop signal and protects points in addition to the level crossing it shall be provided with white illuminated letter 'A' and white illuminated letters 'AG' against black background.

The indication of such signals shall be as under –

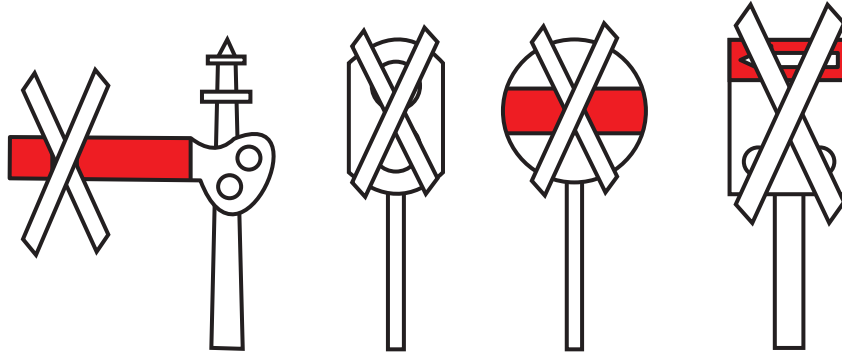
- Letter 'A' shall be lit only when the gates are closed and locked against road traffic and points are correctly set and locked for the route.
- Letter 'AG' shall be lit only when the gates are either open to road traffic or have failed but points are correctly set and locked for the route.
- Neither marker shall be lit when the points are not correctly set and locked for the route or have failed.



Semi-Automatic Gate Stop Signal.

3.18. SIGNALS OUT OF USE –

- (1) When a fixed signal is not in use, it shall be distinguished by two crossed bars each bar being not less than 1 meter long and 10 centimeters 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 signal shall be fixed on a bracket post or an approved type of route indicator shall be provided instead of separate signals.

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

SR. 3.19:-

- (i) Route indicators are to be treated as stop signals.
- (ii) A route indicator must be deemed to be 'ON' if it does not show any route when the relevant signal is 'OFF'. If the route indicator is 'ON' the relevant signal must also be deemed to be; 'ON' even though it is actually 'OFF'.
- (iii) If the Loco pilot of a train leaving a station finds a route indicator on a starting signal displaying an incorrect route, he must deem the starting signal to be 'ON'.
- (iv) **Route Indicators** – Route Indicators work in conjunction with stop signals and show the route only when the signal is 'OFF'. They are of two types – Directional and Non-directional.

Directional type route indicator - It indicates a route by a row of five white lights (in which minimum three lights must be lit) either to the right or to the left depending upon the direction of the route, when the signal is '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 of the signal.

Non-directional type route indicators may either be –

- (a) A stencil type where the route is shown by an illuminated stenciled letter or number, or
- (b) A multi-lamp type where the route is shown by burning of multiple miniature lamps in the form of letter or 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 signal is considerable, these may be provided on a bracket post or a signal bridge or gantry.

3.21. SIGNALS ON BRACKET POST OR SIGNAL BRIDGE OR GANTRY – where signals are placed on bracket post or 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 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.

SR. 3.23 :-

- (i) *In the event of an electric repeater fitted to any signal getting out of order, the signal to which it refers shall be treated as out of order.*

3.24. BACK-LIGHTS –

- (1) Every semaphore or disc signal, the light of which cannot be seen from the place from which the signal is worked, shall be provided with a back-light to indicate whether the signal light is burning or not.
- (2) Back-lights of signals shall show a small white light when 'ON' and no light at all in any other position.
- (3) Any fixed light used in conjunction with a semaphore signal shall show a back light.
- (4) Back lights may not be provided when alternative arrangements are made at the place from which the signal is worked to indicate whether signal lights are burning or not.

C. EQUIPMENT OF SIGNALS

3.25. OBLIGATION TO PROVIDE FIXED SIGNALS AT STATIONS – Fixed signals prescribed in this sub chapter shall be provided at every station, except –

- (a) At stations between which trains are worked on the One Train Only System, and
- (b) At stations which are exempted from the 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.

SR. 3.26:-

- (i) *When a signal is newly erected or shifted, it shall be jointly inspected by a sighting committee consisting of Transportation, Signal & Loco Inspectors before it is brought into use. On electrified sections the TDI (TRS) shall also be the member of the sighting committee. The sighting committee shall satisfy themselves that the signal is correctly placed and focused for day and night indications before certifying it as fit for use.*
- (ii) *Whenever a new signal is brought into use or an existing signal is shifted, which would affect the running of trains, a caution order should be issued for a period of 10 days after the signal has been brought into use or shifted, drawing the attention of the Loco pilot to the change.*
- (iii) ***The minimum visibility distance of different signals are as under -***

Two-Aspect lower quadrant signaling –

- (a) ***Outer Signal***
 - 1200 meters in those sections where sectional speed is 100 KMPH and above.
 - 800 meters where sectional speed is less than 100 KMPH.
 - Where minimum visibility as above cannot be achieved, a separate warner may be provided. With a separate warner, the minimum distance of visibility of outer shall not be less than 400 meters.*
- (b) ***Warner signal on a post by itself*** - 400 meters.
- (c) ***Home signal*** - 400 meters.
- (d) ***Main Starter signal*** - 400 meters.
- (e) ***All other signal*** - 200 meters.

Note: *Where adequate visibility of Stop signals cannot be maintained, Repeater or Co-acting signal shall be provided to ensure the combined visibility or otherwise suitable speed restriction should be imposed.*

Multiple-Aspect Signalling :-

- (a) *Distant signal* - 400 meters. An Inner Distant where provided, shall be visible from a minimum distance of 200 meters.
- (b) *All stop signal* - 200 meters. If it is not possible to ensure 200 meters continuous Visibility of any stop signal while approaching it, a suitable speed restriction shall be imposed.

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 signaling 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 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-ASPECTS 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 double line a Warner shall be provided in accordance with Rule 3.06, if trains run through at a speed exceeding 50 kilometers 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.

SR. 3.30 :-

(1) On some Broad Gauge/Meter Gauge sections warning boards are provided ahead of the approach signals to give the Loco pilot adequate pre-warning. They are of two types :-

- (i) **Passenger Warning Board** - For the guidance of Passenger Trains, the board is 1.8 meters long and 0.53 meters wide, striped diagonally, on the side facing trains with alternative yellow and black strips. It is fixed on a post at a height of 2.10 meters from rail level with its length vertical and its face at right angles to the track. It is erected at a distance of not less than 960 meters in rear of the first Stop Signal/Gate Signal.



PASSENGER WARNING BOARD

- (ii) **Goods Warning Board** - For the guidance of Goods Trains, the board is 1.8 Meters Long And 0.53 Meters Wide painted with a circular yellow band at the centre and two yellow horizontal bands one above and the other below the circular bands all on a black background on the side facing the trains. It is fixed on a post at a height of 2.10 meters with its length vertical and its face at right angles to the track. It is erected at a distance of not less than 1400 meters in rear of the first Stop Signal/Gate Signal.



GOODS WARNING BOARD

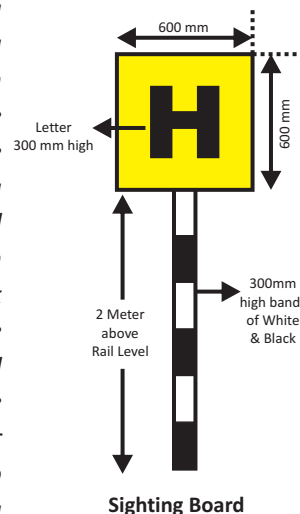
NOTE : (a) On the Rajdhani/Shatabdi Express route there should be only ONE warning board which is of the type referred to in paragraph (ii) above and which is intended for the guidance of Loco pilot of passenger as well as goods trains. This board should be fixed at a distance of not less than 1500 meters in rear of the first stop signal/gate signal. This distance should be increased to 1700 meters for stations approached on a falling gradient of 1 in 200 or steeper.

- (b) *On sections where double Distant signals are provided, the provision of warning board is to be dispensed with.*
 - (c) *On sections where there is provision of multiple aspect colour light signals with only one Distant signal, the provision of passenger warning board as referred in clause 3.30 (1) (i) to be dispensed with and only one warning board i.e. Goods Warning boards to be provided at a distance not less than 1400 meters.*
 - (d) *On sections where speed of trains is less than 75 KMPH then the provision of only one warning board i.e. passenger warning board may be considered.*
- (2) *The boards are provided with a view to warn the Loco pilot of a train that he is approaching a first stop signal/gate signal so as to enable him to bring his train under control and to be prepared to stop at the signal, until he able to sight the signal and be guided by its aspect. In other words, where the aspect of the stop signal is not indicated either directly or through the Distant/Warner signal, from or before the appropriate warning board, the Loco pilot should act as if the stop signal is at danger. To make this absolutely clear, the following examples are given –*
- (i) **'B' class station lower quadrant signaling** – *if the Outer/Warner are not visible from the appropriate warning board the Loco pilot shall apply brakes as if the Outer/Warner in the 'ON' position. If after passing the warning board he sees either the Outer alone or the Outer and Warner both, taken 'OFF', he may release the brake and be guided by the signal aspect.*
 - (ii) **'A' or 'C' class station, Lower quadrant signaling** – *If the Warner or Home is not visible from the appropriate warning board the Loco pilot will apply brakes as if the Home is at 'ON'. If after passing the warning board the Warner alone becomes visible and is at 'ON' the Loco pilot should continue to treat the Home at 'ON'. If however, the Warner is seen to be taken 'OFF', the Loco pilot may increase his speed suitably for a run through. If on passing the warning board the Loco pilot sees the Warner at 'ON' but the Home taken 'OFF' he shall adjust his speed for stopping at the station and if it is a Loop Home, he shall also prepare to pass the facing points at a restricted speed of 15 Kmph.*
 - (iii) **Multiple aspect signaling** – *If at the time of passing the appropriate warning board neither the Home nor the Distant signal is visible; the Loco pilot shall apply brakes as if the Home is at 'ON'. If however after passing the warning board, the Loco pilot sees either the Distant or the Home signal is 'OFF', he shall regulate his speed suitably as indicated by the signal (s).*

3.31. SIGNALS AT CLASS 'D' STATIONS – At a class 'D' station, a train may be stopped in such manner as may be authorized by special instructions.

SR. 3.31:

- (1) At a class 'D' station, a train may be stopped by a Hand signal where, however, Stop Boards are provided the use of Hand signal may be dispensed with for trains booked to stop.
- (2) (i) To indicate to the train Loco pilot of a train approaching 'D' class station, a Sighting Board shall be fixed at a distance of 1200 metres on BG and 800 metres on MG on either side of single line section and in rear on double line section from centre line of 'D' class stations. The engineering official shall arrange to provide the Sighting Board in accordance with the diagram shown which shall consist of a square board having each side 600 mm. with yellow background and 300 mm high and 40 mm thick letter 'H' in black. This shall be retro reflective type. The Board shall be fixed on a post 2 meter high (from the rail level to the bottom of the board) painted with alternative 300 mm high white and black bands. The Loco pilot after locating the Board shall whistle freely. In addition to above, white light shall be lit in front of station building on either side at night.
- (ii) At 'D' class halt/flag stations engine stop boards should be provided at a distance of 15 meters from the edge of the platform on either side in case of single line and at distance of 15 meters from the edge of the platform on double line or where the engine is required to come to a stand on double line to indicate to the Loco pilot the place at which his engine is required to be stopped. The size of the board should be 5 Ft. X 1 Ft. with the letters "ENGINE STOP" painted in black on a yellow background over 7 Ft. high pole.



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 meters in two-aspect signaling territory and 180 meters 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 signaling 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 meters 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 off 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 the 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 kilometers per hour, a Distant signal and a Home signal only may be provided in each direction under approved special instructions.

3.34. FIXED SIGNALS AT LEVEL CROSSINGS –

- (1) Unless exempted under approved special instructions, every level crossing gates which closes across the line at 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.

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.

SR. 3.35: The stop signals provided at certain outlying sidings taking off the running line are normally in the 'OFF' position.

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 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; or 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 signal had been taken 'OFF'

shall be advised by on-duty Station Master through a 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-rule (i) or through a written memo and his acknowledgment received, the route set shall not be altered except to avert an accident; or
- (b) where arrangement is provided to restore the signal to 'On' automatically, the control operating the signal shall not be restored to its normal position till the whole of the train has passed it.
- (3) No fixed signal within station limits shall be taken 'Off' without the permission of the Station Master, and in the case of a signal outside the station limits without the permission of such person as may for the time being be in independent charge of the working of such signal.

SR. 3.36 :

- (1) *The staff responsible for working signals shall always see that the aspect of the signal after observing, arm by day and back light by night, or in case of a signal with electric repeater, the arm repeater by day and both the arm and light repeater by night, or in case of colour light signal the aspect of the signal indicated by the repeaters provided, corresponds with the position of the lever/switches operating it.*
- (2) *Signals for a train approaching a station are not to be taken 'OFF' earlier than 10 minutes before the train is due or less where the running time on short block section is less than 10 minutes or until the 'Train Entering Section' signal has been received from the station in rear.*

- NOTE:**
- (a) *Where local condition do not permit stopping of trains at signals due to rising gradient, approaching signals may be taken 'OFF' prior to granting line clear to the station in rear.*
 - (b) *In no circumstances must a signal be taken 'OFF' by pulling the wire by hand, or in any way other than the prescribed method.*
 - (3) (a) *In ordinary course, signals once taken 'OFF' for the passage of a train must be replaced to 'ON' until the whole of the train which it controls has passed it, except in case of emergency (to avert an accident).*
 - (b) *If in an emergency, a signal has to be put back to 'ON' position before the movement of the train for which it was taken 'OFF'; no points or lock shall be moved until train has come to stand except to prevent accident.*

In case approach stop signal is put back to 'ON' by Station Master in case of an emergency to prevent an accident and the train could not be stopped at the foot of the signal, which has been brought to 'On' position by the Station Master, the further movement of train to be guided by written authority issued by the Station Master after ensuring correct setting & locking of the route and other conditions if any.

(c) *In case Starter and Advanced Starter taken 'Off' for departing trains i.e. trains starting from station after coming to stop are required to be put back for purpose of movement of another train (Precedence or Crossing), the following precautions must be taken -*

(i) *Relevant Starter and Advanced starter may be replace to 'ON' position. Then the Loco pilot of the train for which the signal had been taken 'OFF' should be advised by on-duty ASM/SM/Dy.SS through a secured means of communication(MTRC, etc.) to the effect that his signal has been replace to 'ON' and he should not start.*

NOTE: *'Secured means of communication' referred in sub para (c) (i) of para (iii), the following systems may be considered as 'Secured means of communication' with regard to communication between Station Master and Loco pilot :-*

(a) *GSM-R based Mobile Train Radio Communication (MTRC) System.*

(b) *TETRA based Mobile Communication System; and*

(c) *Trunking Radio (MPT-1237) and CTCSS VHF System.*

(ii) *Whenever secured means of communication in the form MTRC, etc. is not available and in case of diesel long hood leading loco, the Loco pilot shall be advised through a written memo that his signal has been replaced to 'ON' and he should not start.*

(iii) *Till the Loco pilot of the train for which signal was taken 'OFF' and put back to 'ON', has been advised through a secured means of communication or through a written memo and his acknowledgment received, the route set should not be altered except to avert an accident.*

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

(4) *In the event of two trains approaching a non-interlocked station on single line at the same time, or nearly the same time, the signal shall be taken 'OFF' for the train which the Station Master has decided to admit first, the other train being brought to stand at the Outer, but in case it is necessary subsequently to alter the arrangements and to give precedence to the other train, the Station Master shall first put all signals to 'ON' and keep them in the 'ON' position, until both trains have been brought to a stand, when precedence can be given to the proper train.*

(5) *Cabins in large yards, where shunting is performed by pilots, shall not exhibit any flag or light to trains running through when there is nothing wrong with the train, should, however, they find anything wrong with the train, they must display a danger signal to the Guard of the train who must appear at the door or on the verandah of the brake van and watch for such signals.*

NOTE: *See G&SR 4.42.*

(6) **Rules for Electrified Section** – *Signals taking 'OFF' –For all suburban trains worked by electric traction, whether stopping at a station or not, the respective starting signal should be taken 'OFF' as soon as Line –clear has been received from the station in advance. It shall be the responsibility of the Motorman Driver and the Guard to stop their train at the stations at which it is booked to stop in the working time table, although the starting signal at the station may have already been taken 'OFF'.*

- (7) *In case of passenger trains (CONVENTIONAL, MEMU & DEMU) where the stoppage of the train at a station is two minutes or less, starting signals may be taken 'OFF' as soon as 'Line Clear' has been received from the station in advance and even before the train has come to a stop at the station. It shall be the responsibility of the Loco pilot/Motorman and the Guard to stop their train at the station at which it is booked to stop according to working time table, although the starting signals at the station may have been taken 'OFF' earlier.*

3.37. NORMAL ASPECT OF SIGNALS –

- (1) Unless otherwise 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”.

3.38. POINTS AFFECTING MOVEMENT OF TRAINS –

- (1) The Station Master shall not give permission to take signal '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 obstruction.
- (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.

SR.3.38 :

- (i) *At road side stations on the single line whenever two trains have to cross, the facing point at each end of the station must be set and locked for the reception of the two trains before signals are taken 'OFF' for either train.*
- (ii) *(a) passenger trains should normally be received on the platform line.*
- (b) where trains are required to run through without stopping, the same shall be passed through the straight line of the station. Trains may, however be permitted to run through a loop line without stopping at a restricted speed of 15 KMPH if the straight line is not available for running through except at stations where turn outs with curved switches have been provided where a higher speed as prescribed in the working time table will be permissible.*
- (c) when two passenger trains cross at a station where there is only one platform and both trains are booked to make a halt, the first train should normally be admitted on the platform line.*
- (d) if all the lines at a station happened to be blocked when line clear has been granted to a train, the point should be set for the line occupied by a stabled load or a goods train in that in order so that, in case of mishap, the chances of casualty is 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, minimize 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 loop occupied by a train where a passenger train coach, will, in the case of a collision receive the impact. These precautions shall be taken in addition to the observance of other precautions like use of lever collars etc.

When a line is blocked by stabled load or obstructed with vehicle etc. the said points must also be clamped and padlocked and the key kept in the personal custody of Station Master on duty. This will however, not apply to station with fully track circuited running lines.

- (e) The taking 'OFF' a Home signal for a running line will be considered as a danger signal to a siding taking off the running line. No engine, train or vehicle must come out of such a siding, unless the Home Signal has been put back to 'ON'. The signal for an engine, train or vehicle to proceed from a siding must be given by hand, unless there is a fixed signal specially for the siding.*

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

SR. 3.39:

- (1) All non interlocked facing points over which any train has to pass when entering or departing from a station shall be properly set and locked in accordance with G.R. 3.39:*
 - (i) The railway servant authorized to set and lock the points is pointsman/Porter on duty or any other duly qualified person appointed by the competent authority to carry out these duties.*
 - (ii) Keys used for locking of points shall, when not in use be kept in the personal custody of the Station Master or other person duly authorized by Divisional Railway Manager.*
 - (iii) Whenever a complete passenger, mixed or goods train or its part or a vehicle containing passenger is required to be shunted over the main/running lines, the facing points over which it has to pass must be locked, either, by pulling the lock levers, where provided, if interlocking permits of this being done, or by clamping of points where the points are non-interlocked or interlocking does not permit pulling of the lock levers.*
 - (iv) In the case of shunting of vehicles not containing passengers, locally worked points must be manned and held for all movements in facing direction after clamping and padlocking the points. Where this is not practicable specific exemption must be incorporated in the Station Working Instructions. This does not however, apply to locally worked points with spring levers.*
 - (v) The official in charge of shunting shall be directly responsible for ensuring the above stipulations.*
 - (vi) At stations provided with separate goods yard, the goods yard points need not be locked for shunting purposes. Instructions in this regard to be mentioned in Station working Rules.*
- (2) (i) When at a station the inter-locking, key locking or modified key locking fails the station must be worked in accordance with special instructions as laid down in the Station Working Rules.*
 - (ii) Until the interlocking or key locking failure is put right, the facing points , shall be clamped and padlocked. In case of motor operated points, the points over which the train will pass whether trailing or facing shall be invariably clamped and padlocked.*

- (3) (i) Signals to show that facing points are locked – At all single line stations when the points have been locked as directed, the man at the points will show a stationary red signal towards the station until the signals are taken 'OFF'. He will then show a stationary green signal towards the train or engine until it has passed the points.

NOTE: If the Loco pilot finds the conditions as laid down in SR. 3.39 (3) are not fulfilled he will slow down his speed and pass over the points very cautiously and report the occurrence to the Station Master. These rules will apply in all cases where trains are required either to run through or to stop at station which are not interlocked.

- (ii) The pointsman manning the facing points for an incoming train shall not leave them until the train is clear of the fouling mark. After the train has arrived at the station, the pointsman will show :-
- (a) A green signal towards the station if the train has arrived complete and is clear of the fouling mark, and
 - (b) A red signal towards the station :-
 - (i) In case the train has not arrived complete and/or
 - (ii) When it is not clear of the fouling mark.

The Station Master on duty should make it a point to note what signals are given by the pointsman at the facing points.

- (4) (i) "All non-interlocked (padlocked) or key-locked leading points from running lines or to any sidings or from sidings or from sidings on to any running lines are classified as permanently locked points and must be kept permanently locked to ensure isolation of the running lines.
- (ii) Particulars of points which are to be treated as "Permanently locked" and the normal position in which such points are to be kept set and locked shall be embodied in the Station working Rules.
- (iii) All permanently locked points shall be locked in accordance with GR 3.39 and in addition the lever working the points, shall also be locked whenever the type of the lever permits of this being done.
- (iv) When it is required to change the position of permanently locked points for shunting purposes, the staff authorized by Station Working Rules to manipulate such points shall be personally responsible to see that the points are correctly set and locked for movements over them and also for exhibiting correct hand signals for each movement. The staff also shall be responsible for re-setting and re-locking such points in their normal position after completion of the movements over them and for returning the keys of the points to the Station Master on duty or any other person authorized by Station Working Rules to retain custody of the keys.
- (v) Station Master on duty or any other person authorized by Station Working Rules, shall be responsible to see that after completion of the work at the points, the necessary keys are returned to him and shall also satisfy himself by personal inspection that the points are correctly re-set in their normal position. In the case of key locked points, the possession of the correct key shall be an indication of the setting of points in the normal position.

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 for an adequate distance beyond the place at which the train is required to come to a stand.
- (2) Where a train has first been brought to a stand outside the Home Signal, the signal may be taken 'OFF' if ;
 - (a) On a double line, the line is clear upto the Starter; or
 - (b) On a single line, the line is clear upto the trailing points or under approved special instructions upto the place at which the train is required to come to a stand.
- (3) Except under approved special instructions, the adequate distance referred to in sub-rule (1) shall never be less than :
 - (a) 180 meters at stations equipped with two-aspect lower quadrant or two-aspect colour light signals, or
 - (b) 120 meters in 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 derailling switch, has been provided for the line on which a train is to be received, the shall be deemed to be efficient substitutes for the adequate distance referred to in sub-rule (3).

SR 3.40: (i) Obstruction of sand-hump or snag dead end prohibited :- It is forbidden to obstruct a sand-hump or snag dead –end at any time whether a train is expected or not. If through an accident or other unavoidable cause it should become obstructed, trains shall be received in accordance with G&S Rules 5.09.

(ii) Controlling movement of trains at Double line Stations when Block section ahead is obstructed:- If the Block section beyond the Last Stop Signal of a station on the Double line is obstructed and it is required to draw a train up to that Signal, the movement shall not be permitted until the train has first been brought to a stand at the Home Signal or the signal immediately in rear of the Last Stop Signal.

(iii) Should a train leave station without a proper authority to proceed the block station in advance shall, even if the station yard is free from obstruction, not receive the train by taking 'OFF' Home signal but, shall issue a manuscript in the following form observing all the procedures for reception of train on a non-signalled line. Train to be received on piloting, Manuscript to be prepared in two copies. One will be handed over to Loco pilot after taking acknowledgment on record copy.

Authority for reception of a train coming without proper authority to proceed.

Manuscript No. Station.....Date.....

Loco Pilot of Train No.....

Since you are coming without proper authority to proceed, no signal shall be taken 'OFF' for reception of your train. You will be received in Line No...../PF No..... for which all points are set, locked and line is free from all obstructions. You are authorized to proceed on the above referred line and pass relevant stop signals at 'ON' on this authority on piloting proceeding very cautiously.

Signature of the Loco Pilot

Signature of Station Master

Station Stamp

3.41. CONDITIONS FOR TAKING 'OFF' OUTER SIGNAL –

- (1) When a train is approaching the Outer signal otherwise than at a terminal station, the signal shall not be taken 'OFF' until the train has first been brought to a stand outside the signal, unless the line on which the train is to be received in the station is clear –
 - (a) in the case of double line, up to the Starter signal, and
 - (b) in the case of a single line, for an adequate distance beyond the first facing points.
- (2) Where the train has first been brought to a stand outside the Outer signal, the signal shall not be taken 'OFF' unless the line is clear up to the first facing points, or up to the Home signal at a station where there are no facing points.

SR 3.41:

- (1)
 - (i) *Unless where otherwise specifically prescribed in the Station Working Rules, the Home signal must be taken 'OFF' first and the Outer signal taken 'OFF' thereafter. This does not however, absolve the Loco pilot of his responsibility for observing and being guided by the Home signal, as it may be possible that Outer signal is 'OFF' though the Home at danger.*
 - (ii) *The Outer signal must be put back to 'ON' as soon as the train has passed it and the Home signal likewise must be put back to 'ON' as soon as the train has passed it.*
 - (iii) *At stations where only an Outer signal is provided in accordance with GR 3.33 (b) the conditions for taking 'OFF' are the same as for taking 'OFF' the Home signal as laid down under GR 3.40.*

NOTE: *At stations where Outer signal is not interlocked with Home signal or, it is free for shunting short of points only, Outer signal may be taken 'OFF' without taking 'OFF' the Home signal provided the train has come to a stand at the foot of Outer signal.*

3.42 CONDITIONS FOR TAKING 'OFF' LAST STOP SIGNAL OR INTERMEDIATE BLOCK STOP SIGNAL-

- (1) On double line, 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.
- (2) On single line –
 - (a) the last stop signal shall not be taken 'OFF' for a train unless Line Clear has been obtained from the block station in advance;
 - (b) for Intermediate Block Signalling –
 - (i) first, the direction of traffic shall be established and then Line clear shall be obtained from the block station in advance as per the established direction of traffic;
 - (ii) only after establishing the direction of traffic the train movement in the 'Station controlled Intermediate Block section' shall be permitted; and
 - (iii) the Intermediate Block Stop Signal shall not be taken 'OFF' unless the line clear has been obtained from block station in advance and direction of traffic is established.

Explanation – On Single Line Intermediate Block signaling, the line between two adjacent block stations is divided into two subsections, the first section which shall be termed as 'station controlled intermediate block section' and the section between Intermediate Block signal to First Stop Signal of block station ahead shall be termed as 'block controlled Intermediate Block section'.

- 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 train that has to be stopped out of course.

SR 3.43 :

The Working Warner signal can be taken 'OFF' only when line clear has been obtained from the station in advance and train is intended to run through via main line and all approaching and departing signals for the train concerned has been taken 'OFF'. Irrespective of there be any speed restriction within station limit.

- 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 gate of such level crossing or crossings are closed or 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 signal is provided.

- 3.46. USE OF FIXED SIGNALS FOR SHUNTING –**

- (1) The Outer, Home and the Last Stop signal of a station shall not be taken ;OFF' for shunting purpose.
- (2) At Stations where Advanced Starter 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 signals for one train only shall be taken 'OFF', other necessary signals being kept at 'OF' 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 Warners but not provided with Starters, the working Warner is kept at 'ON',
- (b) at stations provided with Starters but not provided with working Warners, the relevant Starter is kept at 'ON',
- (c) at stations provided with both working Warners and Starters, both 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.

3.49. CARE AND LIGHTING OF SIGNAL LAMPS –

- (1) The Station Master shall see that the 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 back lights clearly visible.
- (4) Whenever night signals are used the Station Master shall not grant Line Clear unless he has ensured, either personally or in the manner, prescribed under special instructions, that the lamps of fixed signals at his station which are not approach lighted and which apply to the train are burning. If signal lights cannot be kept burning he shall, before giving Line Clear initiate action in accordance with the procedure prescribed in Rules 3.68 to 3.72.
- (5) Before lighting a semaphore signal or indicator lamp, the Railway servant deputed for lighting it, shall inspect the lenses and spectacle glasses. In case he finds the red roundel broken 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.

SR 3.49:

- (i) **Lighting and Extinguishing of Signal Lamps :-** Except in certain branch lines where no train run during the night all signal lamps are ordinarily to be lit and extinguished in accordance with the timing shown below :-

DIVISION	Lighting Time				Extinguishing Tme			
	Feb.-Apr.	May-July	Aug.-Oct.	Nov.-Jan.	Feb.-Apr.	May-July	Aug.-Oct.	Nov.-Jan
DHN	17.25	18.05	17.05	16.55	06.25	05.15	05.50	06.30
DNR/MGS	17.30	18.15	17.10	16.55	06.35	05.15	05.55	06.40
SEE/SPJ	17.30	18.15	17.10	16.55	06.35	05.15	05.55	06.40

- (ii) In the event of weather not being clear due to storm, fog etc. lamps should be lit earlier and extinguished later as may be necessary.
- (iii) At non-interlocked stations, the Station Master on duty shall daily check that the point indicator glasses are intact. This should be done operating all points after the point indicator lamps have been lit and observing the indication of lights and must record the results of each test in the station diary.

- (iv) **Inspection of signal glasses:-** The railway servant who lights the signals shall inspect the roundel for cracks and breakages and if any defect is noticed, immediately report the matter to the Station Master on duty who will enter the report in the station diary. Such signal should be treated as defective during the period they are required to be kept burning and action shall be taken in accordance with the procedure prescribed in General Rule 3.68 to 3.72 and Subsidiary Rules made thereunder. Provided further if the red roundel is found broken, cracked or missing, the signal must not be allowed to remain lit and a Railway man shall be deputed to show a danger hand signal to the approaching trains at the foot of the signal.
- (v) No signal is to be tested after line clear has been given for a train.
- (vi) After heavy storms, particularly hail storms and cyclone etc., during the period the signal lights are required to remain lit up, the Station Master on duty shall make it a point to have the signals inspected by some railway servant on duty.
- (vii) Before granting line clear to a train following the conditions as mentioned in GR 8.02 to 8.04, the Station Master shall ensure that the approach signals are at 'ON' position. If in any case, any of the approach signal/signals, either permissive or stop is at no light/defective position, he shall take action as per GR/SR 3.68 and 3.69 and will arrange to put the signal at 'ON' position. In case it is not possible to put the signal to 'ON' position during day or even during night, he will advise the SM of the rear station to warn the Loco pilot through a caution order advising him regarding the condition of signal/signals ahead while approaching next /advance station.

Loco pilot shall proceed cautiously after getting such advice and be ready to stop at the foot of the signal for which caution order has been issued. Further GR/SR 3.74 & 3.80 to be followed.

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

SR 3.50:

- (i) **Traps –** these are single switched rail points provided on a line to isolate it from other line or lines. The switch is so designed that a vehicle/wagon passing over the switch in the open position will derail.
- (ii) (a) **Catch Sidings and Slip Sidings –** At a station where there is a gradient Steeper than 1 in 80 falling towards the station or 1 in 100 falling away from the station within 45 meters beyond the outermost point at either end, a catch siding in the former case and a slip siding in the latter case should be provided, if necessary, in suitable position.
- (b) **At locations where speed sensing devices are not provided** for elimination of catch siding halts, all trains must be brought to a stop at the stop signal protecting the catch siding. The points which are set for the catch siding should be changed only after the train has come to a stop.
- (c) **At locations where speed sensing devices are provided** for elimination of catch siding halts, the stop signal can be taken 'Off' for passing the train without stopping provided the line clear from station in advance is already obtained and it is ensured that the train has approached the Stop signal at a restricted speed. The Loco pilot must obey the speed restriction till the whole train clears the catch siding points. Suitable working instructions must be incorporated in the Station Working Rules of station/cabins where speed sensing devices are provided.

3.51. POINTS –

- (1) All points shall normally be set for the straight except when otherwise authorized by special instructions.
- (2) The railway servant concerned with the operation of points and signals shall not, while on duty, leave the place of operation of points or signals which are under his charge except under special instructions.
- (3) No railway servant shall interfere with any points, signals, or their fittings, signal wires or any interlocking or block gear for the purpose of effecting repairs, or for any other purpose, except with the previous permission of the Station Master.

SR 3.51:

- (i) *No member of the station staff particularly if in charge of points and signals or shunting, shall leave his duty without being relieved by some competent person and in case of an unusual, without the knowledge and permission of the Station Master.*
- (ii) *Pointsman and Signaller shall remain on duty, if line clear is given for a train has been received and the conditions for granting line clear have been restored.*
- (iii) **Disconnection of points and signals-** *Whenever a staff is required for rectification of points, signals or any interlocking gear, the Station Master on duty shall issue a memo to concerned SI/ESM/MSM in a form prescribed for the purpose. Before taking in hand any disconnection of points, Signals or any interlocking gear, the person in-charge of the work shall advise the Station Master in writing on form S&T (T/351) and obtain his signature before the work is started and after it is completed -*
 - (a) *Where cabins are under the control of the Station Master, he shall advise the cabin staff by telephone confirming the message with a private number and obtain an acknowledgment also confirmed by a private number before the work is started and after it is completed.*
 - (b) *In the case of non-interlocked points the responsibility for advising the station Master in writing devolves on the member of the Permanent way staff.*
 - (c) *In large yards where train movement are frequent and shunting is continuously going on , repairs to or disconnection of points, signals or any interlocking gear shall, whenever possible , be supervised by the inspector or assistant inspector responsible for the work.*
- (iv) **Whenever alteration or repairs are being carried out to interlocked points, signals or any interlocking gear, action shall be taken as per instructions below :-**
 - (a) *On receipt of advice by the Station Master on duty from the Permanent Way or Signal and Interlocking staff, about the work to be taken in hand a restriction of 15 kilometer per hour shall be imposed while the work is in progress and caution order issued until the work is completed. The Permanent Way or Signal and Interlocking staff in-charge on the work shall be responsible for providing the necessary protection, in accordance with the rules laid down in Chapter-xv before taking the work in hand.*
 - (b) *When the work does not necessitate disconnecting the points or point locks from the lever operating them, the Transportation staff shall be responsible for the correct setting and locking of all points by the appropriate levers before permitting any movement over them. The Permanent Way or Signal and Interlocking staff in-charge of the work shall be responsible for seeing that the working of points and point locks by the appropriate levers is not interfered with in any manner and that all points over which the movement is to be made are correctly set and locked.*

- (c) When for any reasons points or point locks in Station Yards are disconnected from the levers by which they are operated, the Permanent way or Signal and Interlocking staff who make the disconnection shall set the points as required, for traffic movement. It shall be the responsibility of the Transportation staff to secure such points, by a clamp and padlock after satisfying themselves that the points are correctly set, as required before permitting, any movement over them. If over disconnected point/gear, movement is possible and is required to be done, SM will issue a memo to SE(P.Way)/SE(S&T) in this regard and obtain such permission in writing.

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 showing a light as prescribed in these rules.
- (2) During day a flag or flags shall normally be used as hand signals. Hands shall be used in emergencies only when flags are not available.
- (3) During night a hand signal normally be given by showing a red or green light. A white light waved violently shall be used as a stop signal only when the red light is not available.
- (4) Red or green light referred to in sub-rule (3) shall be either static or flashing type.

SR. 3.52:

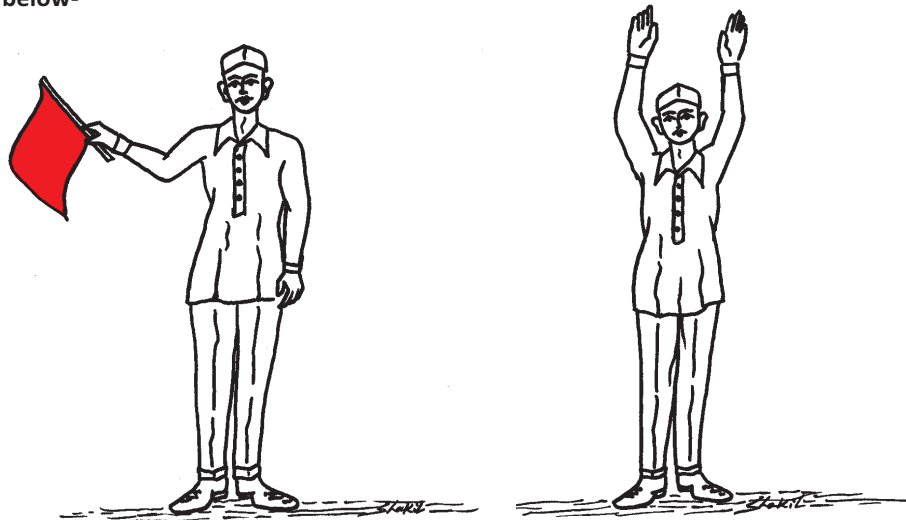
Under no circumstances is a white light by night to be used as hand signal in shunting operations except as danger signal in accordance with the provision of GR 3.52, 3.53.

3.53. STOP HAND SIGNAL –

Indication : Stop dead

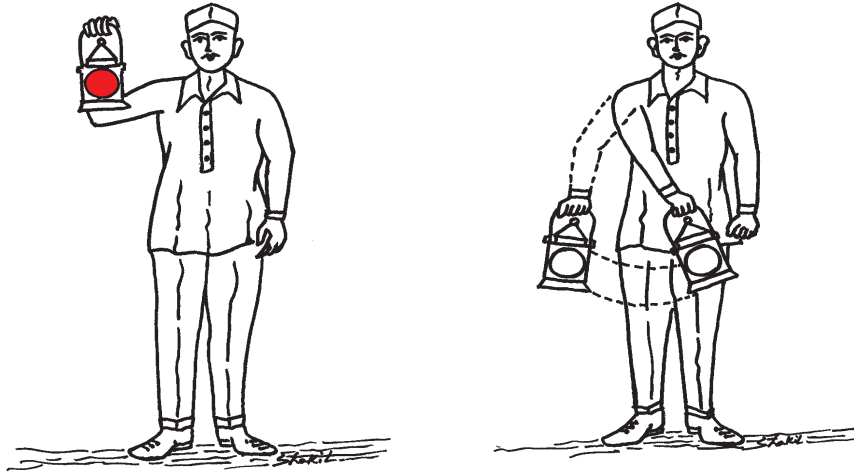
How given by day:

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



How given by night:

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



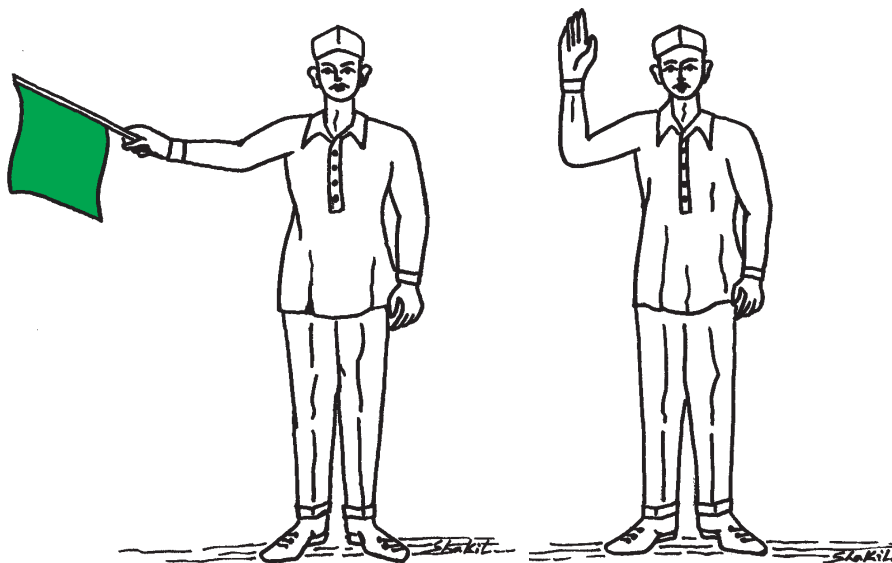
Indication : Stop dead

3.54. PROCEED HAND SIGNAL –

Indication: Proceed

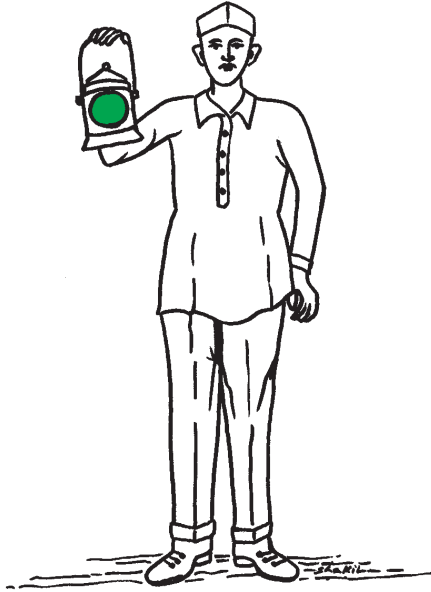
How given by day:

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 –



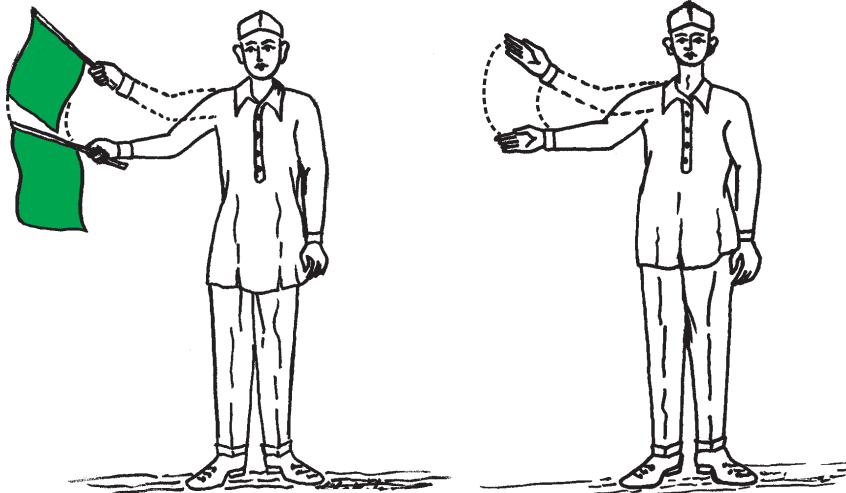
Indication : Stop dead

3.55. PROCEED WITH CAUTION HAND SIGNAL –

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

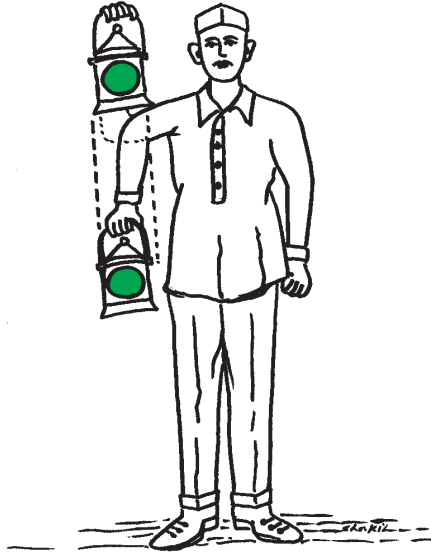
How given by day:

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 –



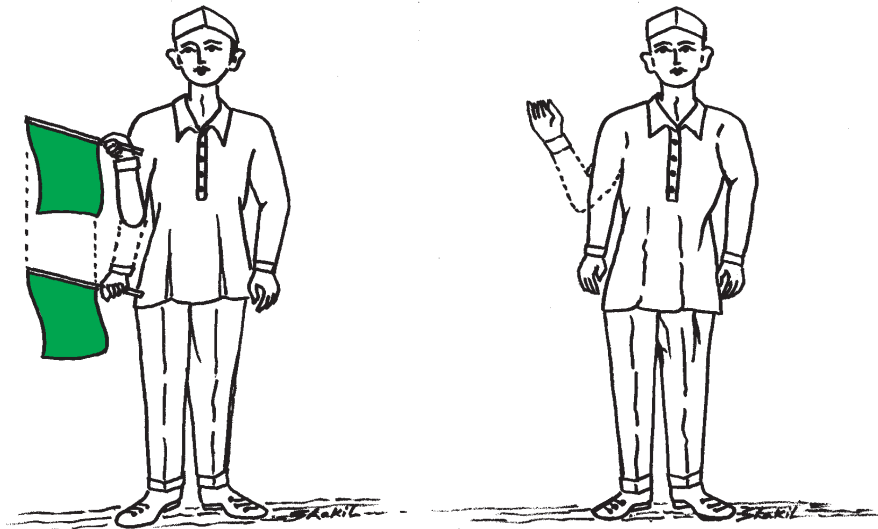
NOTE: When the speed is to be reduced further, this signal shall be given at a slower and slower rate and when a stop is desired, the stop hand signal shall be shown.

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 signaling.

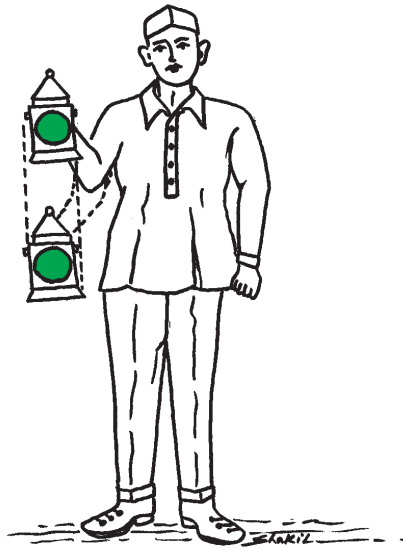
How given by day:

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



How given by night :

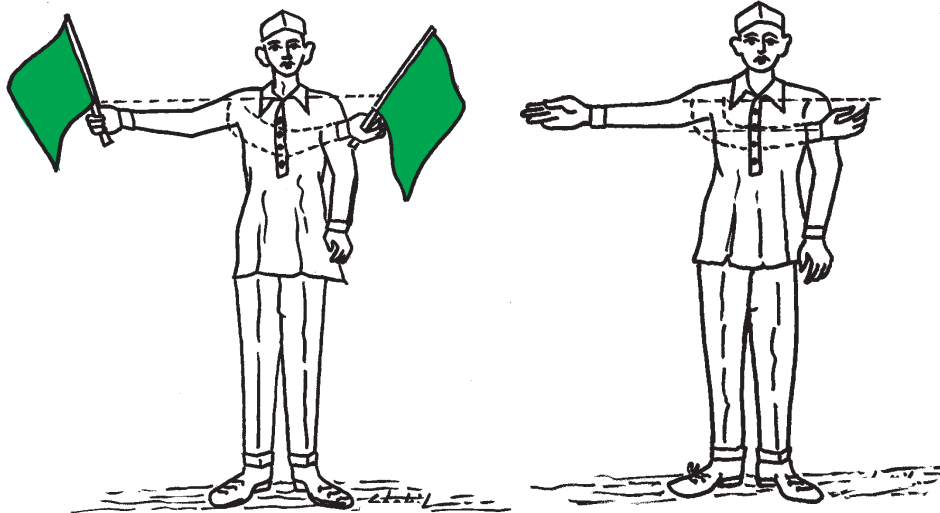
By a green light moved slowly up and down as illustrated below –



(b) Indication: Move towards the person signaling.

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-

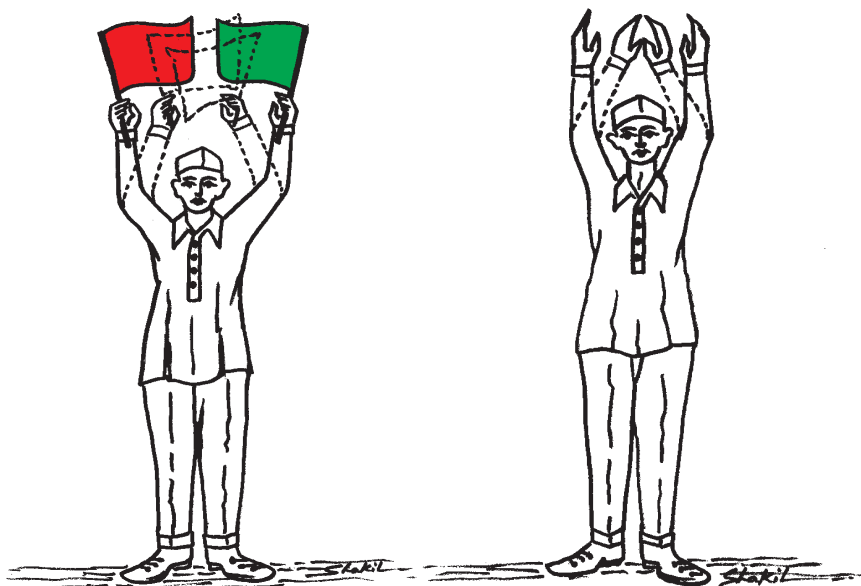


NOTE: The hand signals for 'Move away from the person signalling', and 'Move towards the person signalling' shall be displayed slower and slower, until the Stop hand signal is given if it is desired to stop.

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

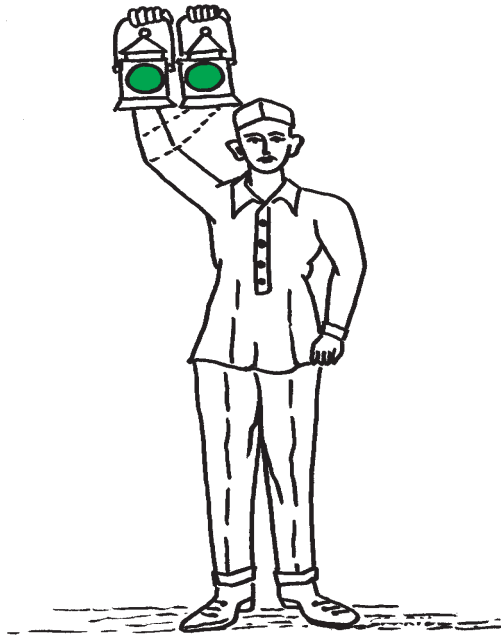
How given by day :

By a green and 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 –



Indication : Move slowly for coupling.

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

3.58. KNOWLEDGE AND POSSESSION OF HAND SIGNALS –

- (1) Every railway servant connected with 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.

SR. 3.58 :-

The hand signal flags (Green/Red) referred to in GR 3.58 above shall be 50 cm. X 45 cm. and made of suitable cloth with bright colour. The stick should be inserted on the width (45 cm.) side.

F. DETONATING SIGNALS

3.59. DESCRIPTION OF DETONATING SIGNALS – Detonating signals, otherwise known as detonators or fog signals, are appliances which are fixed on the rails and when an engine or a vehicle passes over them, they explode with a loud report so as to attract the attention of the Loco pilot.

3.60. METHOD FOR USING DETONATORS –

- (1) A detonator when required to be used shall be placed on the rail with 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 mixed gauge, detonator 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 signal, two detonators shall be placed on the line, by a railway servant appointed by the Station Master in this behalf, about 10 meters apart, and at least 270 meters 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 meters 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 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.

SR. 3.61 :

(A) Infrastructure/Addition/Alteration.

(i) Provision of Fog Safe Device :

Reliable Fog Safe Devices, If available, may be provided to the Loco Pilots in all Locomotives running in fog affected areas during fog. Placement of detonators under conditions as prescribed in para 3.(ii) above shall be dispensed with, where reliable fog Safe Device is available and is in working order.

(ii) Modification of Automatic Signalling System:

Introduction of Modified Automatic Signalling System as per GR. 9.01 (3) & (4) and GR. 9.03 (3) and (4) and GR. 5.18 to be followed strictly.

(B) Works to be completed before foggy weather to strengthen Rail Infrastructure:-

- (i) Adequate supply of detonators must be ensured.
- (ii) Lime marking across the track at the Sighting Board (or at Distant Signal in case of Double Distant Signals) must be done.

- (iii) *All Signal Sighting Boards, Whistle Boards, Fog Signal Posts and busy vulnerable level crossing gates which are accident prone should either be painted or provided with Yellow/Black luminous strips. The work of repainting for their proper visibility should be completed before onset of winter / foggy season.*
- (iv) *Lifting barriers at busy level crossings, where necessary, to be provided with Yellow / Black luminous indication strips.*
- (v) *The new existing SLRs are already being fitted with LED based flasher tail light; therefore, the existing SLRs with fixed Red lights should be modified and fixed with LED lights. This will be a very important step to ensure safety in foggy weather. When the train is held up in Automatic territory (on double and multiple section) in abnormal situation including fog, the Guard will put the LED light to 'ON' position. This will be in addition to Flashing Red Tail Lamp.*
- (vi) *It should be ensured that retro reflective strip in Sigma shape for identification of Stop Signal be provided as per existing instructions.*

(C) The following points are to be kept in mind during operation of trains in foggy weather:-

- (i) *PME/Refresher Training and other Safety/Promotional Courses of Loco pilots/Assistant Loco Pilots and Guards in ZRTIs/STCs, etc. who become due between 15th December and 31st January should be completed by 15th December.*
- (ii) *Fog affected Railways should review the crew changing locations. In view of increasing hours on road the Railways may create infrastructure at new/additional crew changing locations. Simultaneously the loco /crew/rake links be reviewed during the period of fog. All crews (Loco Pilots, Assistant Loco Pilots and Guards) on stationary duty should be utilized for train working especially during fog.*
- (iii) *The instructions on all matters including cancellation of train be made applicable from 20th December to 31st January every year subject to provisions if the fog sets in early before 20th December and continues beyond 31st January respectively as the case may be.*
- (iv) *Each and every crew should be imparted necessary training for up to two days about the systems of working of trains during fog. This process be completed by 1st December of every year positively.*

(D) Visibility Test Object (VTO) :

- (i) *The check of adequacy of visibility through the VTO is to guide the SM/ASM so as that he can decide when detonators are to be placed to warn the Loco Pilot of the location of an approach Stop Signal.*

- (ii) *VTO for Semaphore Signalling and for two aspect Colour Light Signalling (CLS):-*

The VTO may be the light (or arm by day) of a Starter Signal (where exists) or the back light of the Home Signal etc. as defined in GR 3.61/(2) (b). In such cases, the VTO is normally located 300 – 350 meters at a place from where it is to be seen by the SM. During foggy or tempestuous weather, when such a VTO is not seen by the SM, it shall determine that fog has set in.

Note: - The visibility Test Object to be defined in the SWR of stations, which qualify for placement of detonators, should be on each end of a station (for junction stations there may be more than two VTOs).

- (iii) *Prescribed VTO for Multiple Aspect Colour Light Signalling (MACLS):-*

- (a) *Stations with MACLS shall have a prescribed VTO located at a distance of 180 meters from a nominated location where the SM shall stand.*

- (b) When a prescribed VTO is not visible from 180 meters or more during dense fog, the SM shall not use his discretion as per GR 3.61 (2) (a) but will arrange to place detonators to warn the Loco Pilot, unless specified otherwise in these Instructions.

Note:- There should be one Visibility Test Post in MACLS territory (at stations which qualify for placement of detonators) located at a distance of 180 meter from the place where at the SM shall normally stand to see the prescribed VTO.

- (iv) When the VTO (or the prescribed VTO) provided under conditions laid down is not visible to the Station Master, he shall take action as under :-

(a) Ensure that signals are lit during night as well as during day in Semaphore Signalling sections when visibility is impaired due to fog, and VTO is also lit.

(b) Observe the VTO before granting Line Clear to a train.

(c) **In case prescribed VTO is not visible, take action as under :-**

(i) depute fog signalman with detonators to place detonators in situations prescribed under para (E) (ii) at 270 – 280 meters from the first stop signal to inform in advance the location of this signal to the Loco Pilot of the approaching train.

(ii) Each of these fog signalmen shall be provided with 20 detonating (fog) signals or such lesser number as may be prescribed under special instructions.

The fog signalman 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 clasp round the upper flanges of the rail about 10 meters apart from each other, which on explosion under the wheels of an engine will warn the Loco Pilot of his proximity to the First Stop Signal(Outer/Home), as the case may be.

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

(iv) When a railway servant has placed one or more detonators on the line, he must withdraw beyond the safety radius of 45 meters 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 meters shall place themselves as far as possible in the rear of the locomotive, train or wagon passing over the detonators.

(v) 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 danger hand signal in accordance with GR 3.53 in the direction in which a train is expected or approaching. On single line section for train leaving a station, the fog signalman deputed to place detonators shall show to the Loco Pilot a 'Proceed' (Green) hand signal in accordance with GR 3.54.

- (vi) *As soon as it is necessary for the Station Master on duty to take action under SR 3.61 (D) (iv), he will immediately call on duty, station Group 'D' staff who are off duty. The Station Master on duty may either use the men called from off duty or the man already on duty for sending (trained among them) in fog signaling duties to each end/either end of the station limits, or he may utilize, if available, trained Gangmen detailed for the purpose by the Section Engineer (P.Way) , but in any event, the trained men sent out to the fog signal post must be regular employees of the Railway and not substitute.*
- (vii) *At each stations qualifying for placement of detonators, where fog prevails normally, Station Master will arrange to take assurance of fog signalman, at least of four. The number may increase as per the requirement of the station. Staff whose assurance will be taken shall be a permanent staff of group 'D' of station. If required number of such staff is not available at any station, Station Master will give requisition to concerned SSE/SE/JE (P.Way) for providing Gangman to be utilized for placement of fog signal during foggy weather. P. Way Supervisor on getting such requisition will arrange to depute gang man immediately so that running of trains may not get affected. Such requisition and depute of fog signalman will be made in advance before on set of fog.*
- (viii) *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 detonator (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.*
- (ix) *The Station Master shall ensure that fresh supplies of detonators are sent to the men in replacement of those used.*
- (x) *A 'Station Detonator Register' must be maintained at the station qualifying for this purpose and must 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 failed to explode) returned each time by fog signalman to the Station Master on duty.*
- (xi) *The Station Master will obtain in the Station Detonating Register the signature or thumb impression of all men deputed and /or posted at his station as detonator(fog) signalman as an acknowledgment that they understand the rules relating to the fog signaling of trains.*
- (xii) *In foggy or tempestuous weather or in dust storm, SSE/SE/JE(P.Way) or the permanent way Gangmates must promptly arrange for regular Gangman to be deputed to place detonators on the rails 270 meters in rear of (i.e. outside)the first cautions signal in each direction when cautious driving is necessary due to repairs of the line or other works being in progress, vide GR 15.09 and the relevant Subsidiary Rules on the subject.*
- (xiii) *Engineering department will make all efforts to provide fog signalman.*

- (xiv) *No shunting should be carried out on non-isolated lines after granting Line Clear to an approaching train.*
- (xv) *The Fog Signal Posts will be provided only at stations as mentioned under para (E)(ii) Note.*
- (xvi) *As provided under GR 4.16 (1)(b), a red tail lamp of approved design displaying flashing red light by night (sun set to sun rise) as well as in thick, foggy or tempestuous weather impairing visibility during day, to indicate last vehicle check device in foggy weather should be provided and lit on the last vehicle.*
- (xvii) *All IBHs in Semaphore Signaling territories should be closed down and converted into single block sections for the duration of fog.*
- (d) *Provisions given as per GR 5.18 to be followed strictly and no train to be advanced beyond the Starter, or beyond Intermediate Starter Signal where these exists, upto the Advanced Starter at stations which do not have track circuiting in this zone.*

(E) Necessity of Placement of Detonators:-

(i) Where Not necessary to Place Detonators:-

It is not necessary to place detonators to indicate 'location of 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 upto 15 kmph even at stations where pre-warning signal is not available, but a Warning Board 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 sites(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 meters 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 station 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.*

Note:- *The Fog Signal Posts will be provided only at stations where there may be a requirement for placing detonators. Such post may, therefore, be shifted suitably based on the above mentioned position(s).*

(F) Precautions by Loco Pilot:-

The Loco Pilot shall take action in regard to speed of the train during fog as under:-

- (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 can control the train so as to be prepared to stop short of any obstruction; this speed shall in any case not be more than 75 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 75 kmph as detailed at item (i) above.*
- (iv) *In Automatic Block Territory the speed will be subject to the judgment of the Loco Pilot as mentioned in item (i) above and shall not exceed as under :-*
 - (a) *After passing Automatic Stop signal at 'Green', the speed not to exceed 75 kmph.*
 - (b) *After passing an Automatic Stop signal at 'Double Yellow', the speed not to exceed 30 kmph.*
 - (c) *After passing an Automatic Stop signal at 'Yellow', the Loco Pilot to run at a further restricted speed so as to be prepared to stop at the next stop signal.*

Note:- (i) *In case of fog safe device is not available in locomotives or the device fails enroute, the maximum speed of 75 Kmph as indicated above shall be reduced to 60 Kmph or less subject to judgement of Loco Pilot.*

Note :- (ii) *As provided under GR 4.16 (1) (b) a red tail lamp of approved design displaying a flashing red light, during day or night, to indicate last vehicle check device in foggy weather should be provided and lit on the last vehicle.*

Note:- (iii) *First Stop Signal location kilometer chart of every station be provided to each Loco Pilot either as an easy to carry Card or in the Working Time Table.*

Note:- (iv) *Prevailing Fog situation should be advised to Crew & Guard in lobby during "Sign ON".*

5. Details of Fog Signal Register & duties of Fog Signalman is as follows:-**SECTION – 1**

No. _____ **STATION DETONATOR REGISTER**

AT STATION _____

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 fill in whenever detonators are used or received.*
- Part III –** *Periods of fogs, Fog Signalmen on duty, and details of detonators used.*
- Part IV –** *Particulars of issue and testing of Fog signals at Depot, Station, and Loco shed etc.*

2. *As soon as a man is posted to or detailed for duty at a station as a Fog signalman, the Station Master must satisfy himself that the man is fully acquainted with and understands the rules relating to the placing of detonating (fog) signals at stations during thick or foggy weather. As an assurance of this the Station Master shall take the signature or thumb impression of such men in the appropriate column of Part –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. *Transportation Inspectors shall check the register, as also the stock of detonators on hand, each time they visit a station and initial with date as an indication of their having done so.*

SECTION -2

Instructions for the supply and use of Detonating (fog) Signals at Stations to indicate to the Loco Pilot of Approaching Trains, the Location of a signal.

1. **Recruitment :-** *Fog Signalmen will be detailed for duty at stations, being recruited party from the station Traffic staff and party from Engineering gangmen and must not be substitute, but regular employee of the Railway.*
2. **Relief :-** *Divisional operating Manager/Divisional Safety Officer will arrange for a Relief Force for relieving Fog Signalmen at stations in areas in which fogs are prevalent, when such men are absent on account of sickness or authorized leave.*
3. **Supply and Method of use :-**
 - (i) *Each Fog signalman while being sent to the Fog Signal post will be given 20 detonating (fog) signals (Patakha). The Station Master shall ensure that fresh supplies of detonating (fog) signals are sent out as necessary to the men in replacement of those used.*
 - (ii) *One Fog Signalman must be sent to each of the fog signal posts which are erected at stations in rear of (i.e. outside) the First Stop signal.*
 - (iii) *Each Fog Signalman on reaching the fog signal post must at once place and secure on the rails two fog signals (Patakha) about 10 meters from each other one being opposite and on the rails next to the fog signal post and the other beyond it and in the direction from which the incoming train would come.*
 - (iv) *He will then station himself 45 meters behind the fog signal post.*
 - (v) *Fog signalmen must never leave their posts until relieved by another Trained Fog Signalman except when he has to report to the Cabinman or the Station Master.*
 - (vi) *A Fog Signalman must never sleep while on duty at the fog signal post. He must realise that the lives of many people depend on his alertness and devotion to duty.*
 - (vii) *If a train is approaching at the time a Fog Signalman is being relieved at a fog signal post both men will allow that train to pass and explode the detonating (fog) signals already placed and secured on the line. As soon as the train has passed or if no train is approaching the Fog Signalman who is being relieved will pick up the last two detonators (fog) signals he has placed on the line and take them with any unexploded detonators or exploded cases he has back to the station. The fog signalmen coming on duty will place two fresh detonators on the line as laid down in paragraph (3) of these instructions.*

4. **Exception of Branch Lines :-** On branch lines or sections, on which traffic is light the Station Master on duty may under "Special Instructions" send a Fog signalman out to the fog signal post for reception of each individual train. This procedure will only be permitted if it is provided for in the Station Working Rules.
5. **Method of Securing :-** Detonating (fog) signals shall be placed on the line with the label or brand upwards and shall be secured by bending the clasp round the head of the rail.
6. **Placing Detonating (Fog) Signals on a Mixed Gauge :-** where the use of detonators is necessary under these rules on a mixed gauge detonators shall be placed on one rail of each gauge or on the rail common to both.

Examples :-

- (a) Where one rail is common to both gauges.

(1) A _____ 10 meters _____ A

(2) _____

(3) _____

(1) Rails common to broad gauge and Meter gauge

(2) Meter gauge rail.

(3) Second broad gauge rail.

- (b) Where there is no rail common to the two gauges.

(1) A _____ 10 meters _____ A

(2) B _____ 10 meters _____ B

(3) 

(4) 

(1) and (4) Two broad gauge rails.

(2) and (3) Two meter gauge rails.

- (c) In case of (a) the detonator (fog) signal will be placed at A A.

NOTE: The detonating (fog) signals must always be placed on the rail common to both gauges, irrespective of whether it is nearest to the fog signal post or not.

- (d) In case of (b) the detonating (fog) signal must be placed at A A and B B.

7. **Renewal of detonating (fog) Signal :-** On both double and single lines, detonating (fog) signal shall be placed on the rails for each train and shall be renewed each time a train passes over them.

8. Hand Signals :-

- (i) The Fog Signalman shall always carry a lighted hand signal lamp in foggy or tempestuous weather or in a dust storm.
- (ii) If the Fog Signalman is aware of any obstruction on the line he shall show "danger" hand signal to an approaching train. Under no other circumstances shall a Fog Signalman show a hand signal to the Loco Pilot of an approaching train but on single line sections for a train leaving a station, the Fog Signalman shall show "Proceed" (green) hand signal to the Loco Pilot.

9. Acknowledgment of Rules:- The Station Master must obtain the signature or thumb impression of Fog Signalman in the Station Detonator Register as an acknowledgment that they know and understand the rules for fog signaling of train.

10. Record of 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 numbers of detonating (fog) signals issued to them. This number will be entered in the "Station Detonator Register" in Form Annexure I and the Station Master on duty and the fog signalman shall jointly sign this entry.
- (ii) As each train has passed over the detonating (fog) signals placed for it, the Fog Signalman will collect the exploded cases (not omitting the cases of detonators which have failed to explode) and when his period of duty is over and 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 the Station Master on duty. The Station Master on duty must enter the used and unused detonators and both the Station Master and Fog Signalman will sign against this entry. If the Fog Signalman is illiterate the Station Master will take his thumb impression.

11. Duties of Fog Signalman during Thick, Foggy Weather Or in Dust Storms impairing Visibility

- 1.01 See that you are given 20 fog signals before you are sent out to fog signal post.
- 1.02 On reaching the fog signal post you will at once place and secure on the rails two fog signals about 10 meters from each other one being opposite and on the rail next to the fog signal post and the other beyond it on the same rail.
- 1.03 You will then stand 45 meters behind the fog signal post.
- 1.04 You should place two fresh fog signals on the rail, immediately a train has passed over the two placed before, and collect the cases which the train has passed over.
- 1.05 You must never leave your post until relieved by another trained Fog signalman.
- 1.06 You must never sleep while on duty at the fog signal post. You must realise that the lives of many people depend on your alertness and devotion to duty.
- 1.07 If a train is approaching at the time your relief arrives, wait till the train has passed before you make over charge to your relief.
- 1.08 You must always carry a lighted hand signal lamp in foggy or tempestuous weather or in a dust storm.
- 1.09 Should you be aware of any obstruction on the line, you must show a "Stop' (danger) hand signal to any approaching train. Under no other circumstances shall you show a hand signal to the Loco Pilot of an approaching train but on single line sections, for a train leaving a station you shall show a 'Proceed" (Green) hand signal to the Loco Pilot.
- 1.10 You should count the fog signals made over to you before you go to a fog signal post. When relieved you should bring back all unused fog signals and the cases of those which have been exploded (not omitting the cases of detonators which have failed to explode) and make them over to the Station Master on duty. Remember to pick up the last two fog signals which were on the rails at the time you were relieved.

Both the Station Master on duty and you will sign (or put your thumb impression) in the " Station Detonator Register" for the number of fog signals taken out and brought back from the fog signal post.
- 1.11 Where broad or meter gauge rails are mixed, fog signal shall be placed on one rail of each gauge or on the rail common to both. The Station Master on duty will explain to you how to place the fog signals where the gauges are mixed.

E.C.RAILWAY

PART – I FOG SIGNALMAN POSTED

ANNEXURE- 'I'

..... RAILWAY

AT STATION

Period for which worked at the station		Name of fog signalman	Substantive post of Fog signalman	Assurance of Fog signalman	Signature of Station Master	Date of testing of the Fog signalman in his duties by the Station Master	Signature of Fog signalman	Signature of the Station Master
From	To							

PART – II STOCK OF DETONATING (FOG) SIGNALS

..... Railway

At.....Station

Date	Opening balance of the Fog signal	Stock received on date	Particulars of receipt	Stock used during day	Closing Balance of detonators on hand	Signature of Station Master

PART – III

..... Railway

At.....Station

Date	Duration of Fog		Name of Fog Signalman on duty	Time Fog Signalman sent out Hours..... Minutes... ...	No. of Detonating (Fog) signals issued			Signature/Thumb impression of Fog signalman	Signature of station Master
					To Fog signalman	Sent out for Renewal			
						Number	Time Hours..... Minutes...		
	Time commenced and control advised Hours..... Minutes.....	Time Cleared and Control advised Hours..... Minutes...							
1	2	3	4	5	6	7	8		9

Format continues to next page.....

E.C.RAILWAY

<i>Trains for which used</i>	<i>Fog signalman Returned to station</i>	<i>Number of Detonators Returned to Station Master on duty</i>						
		<i>Unused detonators</i>	<i>Shells of exploded detonators and those detonators which failed to explode</i>	<i>Balance of Detonators not accounted by (12) & (13)</i>	<i>Explanation for not accounted for Detonators</i>	<i>Signature/Thumb impression of Fog signalman</i>	<i>Signature of station Master</i>	<i>Remarks</i>
10	11	12	13	14	15	16	17	18

PART –I V

..... RAILWAY

.....STATION/SHED/OFFICE

<i>SN</i>	<i>Name</i>	<i>Desig.</i>	<i>Ticket No. & PF No.</i>	<i>Date of issue</i>	<i>Number of Detonators issued</i>	<i>Year and month of Manufacture of Detonators</i>	<i>Number used</i>	<i>Date used</i>	<i>Month & Year of the Replaced detonators</i>	<i>Number of Detonators Tested</i>	<i>Date of Testing</i>	<i>Month & Year of the Detonators Tested</i>

3.62. PLACING OF DETONATORS IN CASE OF OBSTRUCTIONS –

- (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 meters from the obstruction and place on the line one detonator and then proceed to a point 800 meters from the obstruction and place on the line three detonators, about 10 meters apart, at such place :

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

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

3.63. REPLACEMENT OF DETONATORS ON THE LINE – Every railway servant placing detonators on the line shall see that they are, when necessary, replaced immediately after a train has passed over them.

3.64. KNOWLEDGE AND POSSESSION OF DETONATORS –

- (1) (a) All Station Masters, Guards, Loco Pilots, Gangmates, Gateman, and all other railway servants on whom this duty is laid by the Railway Administration, shall keep a stock of detonators.
- (b) The Railway Administration shall be responsible for the supply, renewal, periodical testing and safe custody of such detonators and for ensuring that their use is properly understood.
- (2) Every railway servant concerned with the use of detonators shall have a correct knowledge of their use and keep them ready for immediate use.
- (3) Every railway servant shall see that the railway servants in his charge concerned with the use of detonators have a correct knowledge of their use.

SR. 3.64 :

- (1) (i) *A case containing 10 detonators shall form part of the equipment when on duty of every Guard, of every Loco Pilot on foot –plate, of every Permanent Way Gangmate, of every Gateman, of every Bridge-Guard, of every Cutting Guard, of every Patrolman, and of every Push Trolley, Motor Trolley and Lorry. Every key man however, needs have a case containing 10 detonators only, to form part of his equipment when on duty.*
- (ii) *The Divisional Railway Manager shall prescribe the number of detonators which must be kept in stock at stations and the minimum number below which the stock must not be allowed to fall.*
- (iii) *The Divisional Railway Managers or the Divisional Engineers, Divisional Mechanical Engineers, Divisional Electrical Engineers (TRS) and Divisional Operations Managers shall prescribe the number of detonators which must be kept in stock in each SE (P.Way) Office and Running Sheds respectively and also the minimum number below which the stock must not be allowed to fall.*
- (iv) *Station Master, Running Shed Foreman and SE (P.Way) are responsible for seeing that the stock of detonators is never allowed to fall below the minimum.*

(2) Supply of Detonators :-

- (i) *Station Master will supply detonators to Guards headquartered at their Station and to Gateman working under their control.*
- (ii) *SE (P.Way) shall supply detonators to Gangmates, Keymen, Gateman (at Engg. Gates), Bridge Guards, Cutting Guards and Patrolmen.*
- (iii) *Running Shed /Loco Foreman will supply the detonators to Loco Pilots.*
- (iv) *The users of push trolley, motor trolley, lorries, etc. shall arrange for the supply of detonators either direct from the Divisional Railway Manager or through the Station Masters, SE (P.Way), or Running Shed/Loco Foreman of their Headquarter station, as may be convenient.*

(3) Storage of Detonators:-

- (i) *Detonators must be carefully handled as they are liable to explode if roughly handled.*
- (ii) *Detonators shall be kept in Tin/Plastic cases specially supplied and they shall be stored in dry places and not left in contact with brick walls, damp wood, chloride of lime or other disinfectants, nor exposed to dampness or steam or other vapours.*
- (iii) *The month and year of manufacture is shown on the level outside each case and is also stamped on each detonator. Detonators must be used in order the order of the dates stamped on them, those of the oldest date being always used first. To facilitate ready withdrawal in this sequence, they should be stored also accordingly.*

(4) Use of Detonators :-

- (i) *For use, a detonator shall be placed on the Centre of the head of the rail with the label or brand of the detonator upwards and shall be securely fastened to the rail by bending the clasps attached with the detonators, round the upper flange of the rail.*
- (ii) *Station Masters, Running Shed/Loco Foreman/SE (P.Way) are responsible for ensuring that the detonators in possession of the railway servants under them are tested as prescribed under the rules and the staff know how and when to use them. For Gatemen within station limits, this responsibility will lie with the station Master or Transportation Inspector of the section. Such staff as are expected to use the detonators should be tested once in three months by the inspecting officials and Senior Subordinates in regard to their knowledge of use of detonators.*
- (iii) *Each Station Masters, Running Shed/Loco Foreman/SE (P.Way) will maintain a register of receipts, use and testing of detonators in respect of railway staff to whom the detonators are issued by him.*

(5) Testing of Detonators:-

- (i) *At stations, Loco Sheds, etc. where stock of detonating signals are kept for issue to Guards, Loco Pilots, Fog Signalmen or other railway servants, Station Masters, the Running Shed/Loco Foreman/SE (P.Way) or other railway persons in charge of such stock must test at least one detonator from each case issued to the staff. The deficiency in each of these cases should be made up by a detonator or detonators from another case from which one detonator has been tested.*
- (ii) *Transportation Inspectors, Station Masters, Running Shed/Loco Foreman and SE (P.Way) are responsible to ensure that the detonators in possession of railway servants within their jurisdiction are tested once in 12 months.*

(6) Life of Detonators:-

The normal shelf life of detonators is 5 years reckoning from the year of its manufacture. It can, however, be extended further for a maximum of 3 more years, provided that detonators which are more than 5 years old are effective. For this purpose, two detonators of each batch/lot should be tested at the end of 5 years and if the result of these tests are satisfactory, life of the detonator of that batch 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.

There need not be any distinction between use of detonators for Main Line and Branch Line. The detonators which are effective after their normal shelf life of 7 year or 5 years (as the case may be) need not be shifted to branch lines, after the expiry of the normal shelf life, irrespective of their year of manufacture. These may continue to be used for Main Line and Branch Line, till their extended life is completed.

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

(8) The time expired detonators shall be destroyed by one of the following methods:-

- (i) *By soaking them in light mineral oil for 48 hrs. 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 expired detonators should be arranged in the presence of a railway servant who should preferably be a Gazetted Officer and in no case below the rank of a Senior Supervisor. He should ensure that during destruction, every care is taken to see that the splinters of detonators do not cause any injury to life and property.

G. SIGNALS TO WARN INCOMING TRAIN OF DANGER AHEAD

3.65. The signals to be used to warn the incoming train of an obstruction shall be a red flashing hand signal lamp at night or a red flag during day.

3.66. USE OF WARNING SIGNAL: 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.

3.67. KNOWLEDGE AND POSSESSION OF WARNING SIGNALS:

- (1) (a) All concerned railway servant on whom this duty is laid by the Railway Administration shall keep a stock of such signal as may be prescribed by special instructions under rule 3.65 ;
- (b) The Railway Administration shall be responsible for the supply, renewal and safe custody of such signals as may be prescribed by special instructions under rule 3.65 and for ensuring that their use is properly understood ;
- (c) The Railway Administration shall supply every Guard, Loco Pilot, Patrolman and Gateman working on the Double or Multiple line, Ghat, Suburban or Automatic Block Territories with such signal as may be prescribed by special instructions under rule 3.65.

- (2) Every Railway servant concerned with the use of signals as prescribed by special instructions under rule 3.65, shall have a correct knowledge of their use and keep them ready for immediate use.
- (3) Every railway servant shall see that the railway servants in his charge concerned with the use of warning signals as prescribed by special instructions under rule 3.65, have a correct knowledge of their use.

SR. 3.67: (1) *Whenever LED based Hand Signal Lamps as per specification have been provided to Loco Pilots, Motormen, Guards, Gatemen and Patrolmen, use of fuse shall be dispensed with.*

Gatemen/patrolmen provided with cell/battery operated Flashing Hand Signal Lamps; should also carry one set of spare cell/battery.

- (2) *The Railway Administration mentioned in GR 3.67 (1) (a), (b), (c) shall be Divisional Railway Manager or an authorized railway official on his behalf.*

H. DEFECTIVE FIXED SIGNALS AND POINTS

3.68. DUTIES OF STATION MASTER GENERALLY WHEN A SIGNAL IS DEFECTIVE –

- (1) As soon as a Station Master becomes aware that any signal has become defective or has ceased to work properly, he shall –
 - (a) Immediately arrange to place the signal at 'On' if it is not already in that position.
 - (b) depute competent railway servants with such hand signals and detonators as may be required to give signals at the foot of the defective signal until he is satisfied that such signal has been put in to proper working order;
 - (c) take action in accordance with Rules 3.69 and 3.70 as may be required for movement of trains past the defective signals; and
 - (d) report the occurrence to the railway servant responsible for the upkeep of the signals, and if the section is controlled, the controller also.
- (2) When the Station Master receives information of any defect in a signal not pertaining to his station from the Loco Pilot or the Guard or any other railway servant, he shall immediately inform the Station Master concerned of the fact and keep the controller advised, where the section is controlled.
- (3) In case of signals becoming defective at stations situated on Centralised Traffic Control territories, the Centralised Traffic Control Operator on becoming aware of such defects, shall take action in accordance with special instructions.

SR. 3.68:

- (1) (i) *If a signal having been taken 'OFF' does not return to 'ON' position when its lever is put back, it shall be replaced in the 'ON' position by disconnecting the wire or by any other means available, meanwhile, Loco Pilot of any approaching train shall be stopped by hand or detonating signals and if at night the green light of the signal shall be extinguished.*
- (ii) *The men sent out with hand signals as per GR 3.68 above, shall also as necessary, be furnished with Form T/369 (3b) which they will hand over to Loco Pilots.*
- (iii) *At interlocked stations, should it be found that a signal governing the movement of a train over facing points cannot be taken 'OFF', the Station Master or the Cabinman on duty shall inspect the points to ascertain whether the defect is due to ballast or other obstruction causing a gap in the points. Should this be found to be the case, obstruction shall be removed and if this results in signal coming 'OFF' after the points have been correctly set and locked by means of the appropriate levers, normal working may continue.*

- (iv) *When interlocking fails or becomes defective at an interlocked station, the relevant signals shall be treated as defective.*
- (v) *Should there no obstruction be found or should the signal fail to come to 'OFF' even after clearing the obstruction, the person responsible for working the signal shall satisfy himself by physical inspection of points that the points have been correctly set and secured by clamp and padlock before T/369 (3b) is issued. If, on inspection, it is discovered that the points are not correctly set or are not properly secured in spite of the correct operation of the points, the points shall be treated as defective and action taken as per GR&SR 3.77. When T/369 (3b) is issued by an agency other than the one responsible for taking 'OFF' the signal, T/369 (3b) will not be issued by him unless assurance has been received from the person working the signal that the point have already been correctly set and secured and such advice is confirmed by private number.*

On getting confirmation regarding correct setting of the points from the person responsible for taking 'OFF' the signal, the Porter or other person deputed to serve T/369 (3b) to the Loco Pilot shall be advised by the ASM/SM of the line for which T/369 (3b) is being issued. And that before serving to the Loco Pilot he must himself inspect the points to ensure that they are set and secured for the very same line for which T/369 (3b) is issued. The Porter and the other person so deputed shall not hand over T/369 (3b), unless he has clearly understood the line for which T/369 (3b) is issued and he has by personal inspection satisfied himself that the points are set and secured for the line for which T/369 (3b) is issued. The primary responsibility for correct setting and securing of the points before issue of T/369 (3b) shall, however, be of the person responsible for taking 'OFF' the signal or and of the person issuing T/369 (3b) as fixed under sub-para above.

- (vi) *Signal shall only be taken 'OFF' by their proper levers and shall be treated as out of order if they do not respond to the movement of their corresponding levers.*
 - (vii) *When a signal is treated as defective, including when a signal light goes out, the signal lever shall, whenever possible , be always operated to prevent conflicting signal from being taken 'OFF'.*
 - (viii) *If any one of the signals or signal arms at an interlocked station becomes defective, the whole station should not be treated as non-interlocked, but train may be received directly on the remaining Signals which are in working order.*
- (2) (i) *Form T/369 (3b) / T/369 (1) is printed in duplicate and bound in a books enable carbon impression to be taken. The foil of form T/369 (3b) / T/369 (1) actually written out by Station Masters (and not a carbon impression) shall be given to the Loco Pilot. The carbon copy shall be signed by the Loco Pilot and be retained for station record. Name of defective signal and concerned station should be clearly written in full. The name of the station from where T/369 (3b) is issued shall always be entered in full.*
- (ii) *As soon as the Station Master becomes aware that any signal at his station governing the movements of train has become defective, he shall immediately report such defect with complete particulars either in writing or by control message to the Signal Inspector with copy to the Assistant Signal Inspector (where posted) and the signal and interlocking Maintainer (where posted). A copy of the report of failure of the signal/ signals shall also be endorsed to the Traffic Inspector, Divisional Signal and Telecom Engineer, Divisional Operating Manager, the Control and other authorities as may be specified. He shall also make an entry in Signal Failure Register.*

Only the written report on prescribed form of signal failure memo from the Station Master shall be treated as the authority for the person attending to the defect to undertake the work.

- (iii) If more than one signal is fixed on a bracket post, the defective signal shall be specifically described on Form T/369 (3b) by the route it governs.
- (iv) The signature of the Station Master on Form T/369 (3b) shall be in full, Initials are not permitted.
- (v) If possible Guards to interest themselves in seeing to the correct preparation of Form T/369 (3b) in cases in which the Loco Pilot has refused Form T/369 (3b) due to its being wrongly written out.
- (3) When more than one engine is coupled to a train, signature on Form T/369 (b) shall be obtained from the Loco Pilot of the additional engine or engines before it is handed over to the loco Pilot of the leading engine.
- (4) Loco Pilot shall attach all copies of Form T/369 (3b) issued to them to their Joint Train Reports.
- (5) (i) **During failure of an approach/departure stop signal at a station provided with RRI, PI, EI or SSI arrangements; the following procedure shall be followed:-**

If setting and locking of the route has been done through the panel yet the signal for that route does not take 'OFF', the Station Master will cancel the route that has been set and try to re-set the route. If the signal still does not take 'OFF', the alternative route, if any, shall be attempted which is considered suitable for the train operation. If the signal does not take 'OFF' for that route even then, the Station Master on duty in case of an approach stop signal, shall try to receive the train by taking 'OFF' Calling-on-Signal (if available). If the Calling-on-signal is not available or it fails to take 'OFF', then the SM shall take the following action:-

(a) Stations where Points, Lock and Route indications are specifically provided on the panel:-

At stations where point indication, lock indication and route indication are specifically provided on the panel, if after the operation on the RRI/PI/SSI, the Station Master is unable to take 'OFF' any stop signal (approach/departure) of the concerned route, he shall personally ensure from the indication displayed in the panel that the route is clear, the points are set and the point indications are not flashing, the point lock indication (including isolation point), crank handle 'IN' indication for the entire route and overlap portion (if any) are lit and remained steady, thereby fulfilling other requirements, reception/dispatch of trains on defective signal may be arranged without clamping and padlocking points of the concerned route. The Loco pilot shall be issued Form T/369 (3b) or T/369 (1) in accordance with G&SR 3.69 and 3.70 (as the case may be).

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

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

S.No.	Date	Time	Train No.	Line No.	Point lock indications lit for the route with point lock no.	Signature of panel SM	Remarks

(b) Stations where Point, Lock and Route indications are specifically not provided on the panel or fails to appear in the panel or in the event of failure of Panel/RRR/SSI:-

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

- (ii) Wherever the crank handle is taken out for the purpose of setting the points to receive or dispatch the trains, it shall be personal responsibility of the Station Master on duty to ensure that the crank handle is restored back in the proper place before he takes 'Off' the relevant reception or dispatch signal of his station for the purpose of receiving or starting a train at or from his station.*
- (iii) When crank handle is made over to Signal & Telecom staff for the purpose of rectification or maintenance, affected portion shall be treated as non-interlocked for the purpose of all movement.*
- (iv) When crank handle is taken out/restored by Station Master or any other Signal & Telecom staff; the details of the transaction of taken out and restored back shall be entered in the register maintained for the purpose at each station.*
- (v) Whenever veeder counter is provided for the purpose of taking out crank-handle or resetting of Axle counter or cancellation of Line Clear or Tokenless block Instrument or for any emergency operation or otherwise, entry regarding every operation on Panel/RRR shall be entered by Station Master on duty in the relevant register maintained for the purpose.*

NOTE: There is no Centralised Traffic Control (CTC) territory on this Railway.

3.69. DUTIES OF STATION MASTER WHEN 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 Pilot 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.**
- (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.

SR. 3.69:

- (1) (i) *The station in rear as referred to in GR 3.69 (3) (a) shall be the last stopping station in case of Mail/Express and other special trains and nominated Notice Stations.*
- (ii) *The station master of the last stopping station on receipt of the information shall issue for every Mail/Express and other special trains, Advance Authority to pass defective signal on prescribed form No. T/369 (1). The Loco Pilot of all other trains shall receive such advance authority at the station immediately in rear of the station where signals are defective.*
- (iii) *The Station Master, when the Loco Pilot of an approaching train has not been advised at station in rear in terms of GR 3.69 (3)(b), shall issue authority to pass signal at 'ON' or Defective position on prescribed form No. T/369 (3b) and send it through a competent railway servant to deliver it to the Loco Pilot to pass the defective signal at 'ON'.*
- (iv) *The station at which Outer, Home, Routing signals are defective shall advice the station in rear and also the last stopping station for respective Mail/Express and passenger train, save in a case where a signal post telephone or a Calling-on signal is provided on the defective signal, that the Loco Pilot of all approaching train may be issued T/369(1). The Station Master receiving the message shall acknowledge the same by exchanging private number with the Station master of the station at which the signal/signals is/are defective and also intimate the number of the first train to which T/369(1) is issued.*

NOTE: *This will also hold good for Home signals at the Block Huts and T/369(1) may be issued. While issuing T/369(1) at the rear station for Home Signal of Block Hut/'C' class station which may be the last stop signal of that station, Line Clear private No. obtained from the station in advance of that station where Home signal has become defective must be entered. Station Master of 'C' class station/Block Hut will give such private No. received from station in advance to the rear station under exchange of private number of his own.*

- (2) (a) (i) *At stations where the line label and line badge system is in force and/or where line reception and intimation books are in use, the staff responsible for the correct setting and locking of the points and for ensuring that the line is kept clear and free from obstruction for the reception and dispatch of trains during normal working i.e. when signals are in working order, shall also be similarly responsible during the period signals or points are defective.*

- (ii) *For reception and dispatch of trains when signals or interlocking become out of order, at key-locked interlocked stations where points indicators are provided to indicate the position of points on running lines, the provision laid down in GR & SR 3.39 and 5.01 (11) shall be followed.*
- (b) *The men deputed by the Station Master to hand signal trains past the defective signal shall be instructed to act as follows :-*

If the Outer Signal is defective the man stationed at it shall display hand signals according to the aspect of the Home Signal, i.e. if the Home Signal is 'ON' he will display a danger hand signal and if the Home is 'OFF' he will display a green hand signal to the train. In case T/369 (1) has not been issued at a previous station but is being handed over to the Loco Pilot by this man at the defective signal, T/369 (3b) shall not be handed over to the Loco Pilot until the aspect of the Home signal is 'OFF'. If, however, the Home signal is also out of order, the man at the Outer signal shall repeat the hand signals given to him by the Station Master.
- (c) *Unless the Station Master has received advice that the train has been issued with T/369 (1) at a previous station, the man deputed to hand signal trains past the defective signals shall also be furnished with T/369 (3b) with instructions to hand it over to the Loco Pilot as per instructions laid down in (b) above. A single T/369 (3b) for both the Outer and Home Signal may be issued at the Outer Signal after the train has come to a stop at that signal.*
- (d) *In the event of advice having been sent to the station immediately in rear or to the last stopping station for Mail, Express and passenger trains for issue of T/369 (1) for defective Outer, Home or Routing signals, Line Clear shall not be given to the station immediately in rear for any train to approach until the Station Master has satisfied himself as to the correct setting of all points and locking of all facing points and that the other conditions for taking 'Off' the signal which has become defective and for authority which is being issued from rear station have been complied with.*
- (3) *The possession of form T/369 (3b) or T/369 (1) is not in itself an authority for a Loco Pilot to pass the defective signal. In addition, the loco Pilot must also be exhibited a Proceed hand signal at the foot of the defective signal with the exception of Advanced Starter as per GR 3.70 (1) and (2).*
- (4) *Whenever a train is to be received in to a station while signals are defective, the Station Master must specially ensure that no conflicting movement made towards the points over which the train will pass while entering the station.*

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 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 signal 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 signal shall not be dispensed with.

- (3) For the purpose of handing over the written authority mentioned in sub-rule (1) & (2), the train shall be stopped at the station where the defective signal is located. The written authority to pass a defective Departure Stop signal shall not be handed over to the Loco Pilot unless all the conditions for taking 'OFF' such signal have been fulfilled.
- (4) Where under approved special instructions a Calling-on signal has been provided below a departure stop signals, other than the last stop signal, the Calling-on signal shall not be taken 'OFF' unless the conditions for taking 'OFF' the departure Stop signal above it have been fulfilled.

SR.3.70 :

- (i) *Where the Block Instruments are located in cabins, the Station Master, before issuing For No. T/369 (3b) will obtain information from cabin that Line Clear has been obtained from the station in advance supported by a private number from the cabin.*
- (ii) *If the Advanced Starter is also the Outer signal for the station in advance, the authority to proceed will be issued by the station Master for whose station the signal acts as Advanced Starter.*
- (iii) *The Station master for whose station the signal acts as the Advanced Starter shall obtain permission from the station in advance supported by a private number to the effect that the train may be allowed to proceed to his station even though the signal is not taken 'OFF'.*
- (iv) *In case the last stop signal at double line stations where signals are worked from cabins is defective and line clear duly confirmed by a private number has been obtained from the station in advance, the Switchman/ Station Master on duty, in the cabin shall immediately advise the Station Master on duty that line clear has been obtained and that the last stop signal is defective, repeating the private number obtained from the station in advance and confirming this advice by a separate private number. The Switchman or Cabin Station Master shall also record in the Train Signal Register the Private number given to the Station Master who shall record both private numbers received in his Station Diary. The latter will then issue Form T/369 (3b) on which shall be entered the Private Number received from the station in advance in support of line clear having been given and arrange to serve the same to the Loco Pilot of the train at the station.*

NOTE: *At station where Starter signal is the last stop signal, showing of hand signal as per GR 3.70 (1) shall be observed in addition to the procedure laid down in SR 3.70 (iv).*

- (v) *Where both the Starter and Advanced Starter are defective, a written authority on Form T/369 (3b) may apply to both the defective signals, but the procedure laid down in sub-paragraph (i) and (ii) above shall be followed.*

3.71. WARNER OR DISTANT SIGNAL 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 first being brought to a stand, may then be hand-signaled 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 and Distant signal of an Intermediate Block Post is defective and cannot be kept in the 'ON' position, the Intermediate Block Stop signal shall also be kept at 'ON' and treated as defective and action taken as per Rule 3.75.

SR. 3.71:

If a semaphore warner/distant on a post by itself at a station, cannot be put back to 'ON' in case it becomes defective in the 'OFF' position, a written authority to pass the warner/distant signal in 'OFF' position when it is defective to be issued to the Loco Pilot for only up to the next signal. Thereafter the Loco Pilot will be guided by the aspect of next stop signal.

3.72. WARNER NOT TO BE USED WHEN STOP SIGNAL IS DEFECTIVE –

Whenever a Stop signal is defective or ceases to work properly at a station provided with Warners, the Warner applying to the line to which the defective Stop signal applies shall be kept at 'ON' until the defective Stop signal is rectified.

3.73. PASSING OF A GATE STOP SIGNAL AT 'ON' –

- (1) When a Loco Pilot finds a gate Stop signal at 'ON' he shall sound the prescribed code of whistle and bring his train to a stop in rear of the signal.
- (2) (a) If the Gate Stop Signal is provided with 'G' marker, the Loco Pilot shall wait at the signal for one minute by day and two minutes by night, and if the signal is not taken 'OFF' within this period, he may draw his train ahead cautiously up to the level crossing, and
- (b) If the Gateman is available and exhibiting hand signals, proceed further past the gate cautiously, or
- (c) If the Gateman is not available, or is available but not exhibiting hand signals, he shall stop short of the level crossing, where he shall then be hand –signaled past the gate by the Gateman, if there is one or in the absence of a Gateman, by one of the members of the engine crew of the train after ascertaining that gates are closed against road traffic.
- (3) If the Loco Pilot finds, after stopping at the signal, that there is no 'G' marker, he shall proceed further only in accordance with the procedure laid down under special instructions.

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 be, 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 up to the station cautiously at a restricted speed obeying all intermediate Stop signals, if any, relating to him, and report the matter to Station Master for necessary action.

- (2) At stations equipped with a colour light signal provided with 'P' marker, the Loco Pilot shall bring his train to a stand if it does not show any light or shows as imperfect aspect and having satisfied himself that the signal is provided with a 'P' marker, shall proceed preparing to stop at the next stop signal and shall be guided further by its aspect.

SR. 3.74:

- (i) When a train is approaching a Semaphore approach stop signal at night and the Loco Pilot finds the signal light out (the arm of the signal being 'OFF'), he shall bring his train to a stop at such signal. If the day aspect of such signal is clearly visible and the Loco Pilot is satisfied that the signal arm is in 'OFF' position, he shall sound on long and two short whistle (-00). On hearing this whistle, the Guard of the train shall exchange signals with the Loco Pilot, when the latter will proceed past the signal cautiously at a restricted speed up to the station obeying all intermediate stop signals, if any, relating to him and report the matter to the Station Master for necessary action.
- (ii) When the arrival of a train or its departure from any station is controlled by more than one signal, the absence of any of the signals, whether referring to the line on which the train is running or not, constitutes an imperfect signal and must be regarded as Danger signal.
- (iii) When a Loco Pilot come across a signal which is flickering/bobbing, he should consider that signal to be showing the most restrictive aspect and bring his train to 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 60 seconds, he should treat this 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 case of a stop signal. However, in case of an Automatic Signal showing more than one aspect simultaneously, the most restrictive aspect should be obeyed.

NOTE: Bobbing indicates appearance and disappearance of different aspect of a signal 'ON' & '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 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 kilometers an hour if he has a good view of the line ahead, otherwise at a speed not exceeding 8 kilometers an hour and report the failure to the Station Master at the block station ahead.
- (4) The Station Master of the block station working the Intermediate Block Stop Signal on becoming aware that such a signal is defective shall, before dispatching a train, treat the entire section up to the block station immediately ahead of the Intermediate Block Stop Post as one block section and issue a written authority to the Loco Pilot to pass the defective Intermediate Block Stop Signal at 'ON' without stopping at the signal, in accordance with the procedure prescribed by special instructions.

SR. 3.75 :

- (1) *When a Loco Pilot finds an Intermediate Block Stop Signal at 'ON' he shall bring his train to a stop in rear of the signal, and advise the Guard of the fact by sounding a long continuous whistle and contact the Station Master of the Block Station in rear, on the telephone provided for the purpose on the signal post.*
- (2)
 - (i) *If the Station Master on being contacted on telephone by the Loco Pilot, as mentioned above finds that the signal is defective, he shall after obtaining the line clear for the train from the station in advance, authorize the Loco Pilot on the telephone to pass the Intermediate Block Stop Signal at 'ON' and enter the block section ahead. Shall also advise the Loco Pilot of the private number under which he has received the line clear from the station in advance.*
 - (ii) *The Loco Pilot will then start his train by sounding one short one long one short (0 – 0) whistle after exchanging all right signal with the Guard. He will make over a memo to the Station Master in advance with the private number communicated by the Station Master of the station in rear who shall keep the memo pasted in his diary for report after checking the private number mentioned in memo if the private number does not tally or no private number has been given by the Station Master, he shall issue a XXR wire.*
- (3)
 - (i) *If the Telephone provided at the Intermediate Block Stop Signal post is defective, the Loco Pilot of the train shall contact the Station Master of the station in advance on the telephone provided on the Intermediate Block Stop Signal post for the opposite direction and obtain his permission to enter the block section passing the Intermediate Block Stop Signal at 'ON'. The Station Master of the station in advance will grant such permission supported by private number only after confirming from station in rear that the Intermediate Block Stop signal has failed.*
 - (ii) *If, however, both the telephone provided at the Intermediate Block Stop signal post are out of order or if other telephone which might be in order is placed far away as result of which Loco Pilot is unable to contact the Station Master in rear, he shall after waiting for 5 minutes, advice the Guard of this fact by sounding one long whistle which may be repeated as necessary and after exchanging "All Right" signal with him pass the Intermediate Block Stop Signal at 'ON' and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding 15 KMPH, if he has a good view of the line ahead, otherwise at a speed not exceeding 10 KMPH.*
 - (iii) *When the Loco Pilot has to pass IBS 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 first stop signal of the station ahead, even if that signal or other intervening signals, if any display 'OFF' aspect. The Loco Pilot shall continue to look out for any possible obstruction short of the same and will act upon the indication of the first stop signal of the station ahead only after he has reached it.*
- (4) *On those section, where due to gradient and other local conditions, the Loco Pilot cannot leave his engine, the duties of the Loco Pilots as mentioned in paragraph (2) (i) shall devolve upon the Assistant Loco pilot.*
- (5) **The Intermediate Block Stop Signal shall be deemed to be defective when -**
 - (i) *The Block Instrument provided at the station at either end has failed and line clear indications cannot be obtained on the Block Instrument.*
 - (ii) *Even after obtaining line clear indication of the signal does not assume "OFF" when operated.*
 - (iii) *The track circuiting or axle counters provided between the last stop signal and Intermediate Block Stop has failed.*

- (6) (i) *When the track circuiting or axle counters provided between the last stop signal stop signal of the station shall be deemed to have failed and trains shall be worked between the two block stations on either sides of the Intermediate Block Post on 'Line Clear' in accordance with GR. 8.01 of the Absolute Block System.*

In such case; the Station Master, shall however, not issue T/369 (3b) for passing the Advanced Starter at 'ON' until he has ascertained that the last preceding train has arrived complete at the Block Station in advance confirmed by exchange of private number. Private number obtained from the station in advance should be entered on the T/369 (3b) issued for the advanced starter.

- (ii) *If, however, the track circuiting , axle counter has not failed but the last stop signal does not assume 'OFF' aspect when operated, Station Master shall issue T/369 (3b) for the last stop signal only after ensuring from the track circuit indication that the track between the last stop signal and Intermediate Block Stop signal is clear. The Intermediate Block Stop Signal need not be suspended in such cases and shall be worked normally.*
- (iii) *However, if the Station Master of the Block station immediately in rear of an Intermediate Block stop signal is aware that such a signal is defective, he shall before dispatching a train, obtain the line clear for the block section between the Intermediate Block Stop Signal and the block station in advance and then issue a written authority to the Loco Pilot to pass the Intermediate Block stop signal ahead at 'ON' without stopping at the signal. An endorsement shall be made on such an authority that the line clear for the block section up to next station has been obtained under private no., quoting the private no. so obtained from the Station Master of the block station in advance.*
- (7) *In case of Tower Wagon, Rail Car, Motor Trolley etc. the responsibility of ensuring the provisions in paragraph (2) (i), (ii) & (3) (i), (ii) will devolve on the railway servant in charge of the same except the provision regarding sounding of whistles and exchange of signals with Guard as mentioned in the above paragraphs.*

3.76. INTIMATION TO OFFICIALS WHEN DEFECTS REMEDIED – As soon as a defective signal has been put into good working order, the Station Master shall intimate the fact to the officials who were advised of its being defective.

3.77. DEFECTIVE OR DAMAGED POINTS ETC. –

- (1) Whenever points, crossings or guard rails are defective or damaged, the railway servant in charge of operation of points shall protect them and immediately arrange to report the circumstances to the Station Master.
- (2) The Station Master, on becoming aware of such defect or damaged points etc. shall
- (a) Immediately arrange to have the defect rectified by the railway servant responsible for their maintenance,
 - (b) Arrange to ensure the safe passage of trains, and
 - (c) Keep the signal or signals concerned at 'ON' until the defect is rectified.

SR. 3.77:

- (1) *Whenever points, crossings or guard rails are damaged, the Station Master shall arrange the safe working and report all damage to the Section Engineer (P.Way) and in case of interlocked points to the Section Engineer (Signal) and also to the Divisional Railway Manager and latter should be advised again when the required repairs have been effected.*

- (2) *If interlocked points become out of order or defective in any way no train or vehicle is to be allowed to pass over them, no signal is to be taken 'OFF' for train to run over them and no train is to be permitted to approach such points within a distance sufficient to ensure safety until they have been inspected, and -*
- (i) *The defect has been rectified, or*
- (ii) *The points have been secured by clamp and padlock.*
- In case of (ii) speed shall be restricted to 15 KMPH over the defective points and caution order issued until the defect has been remedied by the interlocking staff.*
- (3) *As soon as repairs are completed, all concerned shall be notified, that the repairs have been carried out and that the station is again being worked as an interlocked station, also that the restriction imposed need no longer be observed.*
- (4) ***In the event of any points being bursted through, the Loco Pilot shall immediately bring his train to a stand, and shall not move until ordered to do so on written memo by the Station Master. The Station Master shall, if necessary, order the train to move in order to clear the points and shall not permit any movement to be made in a facing direction until the points have been correctly set and secured.***

3.78. DUTIES OF ENGINE CREW IN RESPECT OF SIGNALS –

- (1) (a) The Loco Pilot shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not;
- (b) The Loco Pilot shall not however, trust entirely to signal, but always be vigilant and cautious.
- (2) (a) The Loco Pilot shall whistle intermittently when his engine explodes detonator (s) and take every possible caution including reduction of speed as necessary, so as to have the train well under his control and be able to stop short of any obstruction on the line;
- (b) After proceeding 1.5 kilometers 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 shall stop his train immediately and act on advice of the person exhibiting warning signal or on the basis of obstruction noticed by him.
- (5) In case no further details of exhibition of warning signal are noticed, after stopping for one minute by day and two minutes by night to ascertain the location and / or cause of warning, he shall proceed cautiously up to the next block station, keeping a sharp look out.
- (6) The Loco Pilot shall acquaint himself with the system of working, location of signals and other local conditions affecting the running of trains on a section or sections of the railway over which he is to work and if he is not so acquainted with any portion of the railway over which he is to work, obtain the services of qualified railway servant who is conversant with it to assist him.

SR. 3.78 :

- (1) (i) *On noticing conflicting signals, the Loco Pilot of a train must immediately bring his train to a stop. For this purpose all signals pertaining to movements which conflict with the movement of his train shall be treated as conflicting signals.*
- (ii) *After he has brought his train to a stand, the Loco Pilot shall not proceed unless the conflicting signals have been put back to 'ON' and a memo is received from the Station Master authorizing him to proceed observing signals.*
- (2) **Road Learning to New Entrants :** *Every new Loco Pilot / Motorman, Assistant Loco Pilot/Diesel Assistant shall be given 03 round trips (Two by day and One by night) for learning the road over which he has to work, so as to acquaint himself with the system of working, location of signals and other local conditions as required under GR 3.78 (6).*
- (a) In addition to above, road learning shall be given as per the cases described below –**
- (i) *In case of Ghat Section and Automatic Signalling section, they may be given additional 03 round trips (Two by day and One by night).*
- (ii) *In case of three line section, they may be given additional one round trip (either by Day or by Night).*
- (iii) *In case of four line section, they may be given additional 02 round trips (One by Day and One by Night).*
- (iv) *In case of Automatic Signaling section involving three line or four line section, they may be given maximum of 03 round trips (Two by Day and One by Night)*
- (3) **Need for Fresh Road Learning:** *If the above mentioned staff has not worked a train for a period of three months or above, he shall not be considered to be fully acquainted with the section. In such case he shall refresh his knowledge by undertaking following number of round trips as road learning in the section he has not worked for periods shown below -*

Period of Absence	Total Round Trip	Number of Round Trips of Road Learning	
		During Day	During Night
3 – 6 months	1	1	---
6 months – 2 years	2	1	1
Over 2 years	3	2	1 (As for New Entrants)

- (a) In addition to above mentioned in table, road learning shall be given as per the cases described below –**
- (i) *In case of Ghat Section and Automatic Signaling section, they may be given additional 03 round trips (Two by day and One by night).*
- (ii) *In case of three line section, they may be given additional one round trip (either by Day or by Night).*
- (iii) *In case of four line section, they may be given additional 02 round trips (One by Day and One by Night).*
- (iv) *In case of Automatic Signalling section involving three line or four line section, they may be given maximum of 03 round trips (Two by Day and One by Night)*

Note: (i) *Any additional trip/s considered necessary should be provided with the approval of the controlling branch officers of the Division.*

- (ii) *A register should be maintained at the crew booking point. A Loco Pilot/Assistant Loco Pilot should record in the register 15 days in advance that he is lapsing road learning in a section. Also, the base depot should keep a record of the date of last trip performed by a Loco Pilot/ Assistant Loco Pilot on different sections and update it on every first day of the month. On the basis of these records, depot in-charge should book Loco Pilot/Assistant Loco Pilot to work in that section so that lapse of learning is avoided. In exception if learning lapsed, then only he should be booked for learning road.*
- (iii) *The record of Road Learning may also be kept in CMS (Crew Management System).*
- (iv) **Road Learning to Guards :** *The above rules of Road Learning applicable to Loco Pilots/ Assistant Loco Pilots shall also apply for all Guards category i.e. Passenger and Goods Guards.*

In each of the above cases (2) and (3), at least one of the trips on Road Learning”, preferably the last trip must be with the PTI/TDI. A competency Certificate in this regard shall be issued, if found qualified by an official not below the rank of PTI/TDI. None of the above mentioned staff who has not had sufficient 'Road Learning' as specified above shall be booked to work a train. The booking clerk shall be fully responsible for booking any unqualified staff. The Loco Foreman / Shed Foreman/ Traction Foreman shall also ensure that his booking clerk books only the qualified engine crew who have satisfied the stipulations under (2) and (3) above.

- (4) *Assistant Loco pilots should also learn the road as in the case of Loco Pilots, before they are required to work on a particular section.*
- (5) *When the Loco Pilot of a train sees the Stop signal, 'OFF' he must not assume from the interlocking or for any other reason that the next Stop signal in advance of it will also be 'OFF'. He must observe the aspect of each Stop signal independently and proceed from signal to signal.*
- (6) *Precautions to be taken by the Loco pilot when view of the signal is obstructed- in thick, foggy or tempestuous weather impairing visibility or when the view of the signal is obstructed, the loco pilot shall whistle continuously (one long continuous whistle) and take every possible precaution including reduction of speed as necessary so as to have the train well under control and be able to stop short of any possible obstruction on the line.*

3.79. DUTIES OF A LOCO PILOT IN RESPECT OF A CALLING-ON SIGNAL – The Loco Pilot of a train shall be guided always by the indication of the Stop signal below which the Calling-on signal is fixed. If this Stop signal is at 'ON', he shall bring his train to a stop. If he finds that the Calling-on signal is taken 'OFF', he shall, after bringing his train to a stop, draw ahead with caution and be prepared to Stop short of any obstruction.

3.80. DUTIES OF LOCO PILOT WHEN AN APPROACH STOP SIGNAL IS 'ON' OR DEFECTIVE –

- (1) The Loco Pilot of a train shall not pass an Outer, a Home or a Routing signal that refers to him, when it is 'ON' or defective, unless –
 - (a) He has, at a previous station, received notice in writing 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 authorized by a Calling-on signal in the 'OFF' position or is authorized by the Station Master over the signal post telephone in accordance with special instructions.
- (2) The Loco Pilot of a train while passing an Outer, a Home or Routing signal, when it is 'ON' or defective, shall ensure that the speed of his train does not exceed 15 Kilometers an hour.

SR. 3.80 :

- (i) *While approaching a station if the Loco Pilot finds the Home signal at 'ON' and Outer signal in the 'OFF' position, he must treat the 'Outer Signal' as defective and bring his train to stop.*
- (ii) *If signal in an isolated position outside station limits is defective, the Guard must act for the Station Master and after having satisfied himself that the line is free from obstruction and it is safe for his train to proceed, give written permission to the Loco Pilot to pass defective signal. In the case of signals protecting level crossings except those having 'G' marker for which GR 3.73 (2) apply, the Guard must also consult the Gateman as to the cause of the signal being 'ON' before issuing written permission to the Loco Pilot to pass the signal at danger. In case of a light engine the Loco Pilot must consult the Gateman as to the cause of the signal being 'ON' and be piloted past the signal by the Gateman,*
- (iii) *Loco Pilots must report on their Joint Train Report (JTR) any defects or irregularities they may observe in the working of signals.*
- (iv) *Guards must report in their Train Journals any defect or irregularities brought to their notice about the working of signals.*
- (v) *Normally, when a stop signal relating to the Loco Pilot is found by him in the 'ON' position, he will stop dead and shall not pass until the arm of the signal is lowered except under the following circumstances -*
 - (a) *When the signal is defective and he is given authority on Form T/369 (3b) by a Railway servant deputed at the post to pass such signal at danger or in the case of Outer, Home or Routing signals when Form T/369 (1) has been handed over to him at a previous station, in which case he shall be hand signalled past by a man in uniform standing at the foot of the Signal post, or when authorized to pass the defective signal at 'ON' over the signal post telephone, where provided.*
 - (b) *Whenever a Loco Pilot is given T/369 (1) or T/369 (3b) [an authority to pass a defective signal] he shall not depend entirely on the T/369 (1) or T/369 (3b) served to him but shall always be extra vigilant and whenever it is served to him at the foot of the defective signal he shall specially watch that the route has been correctly set for his train.*
 - (c) *No Loco Pilot shall pass a Calling-on signal without stopping outside the signal below which the Calling-on signal is fixed, even if he finds that the Calling-on signal has been taken 'OFF' before the train has, in accordance with Rule 3.45, been brought to a stand at the signal.*
 - (d) *When permitted to pass a signal at danger on the authority of T/509 for reception on a blocked line, for shunting short of points on the authority of memo issued by the Station Master on duty or for reception of the train coming without proper authority to proceed on the prescribed proforma as per SR 3.40 in such case, the person delivering the above forms shall pilot the train past the signal concerned.*
 - (e) *When fixed signals are put out of use during single line working on a double line section –*
 - (i) *When proceeding on a right line the Loco Pilot is authorized on Form T/D 602 to pass the departure signal at 'ON'.*
 - (ii) *When proceeding on wrong line the Loco Pilot is served T/511, on the exhibition of hand signals at the foot of such signals as would apply normally to the train if it was proceeding on the right line.*

- (f) *When during total interruption of communication, he is authorized on following forms to pass the under mentioned signals at 'ON' –*
 - (i) *Last Stop signal on a double line section – T/C 602*
 - (ii) *Departure signals, if any on a single line section – T/B 602*
- (g) *At the time of shunting as under –*
 - (i) *In the case of Home or Routing signals, when authorized by exhibition of hand signals.*
 - (ii) *When Starter cannot be taken 'OFF' for any reason at stations where Advanced Starters are provided –*
 - (1) *By the lowering of a shunt signal, if provided.*
 - (2) *By the exhibition of hand signals where there is no shunt signal.*
- (h) *In the case of Outer or Last Stop signal, on the authority of Shunting Order Form T/806.*

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 authorized to do so –**
 - (a) **By a written permission from the Station Master, in addition to, 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 authorized member of the station staff posted at the signal, or**
 - (b) **By taking 'OFF' the Calling-on signal, if provided under approved special instructions, vide sub– rule (2) of Rule 3.13**
- (2) **In the case of a Last Stop signal, he shall not pass such signal, when 'ON' or defective, unless he is also in possession of a proper authority to proceed under the system of working.**

3.82. PERMISSION BEFORE ENTERING ON OR CROSSING A RUNNING LINE – No Loco pilot shall take his engine on or across any running line until he has obtained the permission of the Station Master and has satisfied himself that all the correct signals have been shown.

SR 3.82 :

- (a) *The station Master shall be responsible for the correct setting of all points over which engines pass in proceeding to or from the locomotive yards, and Loco Pilot shall be guided by hand signals given by the station staff. The lowering of the bahar line signal authorizes the Loco pilot to move his engine from the locomotive yard on to traffic lines.*
- (b) *In the case of engines entering and leaving locomotive yards about the same time, the outgoing engine is invariably to take precedence of the incoming engine.*
- (c) *The Station Master on duty at locomotive stations shall advise the Running Shed Foreman at least thirty minutes before trains are due to leave on what line Loco Pilot will find the trains and shall be responsible for the correct setting of the points over which engine pass in proceeding to or from the locomotive sheds. On sections where control exists the duty of advising the Running Shed Foreman devolves on the Controller.*
- (d) *No engine or vehicle of any kind, either by day or night, shall be moved from one line to another, or over a pair of points, until signaled by the Pointsman or other authorized person. A stationary signal such as a lamp set on the ground with a green light showing, is not sufficient to warrant an engine being moved over a pair of point. It is merely an indication that points have been set in accordance with instruction.*

- (e) *Train engines and vehicles shunted in and out of loco sheds, stores and other yards, must be worked under the ordinary regulations for shunting inside station limits, and only under the traffic department's permission and guidance of traffic shunting signals.*

3.83. ASSISTANCE OF THE ENGINE CREW REGARDING SIGNALS –

- (1) **The Loco Pilot and the First Fireman or 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 signal 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.**

SR. 3.83 :

- (i) *'Assistant Loco Pilot' will also include 'Diesel Assistant'.*
- (ii) *Provisions contained in GR 3.83(1) is also applicable in case of audible signals.*
- (iii) *While approaching, leaving or passing through a station, Assistant Loco Pilot of Diesel/Electric Locos shall assist the Loco Pilot for sighting the correct aspect of the approach and departure signal pertaining to the train and call out the aspect of each signal to the Loco pilot who, after checking the aspect, shall also repeat the same. At places where two or more lines diverge or converge, if any route other than the main one is indicated, the aspect of such signal shall also be called out and repeated as "Loop Home and "Loop Starter", etc.*

Effort shall be made from the sighting Board for sighting the correct aspect of approach signal and in case, a signal is not visible, the shall call out that the signal is not visible and the Loco Pilot shall immediately control his train till the aspect of the signal becomes visible.

For this purpose, the Loco Pilot's assistant on diesel locos and Assistant Loco pilot on electric locos must remain in the engine cab while approaching, leaving or passing through a station and call out the aspect of each signal to the Loco Pilot, referring. After having done so the Loco Pilot's assistant/Assistant Loco Pilot may leave the cab and enter the engine compartment for recording various gauge readings or observe the condition and working of the various parts and ancillary equipment in the engine compartment.

The Loco pilot of Diesel and Electric locos will be responsible to see that his assistant carries out the above instructions, except under emergent and extra-ordinary circumstances warranting the Loco Pilot's assistant/ Assistant Loco Pilot entering the engine compartment in the interest of safety of the engine and equipment.

3.84. DUTIES OF LOCO PILOTS AS TO SIGNALS WHEN TWO OR MORE ENGINES ARE ATTACHED TO TRAIN – When two or more engines are attached to a train, the Loco pilot of the leading engine shall be responsible for the observance of and compliance with the signals and the Loco Pilot or Loco Pilots of other engine or engines shall watch for and take signals from the Loco Pilot of the leading engine, except in cases where special instructions are issued to the contrary.

SR. 3.84 :

- (1) *When two engines are attached to a train, the extra engine must be placed next to the train engine, and the Loco Pilot of the leading engine will be in-charge of the train, and will receive the "Authority to Proceed".*

- (2) (i) *Banking engines should be attached only in rear of the trains on ascending gradients. On descending gradients the assisting engines should be attached in front of the trains only. In view of the difficulties in co-ordination between leading and banking engines, banking of trains should not be resorted to where the section consists of ascending and descending grades in quick succession.*
- (ii) *When a second leading engine is employed to pull a train (and not a banking engine pushing it) the Loco Pilot of the leading engine, unless there are local rules to the contrary, will be held responsible for the working of the automatic vacuum brake/air pressure. The Loco pilot of the second engine must, however, in case of emergency, assist in stopping or reducing the speed of the train by applying the automatic vacuum/air pressure or hand brake, as may be required, but he must not maintain or recreate vacuum/air pressure.*
- (iii) *When an additional engine/engines are employed to push a train, the Loco pilot thereof must not interfere with the working of the brake which shall be under the control of the leading engine Loco pilot as laid down in Clause (i), except in cases of a run back, when the rearmost assisting engine loco Pilot automatically becomes the leading Loco Pilot.*
- (iv) *In the event of the Loco Pilot of the engine in rear requiring in an emergency to attract the attention of the leading engine Loco Pilot he shall give a whistle signal of three short sharp whistles, as laid down in GR 4.46*

NOTE: *These rules are to avoid serious danger which would arise if the Guard or the Loco Pilot (s) of additional engine (s) were to attempt to put the brake on, while the leading Loco Pilot was trying to recreate vacuum/pressure.*

3.85. REPORTING OF DEFECTS IN SIGNALS –

- (1) **Should a Loco Pilot or a Guard observe that a signal is rendered imperfectly visible by branches of trees or by any other cause, or that a signal light is partially obscured or not burning brightly enough to give a clear aspect, he shall report the matter to the Station Master at the next station at which the train stops.**
- (2) **When such a report is made by a Loco Pilot or a Guard, the Station Master shall take immediate steps to advise the Station Master concerned who shall get it rectified.**

SR. 3.85:

The Loco Pilot shall report Signal, Track, Station working, OHE and other irregularities noticed at stations or enroute in concerned Register maintained in crew lobby. It will be the responsibility of the crew lobby in-charge to relay such abnormality to the all concerned in writing for immediate action.



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 railways at 16.00 hours in the manner prescribed.

SR. 4.01 :

The station Master are responsible for ensuring that the correct standard time is maintained in the station clocks. Station Master on duty will check time with the Section Controller while reporting on duty and keep a record of time variation.

The section Controller shall transmit the correct time at 16.00 hours daily to all the stations under his control by using common ring. The Station Master on duty will adjust the station clock and record if any variations in the time, in the 'Time Variation Register'.

- 4.02 Adherence to advertised time :-** No Passenger train or Mixed train shall be dispatched 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 authorized place of reporting for duty and communicate the time to the Loco Pilot who shall set his watch accordingly.

- 4.04 Time of attendance for train crew :-** Every Guard, Loco Pilot, Assistant Loco Pilot shall be in attendance for duty at such place and at such time as may be prescribed by special instructions.

SR. 4.04 :

The Divisional Railway Manager shall notify the place where and time at which the Guards and Loco Pilots, Assistant Loco Pilots shall report for duty.

- 4.05 Proper running line :-** The Loco Pilot shall take his train along the proper running line.

- 4.06 Direction of running :-**

- (1) On a double line, every train shall run on the left hand line unless otherwise prescribed by special instructions.
- (2) If there are two or more parallel lines, the direction in which trains are to run on each line shall be prescribed by special instructions.

- 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 & Works, and any other railway servant requiring the use of 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 and 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 electric loco or two speedometer in case of other locomotives are defective. In such cases of defective speedometers both the maximum permissible speed and booked speed of coaching trains shall be reduced by ten percent from the speed otherwise permissible.
- (2) The Loco Pilot shall –
 - (a) regulate and control the running of the train according to the Working Time Table, so as to avoid either excessive speed or loss of time, and
 - (b) not make up between any two stations more time than is allowed in this behalf in the Working Time Table, and shall also observe all speed restrictions.
- (3) When it is necessary to indicate to the Loco Pilot where trains are to run at 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.

SR. 4.08 :

No locomotive shall be turned out from the shed with deficient speedometer, in case, the speedometer becomes defective enroute, the Loco Pilot shall work the train at speed 20% less than the permissible speed by estimating the speed with the help of his watch, km. posts and inter-station running time given in the Working Time Table.

4.09 Caution Order :

- (1) Whenever, in consequence of the line being under repair or for any other reason, special precautions are necessary, Caution order detailing the Kilometers between which such precautions are necessary, the reason 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 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 in sub-rule (1) shall be on white paper in blue or black font or typed or made out on computers with the words “CAUTION ORDER” written on top of the form in bold letters of appropriate font size to draw attention distinctly and signed in full.

SR. 4.09 :

- I.** (1) (i) A Caution order shall always be signed in full by the Station Master, Loco Pilot and Guard.
- (ii) The Station Master of affected Block section, after sending advice to Notice Station and before receiving acknowledgment if he has to start a train from his , will issue Caution Order on prescribed form T/409 without hitch.

- (iii) *In 'One Train Only' territory, the Station Master of the station where from the trains enter into such a section shall issue Caution Order for both Up and Down directions separately.*
 - (iv) *For Block section where permanent speed restriction provided with adequate Engineering indication exists, caution order and/or 'NIL' caution order need not be issued by Notice Station or by station immediately preceding that section.*
 - (v) *When a new signal is brought into use or an existing signal is shifted which would affect running of trains, a Caution Order should be issued for a period of ten days after the signal has been brought into use or shifted, drawing the attention of the Loco pilots to the change that has been effected.*
- (2) *When for any reason, the Loco Pilot of a train (as defined in Rule 1.02 (58)) is required to observe any caution or speed restriction, he will be issued a Caution Order in Form T/409.*

The contingencies in which Caution Orders are to be issued to the Loco Pilot of a train are listed below–

- A.**
- (i) *When in consequence of the line being under repair or for any other reason, special instructions are necessary.*
 - (ii) *To look out for a train unusually delayed.*
 - (iii) *When any interlocked points go out of order or becomes defective in any way.*
 - (iv) *Whenever alterations or repairs are being carried out to interlocked points, signals or any interlocking gear.*
 - (v) *When any Material/Ballast train works in the block section between two stations.*
 - (vi) *When a lorry works in the block section without block protection.*
 - (vii) *When owing to an obstruction or for any other cause it becomes necessary to use a line solely for train to travel in the wrong direction (on triple or quadruple line section).*
 - (viii) *On a double line section when it is necessary to advise the Loco Pilot of a train to keep a sharp look-out for any possible obstruction on track.*
 - (ix) *On the double-line section when a train is found to be running without tail-lamp and there are reasons to believe that a portion of the train is missing.*
 - (x) *On a double-line section when a train or a portion of a train or a vehicle is found running away on a wrong line.*
 - (xi) *On single line section when after examination of a train for which “stop and examine” signal is received there is reason to suppose that line is damaged or obstructed.*
 - (xii) *When Warner or Distant on post by itself is defective in 'OFF' position.*

B. Other circumstances :-

- (i) *When 'On Track Machine' is working.*
- (ii) *For working of coal pilots and other work trains in mid-section.*
- (iii) *When a level crossing gate is damaged or works non-interlocked.*
- (iv) *When any advice is to be given for lowering pantograph of an electric engine or motor coach under various circumstances.*

- (v) *When a diesel train is permitted to run on the section under power block.*
- (vi) *Working of Tower wagon/ Ladder Trolley.*
- (vii) *When any abnormality on traction OHE is suspected because of tripping of circuit breaker or on report of some staff.*
- (viii) *For working of trains during prolonged failure of automatic signals.*
- (ix) *Cases of bad riding of engines.*
- (x) *Working of track lorry when the line is blocked.*
- (xi) *For movement of ODC involving speed restrictions and special precaution.*
- (xii) *When a dead body is found on /or near the track.*
- (xiii) *When any patrolman does not report at the time at which he is due.*

NOTE: *The above is the usual list of contingencies under which a Caution Order is required to be issued but it should not be considered as exhaustive.*

II. SENDING OF INFORMATION :

- (1) *Whenever in consequence of the line , including OHE 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 Traction Power Controller, the SE (Loco), other railway servants concerned and the Notice Station or Stations (to be specified in Working Time Table) of such conditions under exchange of private numbers.*
- (2) *The Controller/Traction Power Controller/ the Power Controller shall in turn ensure that all the Station Masters and the SE (Traction), SE (Loco), concerned have been advised of such conditions.*

III. PROCEDURE FOR ISSUE OF CAUTION ORDER :

(1) By the station Master 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 the clause (i) above.*
- (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.*

NOTE : *All work trains, Departmental trains and light engines should be treated as scheduled stopping trains for the purpose of issuing Caution Order.*

(2) By the Station Master of Notice Station –

- (a) *On receipt of the advice of the line being under repairs or any other eventuality endangering the safety of trains, necessitating exercise of Caution Order, the Station Master of the Notice Station shall acknowledge the same and shall not allow any train which has to pass through the affected block section, to leave his station unless he has warned the Loco Pilot and the Guard of the danger and its location through the issue of a Caution Order. He shall also advise the Station Master of the station in rear of site of restriction of the particulars of the first train to which the Caution Order has been issued.*
- (b) *The Station Master of a Notice Station shall issue “NIL” Caution Order on prescribed form T/A 409 to the Loco Pilots and the Guards of all trains leaving his station if he has received no intimation of 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.*

- (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 Traction Power Controller or the Notice Station in rear or the Notice Station in advance (on single section only) and issue caution orders 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 restriction, if any, or a 'NIL' caution order upto the block station in advance giving a written advice to the Loco Pilot / Guard to stop at the block station in advance ask for caution orders, if any, for the section beyond 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.*

- (4) Change of train crew enroute –***In case of change of train crew enroute, the Loco Pilot/Guard taking over charge must take over all caution orders relating to his train to acquaint himself of the conditions on the line giving due acknowledgment to the Loco Pilot/Guard who is being relieved.*

- (5) Attaching of Assisting/Banking engine en-route –***In case of an assisting engine 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.*

NOTE: *In the case of assisting engine/banking engine being attached in the rear of the train at the block station, the Caution Order should be issued by the Station Master to the Loco pilot of the Engines attached for assisting or banking. In case of an engine being called from mid - section to assist any train, the Station Master issuing the order to the engine Loco pilot to proceed to assist shall consult Control and ensure issue of relevant Caution Orders for the guidance of the Loco Pilots.*

- (6) During failure of communication -***During failure of communications the Station 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 Sections*** – In case it becomes necessary to permit movement of vehicles hauled by electric or diesel locomotives on a section under power block for a running line, a Caution Order must be issued as per rules. While asking for power block, the Traction Power Controller concerned shall invariably mention the duration of the power block, the block stations and the exact Kilometreage 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 case of trains running on Suburban Sections, caution order shall be issued to the Loco pilot and Guard by the Station Master only of such stations as are indicated and specified in the Working Time Table except in case emergency necessitating sudden imposition of speed restrictions. In respect of these trains the Caution Order may be either typed, cyclostyled, printed or computerized print with the word “CAUTION ORDER” to be written on the top, 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 be 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 is 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 acknowledgments 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 restriction.

NOTE: When any abnormality on the OHE necessitates imposition of pantograph lower caution in the section ahead of such a station, the train will be stopped at the station and caution order will be issued to the Loco pilots/Motorman.

IV. DESCRIPTION AND PREPARATION OF CAUTION ORDER :

- (a) Caution Order shall be prepared neatly and legibly in the prescribed form T/409 by carbon process except as specified in para (e). All forms should be serially numbered and the name of the station issuing it shall be stamped on each foil. It shall be in four foils – one each for the Loco Pilot, the Assistant Loco Pilot/Co-loco Pilot, the Guard and the station record.
- (b) The printing of Caution Order forms may be bilingual i.e. in English and Hindi.
- (c) 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) It shall specify the Kilometreage and the station at which or the station between which Caution is required to be observed, the reasons therefore, and the speed at which the train will travel on the restricted zone. Station codes should not be used, name of the Stations concerned should be written in full.

- (e) *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, printed or computerized print with "CAUTION ORDER" written on the top 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 kilometreage of all such locations shall be indicated in geographical order in relation to direction of movement.*

NOTE: (i) *When typed, Cyclostyled, printed or computerized print of Caution Orders are issued, it should be annexed to the form T/409 and on the printed paper of caution order, the words "CAUTION ORDER" to be written on the top. The machine number appearing in the T/409 form should be entered on the top right hand corner in the typed, Cyclostyled, printed /computerized print caution order is to be signed by the on duty SM/ASM issuing it. MTS/DMTI/Chief Controller (Chg.) of the concerned Control Office will also put his initial as a token of having checked Cyclostyled/typed/printed/computerized caution orders.*

(ii) *When no caution order is to be issued a "NIL" caution order in form T/A 409 is to be served.*

(iii) *DRMs may nominate two Notice Stations of the section for issuing caution order to run through goods trains, so as to permit such goods trains to run through the next notice station without stopping. Such instructions should be communicated to all intervening stations between the two Notice Stations. In case of Mail/Express Passenger trains, caution orders may be served up to next notice station where the train stops.*

(iv) **Issuing of Cyclostyled /Printed Caution Orders without annexing to form T/409**
:- At specified stations, when Cyclostyled/typed/ computerized print Caution Order is to be issued to Loco Pilot, Assistant Loco Pilot/Co-loco Pilot and Guard without annexing to the form T/409, receiving signature of Loco Pilot, Assistant Loco pilot/Co-loco Pilot and Guard shall be obtained in a register specially maintained for this purpose named as "Caution Serving Register". The register shall be separately maintained for UP, DN or the number may be increased as per the requirement.

(v) **Caution Serving Register** – *It will be an oblong register and shall be used for obtaining signature of Loco Pilots, Assistant Loco Pilots/Co-loco Pilots and Guards as well as keeping records of printed caution orders issued without annexing to form T/409. The arrangement of the register shall be as under –*

(A) Left side page of the register :- *The Cyclostyled/typed/ printed or Computerised print of caution order shall be kept pasted in the register at the left side page as a record.*

- (B) **Right side page of the register :-** On this page, signature of the Loco Pilots, Assistant Loco Pilots/Co-loco Pilots and Guards shall be obtained in the signature column. While receiving Cyclostyled/Printed caution order, Loco pilots, Assistant Loco Pilots/Co-loco Pilots and Guards shall be responsible to see that the caution order delivered/served to him/her is the same caution order as has been pasted on the left side page of the register and then only sign in full in token to have received the Caution Order. The Caution Serving Register referred in para (iv) of 'NOTE' above shall be as per performa given below –

CAUTION SERVING REGISTER

LEFT SIDE PAGE	RIGHT SIDE PAGE				
Pasted Caution Order in force	SM's SL. No.____	No. of caution in force: ____			Date of issue
	Train No.	Signature in full with Date & Time			
		Loco Pilot	Assistant Loco Pilot	Co-loco Pilot	Guard

- (C) Before pasting the printed Caution Order for service, the SM/ASM shall be responsible to write a SL. No. of his own suitably on the top left hand corner of the printed caution order and shall also ensure that he has also written the same SL. No. at the right side page of the register in the relevant column.

[For Example : SM/ASM may write SL. No. as 0001 on the printed caution order]

- (D) In case of any correction is made to the printed caution order, the existing SM's SL. No. of the caution order in use shall be changed by suffixing A, B, C etc. after every correction as to differentiate it from the earlier caution and it shall be again pasted on a new page of the register before serving again.

[For Example : May be changed as 0001 A, similarly if there is again any correction then the SL. No. may again be changed as 0001 B, Cand so on.]

- (f) It shall always be dated and signed in full.
- (g) If any cancellation, insertion or correction is done in the Cyclostyled/ typed/ computerized Print caution order, the ASM/SM doing this shall put his initial for each correction supported by station stamp at the extreme right hand side on the printed caution order so that speed restrictions, name of stations, kilometer number etc. are not disturbed and are clearly visible.
- (h) **Reminder Caution Order** - It should also be issued by the Station Master of the block station immediately in rear of the affected block section to only the Loco Pilot of all scheduled-stopping trains. On single line sections where a tangible authority to proceed is given, reminder Caution Orders should be given to the Loco Pilot of through trains also along with the authority to proceed, while running through the station. Reminder Caution Order may not be issued on Suburban Sections under “Special Instructions”.

V. SERVING OF CAUTION ORDER :

- (1) (a) *The Caution Order shall be delivered to the Loco Pilot, Assistant Loco Pilot/Co-loco Pilot and the Guard of a train by the Station Master either personally or through a competent railway servant deputed by him/her and the signature of Loco Pilot/ Assistant Loco Pilot/Co-loco Pilot and Guard obtained on the record foil of T/409 in token of their having received and understood it. When more than one foil is served, each counterfoil will be signed by the Loco Pilot, Assistant Loco Pilot/Co-loco Pilot/Guard.*
- (b) *When typed, Cuclostyled, Printed or Computerised print Caution Orders are issued, receiving of Loco pilot, Assistant Loco Pilot/Co-loco Pilot and the Guard of a train shall be obtained either on the record foil of T/409 where annexed or in the "Caution serving Register" as referred in 'NOTE' (iv) of sub para (e) of para IV.*

NOTE: *Wherever only Loco Pilot and Guard is mentioned with respect to serving of Caution Order, it should be read as – Loco Pilot, Assitant Loco Pilot/ Co-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 content of the Caution order may be entrusted to the Guard of the train in big yards.*
- (3) *Where there is more than one leading engine, the Caution Order shall be given to the Loco Pilot of the foremost leading engine and his signature obtained in accordance with sub-rule (i) above. However, before delivering the Caution Order to the Loco Pilot of the foremost leading engine it shall be shown to the Loco Pilot or Loco Pilots of other engine or engines on the train and his/her or their signature or signatures obtained in token of his/her or their having gone through it and understood its contents. In case there is a banking engine or engines in rear; the Caution Order intended for the Guard shall, before being handed over to the Guard, be shown to the Loco Pilot/Loco Pilots of banking engine/engines and his/her /their signature/signatures obtained in token of his/her /their having gone through it and understood its contents.*
- (4) *A duplicate Caution Order shall be given to the Guard of the train at the block station immediately in rear of the affected block section if the train is being worked by an engine pushing it.*

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 apportion of a line, including OHE, due to repairs or work or for any other reason he shall –*
 - (i) (a) *advise in writing to the Station Master of the nearest block station (preferably the block station controlling entry in to the block section concerned) the exact kilometreage and the station at which or the station 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 paragraph II who are required to be notified in this regard, and*

E.C.RAILWAY

- (b) not commence such operations until written acknowledgement is received from the Station Master.
- (ii) The Station Master receiving the advice shall not acknowledge it until he has/she has advised the Station Master of the block station at the other end of the block section, if any, to be affected and obtained his acknowledgement.
- (2) When the cause of such restriction or special precautions has been removed, the competent railway servant preferably the person who imposed the restriction or a person above his rank shall advise this fact to the Station Master of the nearest block station under exchange of private numbers and other officials concerned who were notified earlier of the imposition of restriction.

VII. ACTION BY THE STATION MASTER AFTER CANCELLATION OF THE SPEED RESTRICTION :

- (1) The Station Master receiving advice regarding the removal of the restriction, shall advise this fact to the 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 may discontinue the issuing of Caution Order.
- (2) If no train is booked to stop at the station, the advice regarding any cancellation of speed restriction shall be sent by the Station Master where train is booked to stop or stopped out of course at any station. It is responsibility of BTS/MTS to apprise the station for sending message of cancellation to Loco Pilot & Guard of such trains.

VIII. RECORD OF CAUTION ORDER :

- (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 the enforcement and cancellation, authority nature, etc. in the Caution Order Register and bring forward on every Monday, in geographical order in relation to the direction of movement the Caution Order due to be issued. No code may be used except Station Codes in these registers.

Caution Order Register (OPT-91):-

OPT-91

E. C. Railway

Name of Station _____

List of Cautions for the week ending _____

PART-A IMPOSITION OF CAUTION

1	2	3	4	5	6	7	8	9	10	11	12
SN.	Date & Time	Authority Imposing Caution	Message Number	Date & Time From which Caution is to be operative	Speed Restriction	Between Stations	Between Kms	Reason For Imposing Caution	Duration of caution	Private Number of concerned Station/Control	Signature of ASM/SM On duty

PART – B CANCELLATION OF CAUTION

1	2	3	4	5
Date & Time the Caution is withdrawn	Name of authority Withdrawing caution	Message Number	Private number of Concerned Station/Control	Signature of ASM/SM On duty.

- (b) *Similar records should be kept at other places like control office, Loco sheds etc. also where information in this regard is received.*
- (c) *The Loco Pilots and the Guards should hand over the Caution Orders to the SE(Loco)/SE(Traction) and Station Master respectively at the end of their journey along with other train papers.*

IX . PRESERVATION OF CAUTION ORDERS :- *Record foils of the Caution Orders shall be preserved for a period of twelve months (1 year) 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 crossovers shall not exceed 15 Kilometres an hour unless otherwise prescribed by approved special instructions, which may permit a higher speed.**
- (2) **Subject to the provisions of sub-rule (1), a train may run over interlocked facing points at such speed as may be permitted by the standard of interlocking.**

SR. 4.10: *The speed of all trains while entering Dock Platform is limited to 10 Kms. Per hours.*

4.11 Limits of speed while running through stations :-

- (1) **No train shall run through an interlocked station at a speed exceeding 50 Kilometers an hour, or such less speed as may be prescribed by approved special instructions unless the line on which the train is to run has been isolated from all other lines by the setting of points or other approved means, and interlocking is such as to maintain this condition during the passage of the train.**
- (2) **In every case in which trains are permitted to run through on a non-isolated line, all shunting shall be stopped and no vehicle unattached to an engine or not properly secured in accordance with Rule 5.23 may be kept standing on a connected line which is not isolated from the through line.**

SR. 4.11:

- (1) *When due to any reason it is not possible to run a train through on straight line, it may be run through at a restricted speed over the loop with –*
 - (a) *1 in 12 turnout with curved switch at speed not exceeding 30 KMPH subject to fulfillment of other requirements as specified in Indian Railways Permanent Way Manual and under Approved Special instructions as mentioned in GR. 4.10.*
 - (b) *1 in 8 ½ turnout with symmetrical split curved switch at speed not exceeding 30 KMPH subject to fulfillment of other requirements as specified in Indian Railway Permanent Way Manual and under Approved Special Instructions as mentioned in GR. 4.10.*
 - (c) *Where 1 in 12 turnout with curved switch or 1 in 8 ½ turnout with symmetrical split curved switches are not provided, the speed of trains over loop line must not exceed 15 KMPH or even lower speed as specified according to the turnouts.*
 - (d) *For such through running via loop line, aspect of loop Starter Signal will be “caution” (one yellow only) in multiple aspect signalling territory. Loco Pilot, while observing such aspect of loop Starter Signal will ensure that his speed must not exceed 30 KMPH or lower speed as specified subject to other speed restrictions enforced if any.*

- (e) *Above speed specifications are both for facing and trailing directions.*
- (f) *Under no circumstances, must a passenger carrying train be allowed to run through a goods loop.*
- (2) *If the loco Pilot of the train booked to run through a station, does not receive the "Authority to proceed" at the pickup apparatus or at the first facing points, he immediately control the speed of his train. If he receives the "Authority to proceed" opposite the station building, he may run through the station at a restricted speed of 15 KMPH.*

4.12 ENGINE PUSHING :-

- (1) **No engine or self-propelled vehicles shall push any train outside station limits except in accordance with special instructions and at a speed not exceeding 25 Kilometres an hour,**

Provided that this sub-rule shall not apply to a train the leading vehicle of which is equipped with driving apparatus and which may be operated under approved special instructions.

Provided further that this sub-rule shall not apply to an engine assisting in rear of a train which may be permitted under approved special instructions to run without being coupled to the train.

Provided also that no train which is not equipped with continuous vacuum/air brake shall be pushed out side station limits except in case of emergency.

Provided further that a "Patrol" or "Search light" special with one or more vehicles in front of the engine may be permitted to run at a maximum speed of 40 Kilometres an hour.

- (2) **For movement of trains outside station limits with engine pushing during night or in thick foggy or tempestuous weather impairing visibility or where otherwise prescribed by special instructions, the leading vehicle of such trains shall be equipped with the prescribed headlight and marker lights except in case of emergency.**
- (3) **When trains are worked as described in sub-rule (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 tail lamp.**

SR. 4.12 :

- (1) *When a train leaves a station with orders to be pushed outside station limits, the leading vehicles must, if possible be a brake-van and after sunset must show at least one light in the directions in which it is moving.*
- (2) *When on the single line after leaving a station a train has owing to unforeseen circumstances, to push back towards that station, it must be brought to a stand at the first stop signal, and must be piloted from there into the station by one of the station staff. On the double line a train returning to the station which it has previously left must stop. If on the correct line, at the first stop signal which refers, and if on the wrong line, opposite the first stop signal of the other line, from where it will be piloted into the station by one of the station staff.*
- (3) *If the leading vehicle is a brake-van, the speed must not exceed 25 kilometres an hour, if the leading vehicle is not a brake-van or if visibility ahead is not clear or someone is not piloting, the speed must not exceed 10 KMPH.*

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 laid down by special instructions.
- (2) In cases of unavoidable necessity, goods trains may run with steam engine tender foremost at a speed not exceeding 25 Kilometres an hour or such higher speed, which shall, in no circumstances, exceed 40 Kilometres an hour, as may be laid down by special instructions.
- (3) When trains have to be worked with steam 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.

(C) EQUIPMENTS OF TRAINS AND TRAIN CREW

4.14 HEAD LIGHTS, MARKER LIGHTS AND SPEEDOMETER :

- (1) A train shall not be worked at night or in thick, foggy or tempestuous weather impairing visibility or in long tunnels, unless the engine carries an electric head light of an approved design and, in addition, two oil or electric white marker lights.
- (2) An engine employed exclusively on shunting at stations and yards shall, at night or during thick, foggy or tempestuous weather impairing visibility, display such head lights as are prescribed by the Railway Administration and exhibit two red marker lights in front and in rear.
- (3) The Electric head light on the engine shall be fitted with a switch to dim the light and shall be dimmed –
 - (a) When the train remains stationary at a station,
 - (b) When the train is approaching another train which is running in opposite direction on double or multiple track of same or different gauges, and
 - (c) On such other occasions as may be prescribed by special instructions.
- (4) In case the electric head light fails or a train has to be worked with the engine running tender foremost in an emergency, the engine shall display the two oil or electric white marker lights referred to in sub-rule (1) pointing in the direction of movement and the train shall run at a speed prescribed by special instructions.
- (5) In case of defective electric head light of locomotive running in section provided with reflective type of Engineering fixed signal, during night or thick foggy weather impairing visibility, on BG and MG, the Loco Pilot shall work the train cautiously at a speed not exceeding the severest temporary speed restriction imposed in the block section or 40 Kmph whichever is less.
- (6) Coaching locos should not be turned out from home shed if the speedometers / recorders are in defective condition. In case of speedometer / recorder becoming defective during the run, the train should run at a speed prescribed by special instructions.

SR. 4.14 :

- (a) *If the electric head light becomes defective en-route during the hours of darkness and / or thick and foggy weather, the Loco Pilot / Motorman shall ensure that 2 (two) buffer Beam Marker lights / Head Code lights are burning and work the train cautiously at a speed not exceeding 40 Kmph on BG and MG and sound the engine's whistle / EMU's hooter frequently. The Loco Pilot / Motorman shall also inform the SM of the next block station in Advance of the incident so that the later may inform the controller, if any, for necessary repairs of the Headlight at the first point where facility exist for such repairs.*
- (b) *Where trains have to cross at a station, the first train to arrive must have its electric head light dimmed. If the dimming switch is out of order, the head light must be extinguished altogether.*

4.15 TAIL 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 the engine:**

“Provided that provision of side lights on goods train and Electric Multiple unit trains may be dispensed with”
 - (b) **In the case of a single engine without vehicles attached at least one red tail light; and**
 - (c) **In the case of two or more engines coupled together without vehicles attached, at least one red tail light affixed to the rear engine.**
- (2) **A colliery pilot, i.e. a train used for collecting or distributing vehicles in colliery sidings, when working in a block section or in the colliery sidings taking off from a block sections need carry a red 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 bloc section in which he has been working.**
- (3) **When train may run in the same direction on parallel lines, the side lights mentioned in clause (a) of sub-rule (1) may be arranged in accordance with special instructions.**
- (4) **When a train has been shunted for a following train to pass, the tail and side lights mentioned in clause (a) of sub-rule (1) shall be dealt with in accordance with special instructions.**
- (5) **Within station limits or in a siding, an engine employed in shunting shall have tail lights in accordance with special instructions.**

SR. 4.15 :

- (a) *If, however, the weather is not clear due to storm, fogs & etc. the lighting and extinguishing of the lamps is to be arranged earlier and later, respectively, to suit the conditions prevailing.*
- (b) *When the number of tracks on any section permit, under normal working conditions, of two trains running in the same direction at the same time, the brakevan side lamp adjacent to the other line or lines shall show a white light to the front and rear while passing over such section.*

- (c) *When a train is shunted or detained to give precedence to another train running in the same direction or a branch line train standing at a station on the branch line, the Guard shall, as soon as the train is clear of the running/main line; reverse the two side lamps of the train (or in the case of fixed side-lamps reverse the slides) to show red towards his train engine and white towards the rear. He shall again reverse the side-lamps or slides as the case may be, to show white towards the train engine and red towards the rear, before the train commences to move on to the running/main line.*
- (d) *Engine working trains or performing shunting within station limits or in a siding, should carry buffer or side-lights as prescribed.*

4.16 TAIL BOARD OR TAIL LAMP :

- (1) **In order to indicate to the staff that a train is complete, the last vehicle shall, except as provided for in sub-rule (2), be distinguished by affixing to the rear of it;**
 - (a) **by day, a tail board of approved design or a red painted tail lamp of approved design which may be unlit, or**
 - (b) **by night, as well as in thick, foggy or tempestuous weather impairing visibility during day, a red tail lamp of approved design displaying a flashing red light to indicate last vehicle check device, or**
 - (c) **such other device as may be 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 sidings 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 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 unlit tail lamp.**

SR. 4.16 :

- (i) *In order to indicate that the train is complete and that no portion has become detached, the last vehicle be distinguished by placing in rear of it :-*
 - (a) *a red tail-board, with the letter "LV" painted in white thereon , by day and in clear weather,*
 - (b) *a red tail lamp of approved design displaying flashing red light by night (sun set to sun rise) as well as in thick, foggy or tempestuous weather impairing visibility during day.*
 - (c) *Light engine, single and coupled, must carry in rear a tail board by day and tail light by night. The tail board/light on the leading engine must always be removed when light engines are proceeding coupled.*
 - (d) (i) *If the tail lamp gets lost or broken, a red flag during day and a hand signal lamp showing red during night will be treated as prescribed substitute for the tail lamp to show that the train is complete.*
 - (ii) **Rules for electrified section :-** *With Electrical Multiple Unit stock during day light, the rearmost vehicle shall show a red cross (X) at the right hand bottom corner. Particular care must be taken to ensure that a similar indication is not given in any other part of the train. At night a red light will be shown in addition to this red cross, at the tail end.*

- (iii) *Built in red light of SLR or Inspection Carriage should be switched off when another vehicle is attached in rear of such SLR or Inspection Carriage. Train Guard will ensure that tail lamp/tail board is affixed only in the rear of the last vehicle.*

4.17 RESPONSIBILITY OF STATION MASTER REGARDING TAIL BOARD OR TAIL LAMP OF PASSING TRAINS :

- (1) The Station Master shall see that the last vehicle of every train passing through his station is provided with a tail board or tail lamp or such other device in accordance with the provision of Rule 4.16.
- (2) If a train passes the station without such indication to show that it is complete, the Station Master shall :-
 - (a) Immediately advise the station in Advance to stop the train to see that the defect is remedied and to advise whether or not the train is complete,
 - (b) Meanwhile withhold the closing of the block section to ensure that no train is allowed to enter the block section from the station in rear, and
 - (c) Unless the station in Advance has advised that the train is complete, neither consider the block section in rear as clear nor close it.
- (3) Where in a section, a block 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 confirming to the provisions of sub-rule (1) above, the Station Master shall still advise the station in advance to stop the train to see that defect is remedied and he need not withhold closing of block section in rear as prescribed in clause (b) and (c) of sub-rule (2) in such cases.

SR. 4.17:

- (i) *For run through trains, it is the duty of the Station Master to personally inspect the Tail board/Tail lamp/light in the rear of the train to ascertain that the train has arrived complete.*
- (ii) *in the case of stopping trains, at stations where two or more cabins are provided, this duty will devolve on the Cabinmen of the Cabin nearest to which the last vehicle come to rest. In such a case, as soon as a train arrives, the Cabinmen will satisfy that it has arrived complete by seeing the Tail board/Tail lamp/light affixed in the rear of the last vehicle on the train and until he has so satisfied himself he must not put the Home Signal to 'ON' and report the complete arrival of the train by telephone to the Station Master. Where there is a key transmitter, the transmission of the Home Signal key back to the Station Master is the Cabinman's assurance that the train has arrived complete. In other cases, the Cabinman must give a Private Number. Until the key or Private Number is transmitted, the Station Master must not send the train out of section signal.*
- (iii) *If a train arrives incomplete in respect of the Tail board/Tail lamp/light the cabinman will inform the Station Master by telephone and the Station Master will acknowledge with a Private Number. After he receives the Private Number, the Cabinman may put the Home Signal to 'ON' and transmit the key, if any. The Station Master will then require the Guard to certify the complete arrival of the train in the Train Intact Arrival Register.*

- (iv) *At stations other than those provided with two or more cabins, a “Train Intact Arrival Register” on prescribed form T/1410 shall be maintained for the purpose of obtaining complete arrival certificates from Guards of stopping trains.*

The Station Master shall send the book to the Guard through one of his station staff after entering the date and train no. The Guard shall, after satisfying himself that the last vehicle of his train is standing clear of all fouling marks, record the arrival time and his full signature in the appropriate columns. Thereafter he shall signal to the Station Master on duty by waving a green flag during the day a green light during the night as an indication of the train having arrived complete. The Station Master shall close the line on receipt of hand signal from the Guard but shall not give line clear or obtain line clear from the block station from which the train has just arrived unless he has received back the book and satisfied himself that the Guard has certified the complete arrival of the train.

- (v) *Should, however, the train not arrive complete, it is the personal responsibility of the Guard to bring the fact immediately to the notice of the Station Master/ Cabin Assistant Station Master/Switchman as the case may be.*
- (vi) *If a train passes a station without a Tail lamp/Tail board, the Station Master must immediately intimate the fact to the stations to which the train is proceeding. When Block Instruments are in use, the intimation shall be communicated by the authorized code 000000 – 00 (Six pause two) which shall be immediately confirmed by exchange of private numbers between the two block station concerned. In absence of the Block Instruments, the station concerned must be advised by a private number. The train out of section report shall not be given to the station in Rear until advise has been received from the station ahead that the train has arrived complete. Station Master reporting the matter to the next station under exchange of private no. will also advise the section controller on duty with a private number. Section controller on getting this information will control the train suitably and will ensure that no train is pushed/allowed in the affected block section till such time it is not confirm that train has reached completely at the next station confirmed by Station Master under exchange of private no.*

On section on which train control is in operation, the Station Master of a station through which the train without a Tail lamp/Tail board or their approved substitute such as red flag or a hand signal lamp showing red, passes, shall also inform control of the occurrence who will record it and arrange to stop the train at the next station.

- (vii) *On double line when a train is passed without Tail lamp/Tail board,, the Station Master will stop entry of the train in the same block section on the adjacent line and advise the Guard and Loco Pilot the circumstances and issue caution order to proceed cautiously and be prepared to stop short of any obstruction until it is certified that the rear portion of the parted train, if any is not obstructing the other line.*
- (viii) *At stations where end Cabin/Panel is not provided but there is a level crossing gate equipped with telephone near outermost facing points, the Gateman during reception of train, after ascertaining that train has passed with Tail Board/Tail Lamp intact and has cleared the fouling mark, shall give a private number to Station Master in token of complete arrival of train.*
- (ix) *Where in a section a Block Proving Axle Counter or continuous track circuiting between Bloc Stations and complete track circuiting of Station Section excluding non-running lines of the receiving stations is installed and is functioning, the above instructions as enumerated in SR. 4.17 (i) to (viii) is not required to be followed while granting 'Train Out of section' Signal to station in rear by Station Master/Cabin Station Master or any other authorized person in this behalf controlling the entry of trains into block section by prescribed means. However for ensuring safe running of trains and in case of failure of BPAC, all the above procedure to be followed as applicable.*

- (x) *On Double line/Multiple line section where a train has passed without Tail lamp/Tail board but complete arrival has been confirmed by the BPAC or continuous track circuiting through the indication provided for this purpose, it is not required to stop the trains of adjacent line going into same block section and issue caution order as mentioned in SR 4.17 (vii).*
- (xi) *In case of reception of trains on non-running lines/ non-signalled lines where Block Proving Axle Counter or continuous track circuiting is provided, complete arrival of trains must be ensured either personally by Station Master or by obtaining complete arrival on Train Intact Register, even though BPAC is showing clear indication.*

4.18 MEANS OF COMMUNICATION :

- (1) No passenger train or mixed train shall be dispatched from any station, unless every passenger carriage is provided with means by which communication can be made with the Guard or the Loco pilot.
- (2) Sub-Rule (1) shall not apply to :-
 - (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.

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 portion 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 articles 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 required to wear under medical advice.

SR. 4.19 :

1. **GUARD's EQUIPMENTS** : *The equipment of Guard should contain the following items in addition to what has been prescribed in GR. 4.19*
 - (a) *One Tri-colour Battery operated Hand Signal Lamp/LED based Hand Signal Lamp.*
 - (b) *Hand Signal flags – 03 (Red – 02, Green – 01)*
 - (c) *Detachable LV Board - 1*
 - (d) *Flashing Tail Lamp - 1*
 - (e) *Detonators (in a case containing 10)*
 - (f) *Working Time Table of such Divisions he is to work.*
 - (g) *Rough Journal Book and other Forms.*
 - (h) *Guard Certificate book (For passenger train Guards only).*
 - (i) *Padlocks as specified by Divisional authority.*
 - (j) *Rubber washer - 03*
 - (k) *Rule books (GR & SR books and Accident Manual with all up to date correction slips).*
 - (l) *Two pair of spectacles if he required to wear spectacles under medical advice.*
 - (m) *One Vacuum/Air pressure indicator-gauge with adopter 'B' (Goods train Guards only).*
 - (n) *Water canvas/Water bottle (Milton type, capacity 02 Litres with heat insulation to keep water cool for at least 6-8 hours).*
 - (o) *Wrist watch.*
 - (p) *A cross belt (For passenger train Guards only).*
 - (q) *Whistle (For passenger train Guards only).*
 - (r) *Ten arm bands of orange colour having legend “Accident Relief” inscribed thereon (For passenger carrying train only).*
 - (s) *One pair of locking bolts with nuts and cotters or clamps with padlocks (in material trains only)*
 - (t) *Walkie-Talkie Set – To be supplied by SE (S&T) to Guards after full charging and ensuring that it is in proper working order.*
 - (u) *Guards working on coal pilots – One Torch.*
 - (v) *Re-set Key – 1 (To be used for re-setting the valve in case of ACP in trains with LHB coaches)*
 - (w) *A Briefcase for keeping equipments.*
2. **Brake van equipments (In passenger carrying trains only)** : *In addition to above, the following equipments shall also be carried by Guards in brake van while on duty with their trains. The items to loaded at the originating point in all passenger carrying trains for which primary maintenance is done. The equipments so loaded will work end to end basis. These are:-*
 - (a) *PCP set for non-electrified section / RE set for electrified section or both in case the train runs in both electrified and non-electrified section – To be loaded by SE (S&T) in proper working order.*

- (b) *Two Fire Extinguishers in good working order – To be loaded by SE(C&W) in proper filled condition.*
 - (c) *Emergency Lighting Equipment – One set (except Rajdhani Express or such other trains where it will be kept in Generator Car) – To be loaded by TL staff.*
 - (d) *Stretcher – To be loaded by SM.*
 - (e) *02 Wooden wedges/Sprags – To be loaded by SE (C&W).*
 - (f) *First Aid Box.*
- 3. LOCO PILOT's EQUIPMENTS :** *The Loco Pilots while on duty with their trains shall carry with them the following equipments in addition to what has been prescribed in GR. 4.19:-*
- (a) *One copy of Loco Pilot's Rule book / GR&SR with all up-to date Correction Slips.*
 - (b) *Engine Tools as prescribed.*
 - (c) *Hand Signal Flags – 03 (Red -02, Green – 1).*
 - (d) *One Tri-colour Battery operated Hand Signal Lamp / LED based Hand Signal Lamp.*
 - (e) *One Walkie Talkie set.*
 - (f) *Re-set Key–1 (To be used for re-setting the valve in case of ACP in trains with LHB coaches)*
- 4. ASSISTANT LOCO PILOT's EQUIPMENTS :** *Each Assistant Loco Pilot shall be supplied with the following items with a handy bag to carry them:-*
- (a) *Tri-colour Torch.*
 - (b) *Red & Green Flag, and*
 - (c) *Working Time Table.*
- NOTE :-**
- (1) *Guards / Loco Pilots who are expected to wear glasses must record in "Appearance Book" that they are carrying one spare pair of spectacles as referred to in GR. 4.19 (3).*
 - (2) *Railway employees concerning train operation for whom glasses have been prescribed for proper performance of their duties must be equipped with a pair of glasses when coming on duty. They must wear them when actually on duty. Running staff must be in possession of two pairs of glasses while they are on duty.*
 - (3) **Re-setting Key** - *Guards and Loco Pilots who are supposed to work trains with LHB coaches, it must be ensured that they are supplied with Re-setting Key which is required to be used for re-setting the valve in case of ACP in their trains. Mechanical Department shall arrange for the suitable training of Guard & Loco Pilots regarding use of Re-set Key by deploying C&W supervisors at all Crew/Guard booking points in the respective divisions and a record of acknowledgment obtained from Guards & Loco Pilots who have been imparted such training should be maintained at the respective booking offices.*

4.20 MANNING OF ENGINE IN MOTION :

- (1) **Except when otherwise provided by special instructions, no engine shall be allowed to be in motion on any running line unless the Loco Pilot as also the Assistant Loco Pilot are upon it.**
- (2) **Subject to the provision of sub-rule (3), in no circumstances shall a person other than the Loco Pilot or a Railway servant duly qualified in all respect, drive an engine on any running line.**

- (3) If a Loco Pilot becomes incapacitated while the engine is in motion, the Assistant Loco Pilot or the Fireman, if duly qualified, may work the train to the next station cautiously and where the Assistant Loco Pilot is not duly qualified, he shall bring the train to a Stop and send a Message to the Station Master of the nearest station to make arrangements for a Loco pilot to take over the train, and for so doing he may take the assistance of the Guard.

SR. 4.20: *GR. 4.20 (1 to 3) will be inoperative in the case of single or multiple unit trains.*

4.21 DRIVING AN ELECTRIC TRAIN :

- (1) In the case of electric trains, the Loco pilot shall be in the leading driving compartment when the train is in motion or when the train is standing on any running line except as otherwise prescribed in these rules.
- (2) (a) In the case of a single or multiple unit train, if the driving apparatus in the leading driving compartment becomes defective, the train shall be driven cautiously from the nearest driving compartment which is serviceable, in this event, the Guard shall travel in the leading driving compartment and shall convey the necessary signals to the Loco Pilot; the Guard shall also sound the horn or whistle as necessary and apply the brake in case of emergency and shall be responsible for stopping the train correctly at signals, stations and obstructions.
- (b) In the case of an electric engine, if the leading driving compartment becomes defective, the train shall be driven from the trailing driving compartment by the Assistant Loco Pilot if he is duly qualified to drive, and the Loco Pilot shall remain in the leading driving compartment, and shall be responsible for the correct operation of the train.

SR. 4.21 :

- (1) *Existing GR. 4.21 (1) & (2) which is applicable to electric engine shall also be applicable for working of trains by diesel engine having twin cab.*

(Ref: Railway Board's letter No. 2014/Safety(A&R)/19/20 dated 15.01.2015)

In reference to above, the following paras of SRs are modified accordingly for working trains by electric and diesel engines having twin cab.

WORKING TRAINS BY ELECTRIC AND DIESEL ENGINES HAVING TWIN CAB :

- (a) *Only certified Loco pilots and Assistant Loco pilots for electric / diesel rolling stock shall be allowed to drive electric /diesel rolling stock on any part of the running lines. They shall not allow anyone to enter the driving compartment other than those who are authorized to do so under these rules or who hold a permit signed by the Divisional Electrical Engineer (Rolling Stock)/ Divisional Mechanical Engineer (Power). No person shall be allowed to handle any apparatus in the engine or in the driving compartment unless he is in possession of a Loco Pilot's Certificate of competency.*
- (b) *If a Loco Pilot has not driven an electric engine / diesel engine or multiple unit for six months, he shall be re-examined after a refresher course and his certificate of competency endorsed before he is allowed to drive again.*
- (c) *When a Loco pilot has not worked on any section for six months and above, he must not be booked on that section unless he has learnt the road and a competency certificate has been issued in his favour. A record of all competency certificates issued to the Loco Pilot shall be maintained in the office of the Divisional Electrical Engineer (Rolling Stock)/ Divisional Mechanical Engineer (Power).*

- (d) *However, staff under training for driving Electric Loco /EMU or Diesel Loco /DEMU, when specially authorized by the Divisional Electrical Engineer (Rolling Stock)/ Divisional Mechanical Engineer (Power), may drive such engines under the supervision of nominated Loco Inspector. While a trainee is driving under these conditions, the supervising Loco inspector shall keep continuous watch over the trainee and keep himself in readiness to take any action that may be required to control the train in any emergency.*
- (2) *No person shall be allowed to move any electric/ diesel rolling stock within the limits of the loco shed and stabling sidings unless he has been certified competent to do so by the Assistant Electrical Engineer (Rolling Stock)/ Assistant Mechanical Engineer (Power).*
- (3) *Assistant Loco pilots may be allowed to drive the loco on certain section if duly qualified and competency certificate issued by the Divisional Electrical / Divisional Mechanical Engineer under direct supervision of the Loco Pilot. In case of emergency, the Assistant Loco Pilot if qualified is authorized to drive the train at restricted speed not exceeding 40 KMPH up to the nearest point where he can be relieved.*
- (4) Reversing and brake handles -**
- (a) *The Loco Pilot shall, when leaving any driving compartment, take the reversing handle away with him and also the independent air brake handle on electric engines / diesel engines where they are removable.*
- (b) *To keep the dead man's emergency gear ready to function during the whole time that a train is in motion, the Loco pilot of single and multiple unit trains shall keep the reversing handle in the 'FORWARD' or in the 'REVERSE' position when the train is motion and shall not move the reversing handle into the 'OFF' position until after the train has come to a stand.*
- (5) *The Loco Pilot must never relinquish possession of his reversing handle except as provided for in these rules.*
- (6) *When Loco/EMU/DMU cannot be driven from its leading cab, the Loco Pilot shall follow the special instructions prescribed by the Divisional Electrical Engineer (Rolling Stock) / Divisional Mechanical Engineer (power).*
- (7) *If control from the leading cab is not possible, the Loco pilot shall send the Assistant Loco Pilot to drive the engine from the trailing cab. The Loco pilot shall be responsible for the correct operation of the train. All operations will be done by exchanging of signals between Loco Pilot and Assistant Loco Pilot. The speed of the train shall not exceed 40 KMPH. At the first opportunity the Loco Pilot shall inform the Traction Loco Controller / Power Controller to arrange for relief engine.*
- (8) Duties of Loco Pilot when single or multiple unit train is disabled -**
- In the event of single or multiple unit train becoming disabled, and an assisting train, either electric or diesel, being obtained, the Loco Pilot of the disabled train shall hand over his reversing handle to the Loco Pilot of the assisting train. If the assisting train is in rear and the complete train cannot be driven from its leading driving compartment, the Loco Pilot of the disabled train shall carry out the instructions prescribed for the Guard in GR. 4.21*
- (9) Defective automatic brake apparatus -**
- (a) *If the automatic brakes cannot be operated from any driving compartment of a single or multiple unit electric train / diesel train, but the driving apparatus in the leading compartment is in working order, the Guard shall accompany the Motorman / Loco Pilot in the leading compartment and he shall operate the hand brake as required and the speed of the train shall not exceed **10 KMPH** or lesser as may require.*

- (b) *If the automatic brake apparatus in the leading compartment only is defective, then Motorman/Loco pilot shall drive from the leading compartment. The Guard shall be responsible for the operation of the automatic brake from the nearest compartment to the front in which the brake apparatus is in working order, in accordance with the Motorman's/LocoPilot's signal and the speed of the train shall not exceed 10 KMPH or lesser as may require.*
- (c) *If the driving apparatus is in the leading compartment, in addition to the automatic brake, is defective, the Guard shall travel in the leading compartment and operate the hand brake as required. The Motorman / Loco pilot shall drive from the nearest driving compartment in which the driving and automatic brake apparatus is serviceable. The Guard shall be responsible for giving such signals, as are required by means of the Bell or Horn and the Motorman / Loco Pilot shall control the train in accordance with these signals. The speed of the train shall not exceed 10 KMPH.*
- (d) *The Traffic Control shall take steps to have the train withdrawn from service at the nearest station where siding accommodation is available.*

(10) Protection of single and multiple unit train stopped between stations -

- (a) *If the stoppage is caused by a defect which the Loco Pilot is competent to rectify, the Loco pilot shall attend to the defect provided that, if it is necessary for him to leave the loco pilot's compartment, he shall before leaving, put on the automatic brakes fully and also apply the hand brake in his driving compartment. He shall advise the Guard. If the stoppage is on a grade steeper than 1 in 100, the Guard shall also put on the hand brake in the Guard's compartment and on at least two other vehicles, if available.*
- (b) *If the detention exceeds or is likely to exceed 10 minutes, the train shall be protected in accordance with the GR. 6.03.*
- (c) *In cases where there is no competent person available in addition to the Loco Pilot and the Guard and the Loco Pilot has to go himself to protect the train in front, he shall, before going carry out the precautionary measures prescribed in sub-rule (a).*

(11) Checking of roof equipment when OHE power supply fails – When OHE power supply fails the following action will be taken by the Loco Pilot / Motorman of the electric train-

- (a) *He shall try to proceed on momentum upto the next emergency telephone socket or a station. While coasting, the Loco Pilot may try to close the circuit breaker (DJ) to ascertain whether power has been restored or not. If the power has not been restored, he should try to close "DJ" second time after one minute and a third time after 3 minutes. If the power has not been restored by that time, he should not further try to close "DJ".*
- (b) *After stopping at the emergency telephone socket or station he should lower the pantograph and checkup the roof for presence of foreign material or any other abnormality.*
- (c) *If there is any foreign material present on the roof he should immediately inform TLC/TPC and in liaison with the TPC/TLC have the foreign particle either removed or the load moved upto the destination or a place nominated with an assisting power arranged by the TLC. In case of an EMU If it is possible he shall proceed with the unit not affected either to the destination or a place so advised by the TPC/TLC for attention to the roof of the affected unit.*
- (d) *If there is no visible abnormality on the roof and trippings of power supply continue, the Loco Pilot should keep the pantograph of his loco lowered; inform TLC/TPC and should not raise the same till he is permitted to do so by TPC/TLC.*

(12) Protection of train when overhead power supply fails - when overhead power supply fails on electrified sections, the electric Loco pilots should ascertain from Traction Power Controller through emergency telephone, the time when the supply is expected to be restored. On gradients, if it is found to be more than 10 minutes, the Loco Pilot shall apply Hand brakes on the loco and pin-down brakes on 10 wagons immediately behind the loco.

If the Loco Pilot is far away from emergency telephone socket and is likely to take more than 10 minutes in ascertaining time of restoration of overhead power supply, he must first protect the train against rolling as indicated above and then contact the Traction Power Controller.

(13) Control of trains at approaches to neutral sections –

- (a) *The Loco Pilot of electric locomotives /EMUs should control their train in such a manner at approaches to Neutral Sections that when they switch off power while traversing Neutral Section, the brakes of the train are fully released, so that the train can cross the Neutral Section under its own momentum after switching off the “DJ” without risk of stalling in the Neutral Section.*
- (b) *If the train is stopped before the Neutral Section on banner flag or for any other reason the Loco pilot should stop his train sufficiently in rear and create full vacuum, if necessary by switching on both the exhausters, before he restarts the train so that the train can pick up adequate speed before the “DJ” is Switched OFF and cross the Neutral Section with brakes in fully released condition to avoid risk of stalling.*

(14) Operation of Goods trains on the down gradient in Gujhandi – Gurpa Ghat Section:- The following procedure should be followed for operation of Goods trains on the down gradient in Gujhandi – Gurpa section –

- (i) *While taking over a train, the Loco Pilot should study the Mech. V-5 form carefully to ascertain that sufficient number of active cylinders are available in his train. He should also ensure that the isolating cock of engine brake valve is kept in the normal position and the engine brakes get proportionately applied along with the train brakes. He should then apply and release brakes of his train 2 times while the train is in standing condition and ensure that the brakes are operating properly.*
- (ii) *As soon as the train is started, he should make a few partial test brake applications on the run at convenient locations and adequacy of the brake power.*
- (iii) *He should also conduct the brake test without fail on the nominated test sections between Chichaki – Hazaribagh Road and Koderma – Gujhandi as indicated below -*
 - (a) *In the Chichaki – Hazaribagh Road test section, just at mast No. 337/5 WHERE A 'BRAKE TEST' BOARD HAS BEEN PROVIDED. THE LOCO PILOT SHOULD APPLY BRAKES FROM A SPEED OF ABOUT 70 – 75 KILOMETER PER HOUR BY DROPPING 1.0 KG AIR PRESSURE. If the speed reduces by half i.e. 36/37 Kilometers per hour at the end of the test section at mast No. 339/5 depicted by 'Brake Test End' Board, THEN THE BRAKE POWER MAY BE CONSIDERED AS ADEQUATE.*
 - (b) *In the Koderma – Gujhandi test section, he should check his brake power again by dropping 1.0 KG Air pressure while passing the board “Test Brake Power” at Mast No. 396/15. Before approaching “BRAKE TEST” board, the Loco Pilot should first speed up his train to about 60-70 Km. per hour (subject to observance of other speed restrictions imposed) and then apply brakes by dropping Air Pressure 1.0 KG/Cm². If the speed of the train reduces by 35 Km. per hour before the train passed the 'Brake Test End' board fixed at Mast No. 398/5. The brake power may be considered as all right by the Loco Pilot.*

- (iv) *In case the break power is found weak, the Loco Pilot should stop his train at Gujhandi and get the brake adjusted.*
- (v) *After starting from Gujhandi the Loco pilot should make another test brake application on the DN grade LBZ – DLW section. For this purpose after coming on DN grade, at convenient location, the Loco pilot should apply approximately 1 KG/Cm² Air Pressure while at speed of about 35 – 45 Kmph and keep it applied until the speed indicator needles stops increasing and shows a tendency to come. If the brake power is good, this normally occurs in a distance of about 0.5 Km. in about 20-30 seconds time. However, as the distance and time may slightly vary depending on the location, speed and composition of the train, the Loco Pilot should exercise judgement to satisfy himself of the adequacy of brake power. The recreation of Air Pressure after the test may be done first in the “Release” position, taking care that the speed of the train does not exceed 40 Kmph.*
- (vi) *In case of changing crew at Gujhandi in Up direction, Loco pilot should conduct brake testing in between LBZ –DLW. After starting from Gujhandi, brake power testing should be done by outgoing crew in between LBZ – DLW at the speed of 35 – 45 Kmph. By applying 1 KG/Cm² Air Pressure for 20 – 30 seconds at Km. 407/01 and speed should reduce to 20 – 25 Kmph. Before/ at Km. 407/21, then brake should be treated as satisfactory.*
- (vii) *In case the Loco Pilot is doubtful of the adequacy of the power, he should stop at Dilwa, notify the Guard and get brakes of sufficient number of wagons tightening of hand brakes to ensure proper control of the train on the further Down gradient section between Dilwa – Gurpa.*

(15) Working of Electric Rolling Stock over Flooded Tracks-

- (a) *When water level is just above top of the rail, the following speed restrictions shall apply-*
 - (i) EMU stock - 5 KMPH
 - (ii) Electric Locomotive - 10 KMPH
- (b) *Every precaution shall be taken to prevent working of electrical multiple unit stock and electric locomotives into section of flooded track where water level is more than 5 cm. above rail level.*
- (c) *If electric multiple unit stock or electric locomotive is taken inadvertently or unavoidably over section of flooded track where water level is more than 5 cm. above rail level, the rolling stock shall not be worked further on their own power, until they are examined by maintenance staff and certified fit.*

(16) HAULING OF DEAD LOCOMOTIVES -

(1) Conditions for attachment of Dead Locomotives:

- (i) *Certificate for “Fit to run” is issued by Section Engineer/Loco Inspector/Power Controller for Passenger/Goods train.*
- (ii) *The Dead Locomotive is escorted by a competent person not lower than Assistant Loco Pilot.*
- (iii) *Maximum permissible speed of the train shall not be less than maximum permissible speed of the Dead Locomotive.*
- (iv) *Arrangements have been made to ensure that brakes can be applied on Dead locomotives in synchronization with working locomotives.*
- (v) *Running of Double/Triple headed is permissible on the section over which the Dead Locomotive is to be hauled.*

- (vi) *When a Dead Electric Locomotive has to be moved on a non-electrified section, special check shall be made regarding its infringement to the schedule of maximum moving dimensions. In the case of any infringement, the Dead Locomotive shall be treated as an ODC.*
 - (vi) *As a final check, the coupled locos should be run for about 500 meters and the Loco pilot shall check for any abnormal rise in the temperature of the wheels of the Dead Locomotive and shall also check it a subsequent stop during the journey.*
- (2) Basic requirements to be satisfied when hauling a Dead Locomotive** –The following conditions shall be complied with for haulage of a Dead Locomotive i.e. a locomotive not worked on its own power on any train -
- (i) *All circuit breakers and battery knife switches shall be OFF, the reversing handle removed and such other steps taken to ensure that the Dead Locomotives cannot be started inadvertently.*
 - (ii) *Traction motor reversers are physically placed and locked in the neutral position. For long distance movement of Dead Electric Locomotives, the traction motor brushes shall be lifted and properly secured.*
 - (iii) *The locomotives brakes shall be fully released. The brake pipe and main reservoir pressure shall be fully discharged and the vacuum fully destroyed. The MU2B valve, if fitted, shall be placed in the dead position.*
 - (iv) *The train Loco pilot shall be informed that he should work the train carefully, as the Dead Locomotives will have no brake power at any time.*
 - (v) *The Dead Locomotive shall be accompanied by competent person not lower than the Assistant Loco Pilot when attached to a Passenger train and also when attached to the rear of a Goods train. The Guard of the train to which the Dead Locomotive has been attached shall personally ensure that the Dead Locomotive is accompanied by such a competent person. When attached to the rear of a Goods train, it will be the duty and the responsibility of this person to apply the hand brakes judiciously in case of runaway occurring on a graded section.*
- (3) Attaching/Hauling of Dead Locomotives by Passenger Trains-** In addition to the above, the following precautions should be taken for hauling the Dead Locomotives:-
- (i) *Only one Dead Locomotive (Diesel/Electric) can be attached.*
 - (ii) *Brake power of the train should be 100% excluding Dead Locomotive.*
 - (iii) *The Dead Locomotive can be attached next to train engine only.*
 - (iv) *As far as possible, brake should work on Dead Locomotive. However, if it is not possible, then in the case of air braked train, brake pipe and feed pipe of working locomotive shall be connected to brake pipe and feed pipe of trailing stock and dead locomotive will work as piped vehicle.*
 - (v) *A dead electric (Passenger or mixed) locomotive (not defective) may be attached to a passenger train (other than Mail and Express) hauled by an electric/diesel locomotive, provided the following conditions are satisfied –*
 - (a) *There is room on the train for such attachment of a dead locomotive.*
 - (b) *The maximum permissible speed of the Dead Loco shall not be less than the maximum permissible speed of the train.*

- (c) *Running of double headed electrical/diesel locomotive is permitted on the section.*
- (d) *The Dead Locomotive shall be attached next to the train locomotive only and not behind the brake van/SLR of the passenger train.*
- (e) *The vacuum pipe shall be connected and the Dead Locomotive shall be treated as a piped vehicle.*
- (f) *A certificate shall be issued by the concerned SE (Loco)/Foreman/Loco Pilot of the Dead Loco that the dead locomotive is fit to run by passenger train in respect of the safety point of view of the maximum permissible speed of the train.*
- (g) *The basic requirement as enumerated in paragraph (2) are fully satisfied.*
- (h) *The total number of locomotive including the dead loco shall not exceed three (2 working + 1 dead).*

In the case of vacuum braked train, vacuum pipe of locomotive shall be connected with vacuum train pipe of trailing stock and the Dead Locomotive shall be treated as a piped vehicle. If the locomotive filled with pure air braked system and vacuum is not provided on locomotive then it should be attached with air braked trains only.

- (vi) *No dead locomotives should be attached to any superfast train under any circumstances.*

(4) Attaching/Hauling of Dead Locomotives by Goods Trains-

- (i) *As far as possible, the haulage of a dead locomotive shall be confined to goods train only.*
- (ii) *The dead locomotive may be attached next to the train locomotive on sections where double heading is permitted. The total number of locomotives including dead locomotive shall not exceed three (2 working + 1 dead).*
- (iii) *If the dead locomotive is not placed next to the train locomotive, it may be marshalled anywhere on the goods train provided that the minimum distances between the Dead Loco and the train loco/banking loco (if any) shall be more than the largest span of the bridge in the section where the dead loco is to be hauled.*
- (iv) *The vacuum pipe shall be connected and the dead locomotive treated as piped vehicle and, therefore at least 10 fully vacuum braked 4 wheeler units shall be attached behind the dead locomotive.*
- (v) *In the case of a dead locomotive attached behind the brakevan it will be the duty and responsibility of the competent person travelling on the dead locomotive to apply the hand brakes judiciously in case of runaway occurring on a gradient section due to breakage of the coupling of the dead locomotive.*
- (vi) *Movement of maximum three (3) locomotives (2 working + 1 dead) with load is permissible subject to observance of all restrictions on operation of Double / Triple headed working locomotives in the section provided that brakes in Dead Locomotives are operational.*

(5) Clearance of Block Section and working to destination-

- (i) *When a locomotive working a train fails on the road the dead locomotive shall be attached coupled to the relieving locomotive and the train worked to the next block section, where the Dead Locomotive shall normally be detached.*

- (ii) *In case the Dead Locomotive is not detached but the train is worked double headed with the dead locomotive upto the destination, not more than one dead locomotive shall be attached to a train.*
- (iii) *In all the above cases, the total number of locomotives including the dead one, shall not exceed three (2 working + 1 dead), provided double heading of the locomotive is permitted on the section.*
- (iv) *If double heading is not permitted in the section where no banker in general used, the train shall be pushed by the relieving locomotive to clear the block section and on the next block section marshalling order of the locomotives may be interchanged and it is ensured that they are not coupled together and there is a minimum distance of 91 meter between them.*
- (v) *In sections where double heading is not permitted and a banking engine is in use, the concerned Divisional Engineer shall be referred to in regard to the location of the relieving locomotive who will after examining, the presence of the bridge in the section and the span, give instructions regarding the marshalling order.*
- (6) **Haulage of Dead Locomotive on Non-electrified Section**-When dead electric locomotive is to move on a non-electrified section, special check shall be made regarding its infringement to the schedule of maximum moving dimensions. If there be any infringement to the schedule, the dead electric locomotive shall be considered as an ODC (Over Dimensional Consignment) and its movement shall be permitted in accordance with the extant rules governing such movements.
- (7) **Train When Coupled To Be Considered as One Train**-When trains are coupled together, they shall be deemed to be one train. Only one Master controller shall be in use at one time.

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 instructions, no person other than the 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 patrol engine.**
- (3) **No unauthorized person shall manipulate any apparatus contained therein.**

SR. 4.22 :

- (a) **Person authorized to ride on an Engine :-** No person other than the Loco Pilot/Motorman and Assistant Loco pilot working the train shall ride on the engine or tender except as stated below-
 - (i) *Holders of metal pass or equivalent duty pass holder.*
 - (ii) *Holders of cab passes issued by competent authority (Sr.DME (P) or DME (P)/ Sr.DEE (OP)/DEE (OP) of the Division concerned or authorized officer of Headquarters.*
 - (iii) *Officers and Inspectors/Supervisors holding card passes / duty passes specially endorsed “available to ride on engine” when on duty.*

(Above card passes/duty passes issued to inspectors/supervisors of the department concerned should be forwarded to (Sr.DME (P) or DME (P)/ Sr.DEE (OP)/DEE (OP) by the head of the concerned department for making an endorsement on these passes “available to ride on engine” as an authorization to travel in engine cab for foot plate.)

(iv) *At Zonal Headquarters, holders of special passes or holders of card passes/ duty passes issued to Inspectors/Supervisors shall be forwarded to CELE / CMPE by the PHOD / HOD of the concerned department for making an endorsement on these passes “available to ride on engine” as an authorization to travel in engine cab for foot plate.*

(v) *Transportation or any other authorized official – (a) carrying out shunting or piloting operations or (b) proceeding to work a stabled train or returning after having done so on relief to headquarters.*

In case of item (b) the duty pass of the official must be endorsed by the Station Master on duty to the effect “permitted to proceed by light engine”.

(vi) *Loco Pilots/Assistant Loco Pilots/Motorman/Tower Wagon Operator learning the road, if in possession of a permit issued by the Sr. Section Engineer (Loco)/ Chief Crew Controller/Traction Foreman concerned.*

(vii) *However total number of authorized persons on foot plate including Loco pilot and Assistant Loco pilot should not be more than five(5).*

(b) *In exceptional circumstances, Crew/Guard, maintenance or security staff may require to travel in the Guard brake van. Maximum three (3) persons may be permitted in the brake van of the passenger carrying train in addition to the Guard after observance of all formalities.*

(c) *The number of persons permitted to travel in the brake van of goods trains, in addition to the Guard, should not exceed five(5). However, in emergent cases exceptions may be made for security staff, Police, Repair gangs of S&T, Medical staff etc. with the prior approval of Sr.DOM of the concerned Division.*

(d) *The above rule is also valid for travelling in the cab of DMU/EMU/DEMU/MEMU.*

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.**

SR. 4.23 :

(i) (a) *Except on sections with a gradient of 1 in 100 or steeper, an engine with one crew van or one medical van or one inspection carriage or goods wagon not exceeding two attached with or without hand brake may be dispatched from any station without a Guard or without brake van provided the same is equipped with active vacuum / air brake continuity. The Loco pilot must be advised of the attaching of the vehicle in rear by a memo and his acknowledgment obtained by the Station Master on duty.*

(b) *While asking for and granting line clear, the number of the crew van or medical van or inspection carriage or goods wagon must be mentioned in the line clear messages exchanged between the Station Masters concerned and recorded in the relevant train books.*

(ii) Authority for permitting Goods Trains to run without Brake Van:

Only in extreme emergency when specific orders are given by Sr.DOM/DOM in the register maintained in Control for this purpose, such train should run. The details of the train i.e. Date, Train No., From & To station, Last vehicle Number shall be recorded with the reasons in a separate register to be maintained in the Control Office.

Running of such train is strictly prohibited during Total Failure of Communication and in Thick and Foggy weather impairing visibility.

Precautions to be taken:

Whenever a Goods train is to run without brake van, the following precautions shall be observed in addition to above –

- (1) The train shall be worked on the last vehicle number principle.*
- (2) Before starting the trains, the Guard shall relay the number and description of the last vehicle in writing to the Station Master / Yard Master of the train originating station.*
- (3) The Station Master / Yard Master of the originating station must intimate the Section Controller of the number and description of the last vehicle under exchange of Private number. The Section Controller, in turn, must alert the Station Masters enroute of the train number as also the number and description of the vehicle.*
- (4) When asking and giving line clear, the line clear enquiry and its reply must clearly include the number and description of the last vehicle under exchange of Private number. The train's number, description and Private number exchanged should be recorded in the Train Signal Register.*
- (5) The number and description of the last vehicle must be repeated to the Section Controller and the Station Master of the station in advance while giving train entering section signal from each station.*
- (6) The Train Examiner must mention the number and description of the last vehicle while issuing the Brake Power Certificate.*
- (7) L.V. Board or Tail Lamp as the case may be shall invariably be fixed at the tail end or the rearmost vehicle by the Guard.*
- (8) The Guard of the train must travel on the engine. Without Guard, no train without brake van will be allowed.*
- (9) The Guard, the Loco Pilot and his Assistant shall look back frequently during the journey to see that the rear portion of the train is following in a safe and proper manner.*
- (10) The Cabinman / Station Master / Assistant Station Master in the cabin must check the last vehicle number of the train with that obtained from the station in rear or Station Master on duty, and clear the section only after the complete arrival of the train.*
- (11) The station on getting the train number of the train without brake van and its last vehicle number will inform the end cabins under exchange of Private number.*
- (12) In case the staff on duty in the cabins are unable to tally the last vehicle number with that obtained from the station in rear/section controller, or are unable to read the last vehicle number of the train, they should contact the other Cabinman / SM on duty and ask them to stop the train and verify the last vehicle number with that received from the Control. In the event of SM/Cabinman also failing to stop the train and verify the last vehicle number, the station ahead should be advised to stop the train and tally the last vehicle number. In such case, till such time the last vehicle number is properly verified by stopping the train and the complete arrival of the train is ensured, the block section in rear should not be closed.*

In case the last vehicle number does not tally with that obtained from the station in rear/section controller, every effort should be made to stop the train at next station and the Guard travelling on the engine should be asked to certify complete arrival of the train by issue of an arrival certificate indicating the correct number of the last vehicle which is also recorded by the TXR in the Brake Power Certificate.

Whenever there are no end cabins, the responsibility to tally the last vehicle number shall devolve on the Station Master.

(13) **Speed of the train** – The train running on last vehicle number without brake van shall run through the stations at a restricted speed of 20 Kmph. during day provided visibility is clear. At night when visibility is effected such a train should stop at each station for verification of the last vehicle number and to ensure complete arrival of the train.

(14) Between stations, the train without brake van running on last vehicle number may run at the sectional speed subject to other speed restrictions in force.

(15) Advancement of trains without brake van upto Advanced starter is not permitted.

(iii) Precautions in Automatic / I.B.P. Territory :

In automatic block sections and IBP territory no train must be allowed to follow until the preceding train which has been allowed to run without Brake Van has arrived complete at the next block station in advance.

NB: Provision in the SR. 4.23 (ii) should not be used for running trains without Brake Van as a regular measure. These provisions only cater to running trains without Brake Vans for operational exigencies only under inescapable circumstances.

4.24 POSITION OF BRAKE-VAN ON TRAINS :- Unless it be otherwise directed by special instructions, one brake-van shall be attached to the rear of the train provided that reserved carriages or other vehicles may, under special instructions, be placed in rear of such brake-van.

SR. 4.24 :

- (1)
 - (a) When forming a Mixed train, Goods vehicles shall be put next to the train engine following by the front brake van and then the coaching vehicles whether loaded or empty so that in all cases there shall be a brake van between the coaching vehicles and Goods wagons.
 - (b) In case of a passenger or a mixed or a goods train worked with vacuum / air pressure throughout, two bogies or their equivalent (4 four wheelers) may be attached behind the rear brake van provided these are fitted with vacuum / air brake in good working order. Vacuum piped vehicles / wagons are also permitted to be attached behind the rear brake van provided these are marshalled between fully vacuum vehicles / wagons and provided that number of vehicles / wagons attached behind the rear brake van does not exceed the limit specified above. This also applies on military specials.
 - (c) In the event of their already being two bogies or 4 four wheeler vehicles behind the rear brake van on a train carrying passengers, an Inspection Carriage having vacuum/air brake in working order may be attached in rear in addition, provided the type of braking system is matching with the train.
- (2) One damaged vehicle certified as fit to run and accompanied by a competent Railway servant, may be attached in rear of the rear brake van of a goods train, during day light hour only.

4.25 GUARDS :

- (1) Except under special instructions or in an emergency, every running train shall be provided with one or more Guards.
- (2) The Guard of a running train shall travel in his brake van, except :-
 - a. In an emergency, Or
 - b. Under special instructions.
- (3) When a train is worked without a Guard, such of his duties as can be performed by the Loco Pilot shall devolve on him as may be specified by special instructions.

SR. 4.25 :**(1) Running of Goods Train without Guard :**

In exceptional circumstances, Goods trains may run without Guard with the specific order of Sr. DOM and record of such order shall be maintained in respective control office in a separate register. In case trains are run without guard, such of the duties of the guards as can be performed by the Loco Pilot, shall devolve on the Loco Pilot and Assistant Loco Pilot. The following precautions should be taken in all such cases –

- (a) It should be ensured that the train is provided with continuous vacuum/air pressure from engine to the rearmost vehicle which may be a brake van. If no Guard is provided either at an intermediate point or the crew changing station, the Loco pilot on being informed by the SM, shall examine the brake power of the train and ensure that it is safe to run the train. Before signing the BPC, the Loco Pilot shall ensure that the required amount of vacuum/air pressure is provided in the brake van. Vacuum gauge/air pressure gauge shall be provided by the originating station.*
- (b) Last vehicle indicators must be made available to the Loco pilot and it shall invariably be fixed to the tail end of the rearmost vehicle by the Loco Pilot. The tail lamp is essential in running such a train in the night time.*
- (c) Caution order shall be issued to the Loco Pilot by SM with necessary endorsement stating that the train is to run without Guard and Section Controller shall also be advised of the fact under exchange of private number, who will inform the stations enroute. The SM on getting the train number, will inform the end cabins, where provided and Gateman of all the LC Gates enroute provided with telephonic communication accordingly under exchange of private number.*
- (d) The SM of the block station controlling the IBP, on becoming aware that the train is running without Guard shall not dispatch any train in rear of this train upto IBP, unless the goods train without the Guard reaches the station ahead.*
- (e) When such a train stops at a station, the SM/Switchman/Cabinman shall ensure that the train has arrived complete and is standing clear of the fouling mark.*
- (f) During tempestuous weather, total interruption of communications and single line working on double line section, running of trains without Guards is strictly prohibited.*
- (g) Extra Detonators/Fusee should be carried by the Loco pilot who shall be responsible for protection of the train both in front and rear.*
- (h) When such a train is stopped between stations on account of accident, failure, obstructions or other exceptional cause and the Loco Pilot finds that this train cannot proceed further, he shall immediately protect the train as per GR 6.03 both in front and rear. While going for protection, care shall be taken that loco is not deserted if it is on rails.*
- (i) In Automatic Block Territory, no train shall be allowed to follow until the preceding train which has been allowed to run without Guard, has arrived complete at the next reporting station in advance.*
- (j) When a train running without Guard encounters vacuum/air pressure trouble enroute, the following steps are required to be taken by the Loco Pilot/Assistant Loco Pilot.*
 - (i) The Assistant Loco Pilot should check complete train for any leakage, hose pipe disconnection etc. and attend to it. The help of C&W staff or pointsman/Porter shall be taken when the vacuum/air pressure trouble occurs within station limits.*

- (ii) *The Assistant Loco Pilot should ensure that all the cut off angle cocks of air brake wagons are in open condition except the rear angle cock of the rear most vehicle.*
- (iii) *The Assistant Loco pilot should ensure the vacuum/air pressure continuity by operating the brake van valve/cut off angle cock of the last vehicle.*
- (iv) *The Loco Pilot should regulate the speed of the train depending on the "Feel Test" conducted by him in the first block section.*

NOTE:

- (A) *Running of passenger carrying trains without Guard must not be permitted.***
- (B) *Running of goods train without Guard should not be permitted if the last vehicle is not brake van.***
- (C) *Whenever Coaches/Saloons not carrying any passenger, upto a maximum of 2 are required to be moved from one station to other, it is sufficient if the last vehicle of the train is provided with tail board/tail lamp and no Guard is required to work. Continuity of vacuum/air pressure must be ensured.***

- (2)** *When two or more Guards are running with a train, the Guard in-charge shall ride in the rear brake van.*

4.26 COUPLINGS : No vehicle that is not fitted with coupling or couplings of approved pattern shall be attached to any train.

D. VEHICLES AND CRANES

4.27 CRANES :

- (1)** No travelling crane shall be attached to a train until it has been certified by a duly authorized person that it is in proper running order, and with a dummy truck for the jib, if necessary.
- (2)** When a crane is to work on any line provided with electric traction or any line adjacent to it, the procedure and precautions as laid down under special instructions shall also be followed.

SR. 4.27:

- (i) The authorized person for purpose of this rule is the Train Examiner. But at roadside stations where Train Examiners are not posted, the Crane man in-charge of the crane is competent to certify fitness to run.*
- (ii) Except with the permission of Divisional Operating Manger or Divisional Mechanical Engineer no crane may be run on a train carrying passenger.*

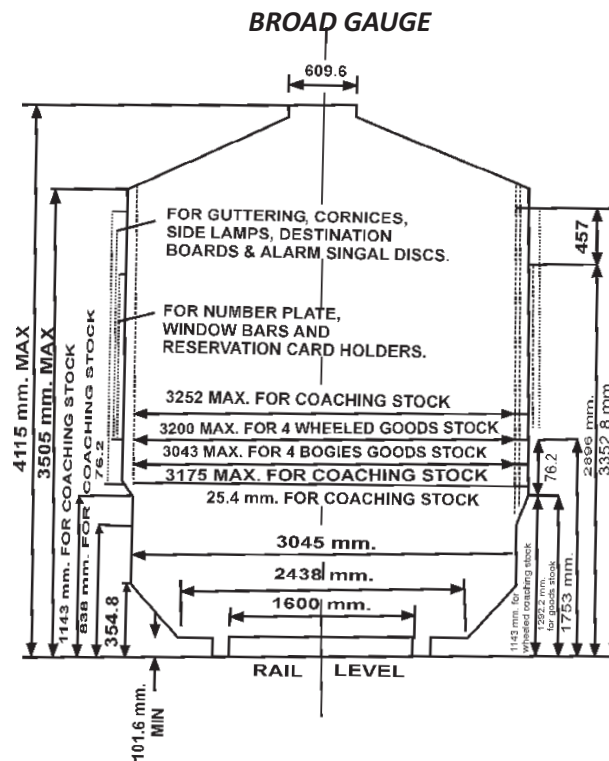
4.28 LOADING OF VEHICLES :

- (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 dummy.
- (4)** The Guard shall, unless this duty is by the special instructions imposed on some other railway servant, carefully examine the load of any open truck which may be attached to the train, and if any such load has shifted or requires adjustment, shall have the load made secure or the truck removed from the train.

SR. 4.28:

- (a) **Standard Moving Dimension, Broad Gauge** – No vehicle of any description is to be allowed to run if it and its load are not within the dimensions given below –
- (i) Maximum width for coaching stock – 3250 mm.
 - (ii) Maximum width for four wheeled goods stock – 3200 mm.
 - (iii) Maximum width for bogie goods stock – 3050 mm.
 - (iv) Maximum height at Centre – 4115 mm.
 - (v) Maximum height at sides for bogie goods stock – 3530 mm.
 - (vi) Maximum height at sides for four wheeler stocks - 3505 mm.

Maximum & Minimum Dimensions of Coaching & Goods Stock Loaded or Empty



All dimensions are in mm.

- (b) **Standard Moving Dimension Narrow Gauge** – No vehicles of any description is to be allowed to run on the Narrow Gauge if it and its load are not within the dimension given below -
- (i) Height at Centre – 3200 mm. Max. (10'-6")
 - (ii) Height at sides from the rail level – 2895 mm. Max. (9'-6")
 - (iii) Width (in case of both bogie vehicles and four wheeler stock) – 2290 mm.

(c) **Standard Moving Dimension Metre Gauge** - No vehicles of any description is to be allowed to run on the Metre Gauge if it and its load are not within the dimension given below -

- (i) Maximum width for coaching stock – 2744 mm.
- (ii) Maximum width for bogie goods stock – 2590 mm.
- (iii) Maximum height at Centre – 3430 mm.
- (iv) Maximum height at sides for bogie goods stock – 3430 mm.
- (v) In height at sides: to a perpendicular height for Coaching stock – 3200 mm.
- (vi) In height at sides: to perpendicular height for Goods stock – 3200 mm.

(d) (i) **Train Examiners to Inspect Loads** : Train Examiners must inspect loads on all open trucks on Trains, passing train examining stations and must make over to the Station Master on duty, through the Guard of the train, a certificate prepared in the following form :

To,

The Station Master,

..... Station.

I have examined loads on open trucks Nos..... on No
UP/Down on date and hereby certify that the same are properly loaded and secured.

Countersigned

Signature

Signature

Designation

Guard of Tr. No. UP/Down

Station

Station

Date

Date

- (ii) The Guards must also inspect the loads on all open trucks and countersign the certificate before making it over to the Station Master on duty.
- (iii) The Guard must also inspect the loads on all open trucks at each station at which the train stops where time permits.
- (iv) When loads of open trucks require adjustment, Station Master must have this done, and then obtain the Train Examiner's and Guard's certificate.

4.29 DAMAGED OR DEFECTIVE VEHICLES :

(1) No vehicle which has been derailed shall run between stations, until it has been examined and passed by a competent Train Examiner,

Provided that in case of a derailment between stations, the Loco Pilot may, if the vehicle has been re-railed and if he considers it safe to do so, take such vehicle to the next station at a slow speed.

(2) If a Guard or Station Master has reason to apprehend danger from the condition of any vehicle on a train before it can be inspected by a Train Examiner, the Loco Pilot shall be consulted, and if he so requires, the vehicle shall be detached from the train.

SR. 4.29 :

- (1) *Station Master and their staff are also required to observe the condition of vehicles on trains passing their stations and in the event of any defect or irregularity being detected, such as goods falling off, a vehicle on fire, hot axle box or other unsafe conditions, likely to foul or obstruct the Railway line or lines, immediate steps shall be taken to stop the train by showing danger signals. If the train cannot be stopped, he shall at once advise the station in advance on Block Instruments where in use, the signal 000000 – 0 (Six pause one) being sent to stop such train and exchange it and also promptly send an advice with Private Number, on telephone. "Any other mode of communication, if the telephone is out of order, before giving Private Numbers and intimate Section controller."*

Till such time the affected train arrives complete at the station in advance, the Station Master at either end of the block section shall not allow any train or trains running on adjacent line or lines to enter the section. Thereafter the train may be permitted to enter the section, after advising the Loco Pilots of the circumstances and warning them through a Caution Order to keep sharp look out.

If however it is reported that the affected train is running with hot axle or goods have fallen off the affected train, it is not necessary to detain the trains running on adjacent line/lines but such trains shall be allowed to enter the section in Advance only after similar Caution Order being issued. Issuing of Caution Order shall be discontinued only when it has been ascertained that the block section is free of obstruction.

The train staff shall also frequently look along their train on both sides while in motion to see that the train is proceeding in a safe and proper manner.

- (2) *In cases where Station Master observes goods or some parts of the vehicle falling off and has reasons to believe that they might have fallen off before the train had arrived its station limit, he shall advise the station in rear, also as mentioned in para (1) above. When such action has been taken, similar precautions will be taken for running of trains between his station and the stations in rear. However, relaying of such information to the stations in rear shall be restricted between the station which apprehends such danger and the adjacent block section in rear.*

NOTE: The signs of an axle running hot/seizure of roller bearing are given in stages as follows-

- Hot Axle:**
- (i) *The box commences to warm up and can only be detected in this stage by Feeling with the hand, which should be placed on the side of the box facing the rear.*
 - (ii) *There is a strong smell of heated oil and waste, which can be detected at some distance from the vehicle.*
 - (iii) *A whistling noise may commence at any time during the process of heating. A box which is whistling must be examined.*
 - (iv) *The box becomes sufficiently hot to ignite the waste and oil. Flames and smoke can be seen issuing from the box and the metal of the box becomes red hot. In this condition the axle will break within a few kilometers.*

Seizure of Roller bearing:

- (a) *All ASM/SM/Cabinman/Pointsman and other station staff should be acquainted with the symptoms of roller bearing hot boxes and emphasize the importance of its prompt detection on them. When a roller bearing develops hot boxes, one or more of the following symptoms manifest themselves. Special watch needs to be kept thereon in respect of checking of manifestation of any of these symptoms on trains with roller bearing rolling stock.*

- (i) **Splashing of grease** :- around the roller bearing axle box and the wheel/ bogie surrounding it.
- (ii) **Emission of smoke from the axle boxes** :- This could be due to burning of grease. This is often visible during day time. Usually it is also accompanied by a smell of burning grease.
- (iii) **Unusual metallic sound** :- sometime a whistling or cracking sound is heard on roller bearing hot axle.
- (iv) **Flames** :- In some cases the grease may run so hot as to catch fire.
- (v) **Skidding of wheels** :- This could usually take place at the last stage when due to breakage of roller bearing equipments, the wheel may get locked.

Noticing a hot box on roller bearing stock, the train should be halted by putting departure signal at 'ON'. If not possible the SM should inform the next station and Section Controller to stop it at the next station. On electrified section switching off power in the section to avert an accident. Then effected vehicle should be examined and detached and thereafter only, the train should be allowed to proceed further.

- (3) Any employee who notices a hot axle/seizure of roller bearing must immediately report it to a responsible person such as, the Station Master, Guard or Loco Pilot, who must take steps to have it examined. If necessary, the vehicle must be detached.
- (4) At Road-side stations where there is no Train Examiner staff, before a wagon is dispatched, the Axle boxes must be examined by Station Train staff. If the covers are deficient it is simple matter to see if the box contains or not. If any box is empty the wagon must be detained and message sent to the nearest Train Examiner who will arrange to pack it. Station Master must see that these orders are made known to all the Group 'D' staff at their stations. Water must not be thrown on an axle when hot.
- (5) Under the provision for bell code "Six Pause One" as per GR stipulating the exigencies for cases of hot axle and any other dangerous condition on the train, the Station Master receiving such advise shall, where possible, receive the train on the main line. If he is unable to do so, he shall bring it to a stop outside the First Stop signal before admitting it into the loop line, on which it is to be received.

The hot axle wagon shall be examined by TXR staff (in case of train examination station) or by the Loco Pilot after the train has come to a stop at the allotted line in the station yard.

- (6) When the Station Master receives advice of a vehicle on a train which is derailed or whose running gear is in any way considered dangerous, he shall bring the train to a stop outside signals since the further movement of such vehicle, especially over points in the station yard is likely to cause a serious accident. The train shall be thoroughly examined before being admitted into the station yard.

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 therefrom whether there is anything requiring their special attention on that section of the railway over which they have to work.

SR. 4.30 :

- (a) All Guards before going on duty shall visit the Station Master's office and sign the Appearance Book and read and initial such notices and instructions as are exhibited for their information or guidance.

- (b) *Before commencing duty, the Loco Pilot shall sign the Appearance Book stating the time of his arrival in shed. The time by which the Loco Pilot shall report for working different classes of trains shall be specified by the Divisional Railway Manager through local instructions. The Loco Pilot shall then carefully read all new Notices, appertaining to the running of trains, shown on the Notice Board or in the Notice Book and he shall sign his name in the Notice Book to indicate that he has read the notices therein and understands them.*

4.31 EXAMINATION OF TRAINS BEFORE STARTING :

When a train is examined by a 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.

SR. 4.31:

- (1) At station where no Train Examiner is posted or at wayside station while clearing the stabled load, the Guard and the Loco Pilot-**

- (i) *Shall ensure vacuum or air pressure continuity and adequate brake power by counting operative and non-operative piston before starting.*
- (ii) *Shall ensure by visual examination that there are no loose fittings in the under gear including brake blocks, safety brackets, track area pins, brake gear pins which may endanger the safe running of the train.*
- (iii) **Brake Power Certificate** - *Shall checkup the validity of the Brake Power Certificate, in case validity period is over, shall work the train up to the next Train Examiner point in the direction of movement and Control shall be informed through the Station Master by making endorsement on joint memo which shall be prepared as specified in clause (iv) and*
- (iv) *Shall prepare the memo jointly on plain sheet in triplicate indicating the brake power and deficiency, if any and shall append natures on the same and both of them shall retain a copy of the same. Third copy thereon shall be handed over to the Station Master.*

- (2) The Station Master shall not permit the Guard and the Loco Pilot to start the train until he has received a joint memo from both of them to the effect that the train is fit to proceed.**

- (i) *Being informed about the formation of a load, advice to be made out by Station Master through Form T/431 with form columns A,B & C sent to the Train Examiner, who will acknowledge receipt on form column 'A', keeping form Column B & C. on completion, Train Examiner shall send form's columns B & 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 Manager (Sr.DOM) to suit local conditions.*
- (ii) *In order to afford the necessary protection to the Train Examiner staff, a large red flag a board about 0.38 X 0.30 meters painted red and inscribed with the word "STOP" in white erected about 1.21 meter above ground level, will be exhibited by them at both ends of trains during the course of examination during day light (between sunset and sunrise), the flags or stop boards should be replaced by red lamps during night. In case of passenger carrying trains on platform lines, the red flag, board or lamp should be displayed on the platform side, so as to be visible by the train crew from the platform*

side. No train must be moved under any pretext whatever while these flags, boards or lamps are being displayed. The Train Examiner and Electrical staff, who put them in position will remove the flags, boards or lamps and inform the Station Master when his work is completed. He/they will inform the Station Master on duty that his/their work is completed.

NOTE : These instructions also apply to all vehicles standing alone or forming part of a rake on any line or siding other than recognized repair lines under the control of the train examiner.

- (iii) The clamping and padlocking of points shall be done by the yard staff and when sending out intimation to the Train Examiner concerned the fact that this has been done shall be endorsed separately on the relevant foil of the Form T/431 and the key or keys shall be made over to the Train Examiner, who shall retain it till the examination is completed.

NOTE : (a) These instructions will apply in cases when repairs to coaches/wagons are done in traffic yard at train originating and terminating stations.

(b) The TXR on duty is personally responsible to ensure that Station Master /Assistant Yard Master is advised before and after such examination through a memo and obtain acknowledgement.

- (3) Vehicles pronounced unfit to run must be labelled "NOT TO RUN"
- (4) Vehicles which are damaged, but fit to run either loaded or empty, must be labelled accordingly.
- (5) The Carriage Examination staff will be responsible that a damaged vehicle does not go out on a train until such time as the 'Damage Memo' has been acknowledged by the Station Master or some other specially deputed official of the Traffic Department.
- (6) (a) The Ballast/Departmental Trains passing through Train Examining station should be treated as regular Goods trains and examined as such.
- (b) Those not passing through the TXR stations should be examined at least once a week especially in regard to the adjustments of brakes, etc. The Guard, SE/JE(P.Way) in-charge of Ballast/Departmental trains will be responsible for sending advance information to the nearest TXR for the same and to get the train examined.

4.32 EXAMINATION OF TRAIN BY LOCO PILOT :

The loco pilot shall, before the commencement of the journey and after performing any shunting enroute, ensure –

- (a) that his engine is in proper working order.
- (b) that the coupling between the engine and the train is properly secured, and
- (c) that the head light and marker lights as prescribed in sub-rule (1) of Rule 4.14 are in good order, and these are kept burning brightly, when required.

SR. 4.32 : (i) The Loco pilot/Motorman of electric train shall in addition carry out the inspection and tests in accordance with special instructions issued by the Divisional Electrical Engineer (Rolling Stock).

- (ii) **Examination of the Electric Loco turning out from the shed-** A Loco Pilot shall not turn out an electric loco on running lines until he has tested the loco and carried out chronological preparation in accordance with special instructions issued by the Divisional Electrical Engineer (TRS).

(iii) **Examination of the working of electric loco by the driving crew enroute -**

- (a) *The Loco Pilot and Assistant Loco Pilot shall examine the underneath of the Locomotive and will feel the temperature of G-Case, W.N.Coupler, Axle Box and other visible mechanical parts from outside whenever sufficient time is available at steps.*
- (b) *The Loco pilot shall ensure that his Assistant loco pilot makes frequent rounds in the corridor of the Locomotive to check the functioning of different auxiliaries, relays and equipment while on run and report to the Loco pilot abnormality, if any. The Assistant Loco pilot shall also check the Leading Cab of trailing locomotive to multiple operation. But such check inside the locomotive shall not be carried out while the train is approaching a station in accordance with SR. 4.42 (2) (C).*
- (c) *The Loco Pilot shall relay to TLC any abnormality either personally or through Asst. loco pilot or through a memo to ASM/SM. He shall make use of emergency telephone if the train gets disabled in mid-section.*
- (iv) **Examination of Electric Loco on arrival in Loco Shed-** *Loco pilot/ET shall ensure that a detailed check of the Loco including roof inspection is carried out on arrival in shed in accordance with special instructions issued by the Divisional Electrical Engineer (TRS).*
- (v) **Availability of Fire Extinguisher in the Locomotive-** *Loco pilot and Asst. Loco pilot of the working Loco shall ensure that Fire Extinguisher has been provided in the Locomotive unless instructions from the competent authority (not below the rank of ATF(R) is received to the contrary.*
- (vi) *The Loco Pilot must also see that the brake van side lights at night can be clearly seen from both sides of the engine, and if they cannot be seen, he must bring this fact to the notice of the Guard.*

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.

SR. 4.33 :

- (1) *Brakes of the EMU train shall be jointly tested by the Motorman and the Guard before commencement of journey to ensure that the electro-pneumatic brakes/vacuum brakes are functioning normally and the brake-pipe is continuous throughout the train. This joint test shall be conducted in accordance with local instructions laid down for the purpose.*
- (2) **Defective Coupling-**
 - (a) *In case a single or multiple unit train is disabled in a block section and is required to be cleared by another single or multiple unit train and both the units cannot be properly coupled together, improvised coupling arrangements can be resorted to, provided the automatic brakes or the hand-brakes of the defective unit are in working condition.*
 - (b) *Before moving the defective unit with such improvised arrangements, the passenger shall be detrained. The Motorman and the Guard of the defective unit shall remain in the two end driving compartments of the defective unit and shall be prepared to apply the automatic brakes or hand-brakes promptly in the case of parting.*
 - (c) *The disabled unit shall be kept in rear.*
 - (d) *The disabled train will be withdrawn from service at the nearest station where siding accommodation is available.*

4.34 DUTIES OF GUARD WHEN TAKING OVER CHARGE OF A TRAIN : The Guard when taking over charge of a train shall satisfy himself, before the train is dispatched –

- (a) that the train is properly coupled.
- (b) that the train is provided with the prescribed brake power.
- (c) that the train carries tail board or tail lamp and side lamps and that such lamps are lighted and kept burning brightly, when required.
- (d) that the appliance, if any, for communication between the Guard and the Loco Pilot, is in proper working order, and
- (e) generally that, as far as he can ascertain, the train is in a state of efficiency for travelling.

SR. 4.34:

- (a) *The Guard when taking over charge of a goods train must satisfy himself before the departure of the train that all wagon-Doors on the train are closed and /or Secured correctly and there is no possibility of their opening out and hitting against the fixed structure alongside the track while on run. If there be any doubt of opening of the door even after securing, such wagon must not be allowed to move with the train unless the defect is rectified, otherwise it should be got detached from the train. He should also ensure that no spare coupling of any wagon is in hanging position.*
- (b) *In case of goods/mixed train to which wagons are attached at stations enroute, it will be the responsibility of Station Master on duty to ensure that wagon doors are properly closed before being attached to the train. The Guard of the train should however satisfy himself that the doors have been properly closed.*
- (c) *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 carriages and wagons are in proper working order and can be closed and fastened.*
 - (ii) *Vestibules connections are properly secured, and doors, when necessary are locked and bolted.*

4.35 STARTING OF TRAINS :

- (1) A Loco pilot shall not start his train from a station without the authority to proceed. Before starting the train, he shall satisfy himself that all correct fixed signals and, where necessary, hand signals are given and the line before him is clear of visible obstructions and the Guard has given the signal to start.
- (2) The Guard shall not give the signal for starting the train unless he has received the permission of the Station Master to start, in the manner prescribed by special instructions.
- (3) The Guard shall not give the signal for starting unless he has satisfied himself that, except in accordance with special instructions, no person is travelling in any compartment or vehicle or roof of the vehicle not intended for the use of passengers. Guard, Loco Pilot or Assistant Loco pilot shall take help, if necessary from Government Railway Police, Railway Protection Force and Station Staff to remove the unauthorized persons from the compartment or vehicle or roof of the vehicle.
- (4) The Station Master shall see, before he gives the Guard permission to start a train, that all is right for the train to proceed.

- (5) The permission of the Station Master referred to in sub-rule (2) may be dispensed with in case of suburban trains on such sections of a railway as may be specified by special instructions.
- (6) When permission of the Station Master to start has been dispensed with under sub-rule (5) or at a station where no Station Master is posted, the Guard shall see, before giving the starting signal, that all is right for the train to proceed.

SR. 4.35 :

- (1) (i) Any train shall not start from a station without the permission of the Station Master.
- (ii) The Station Master shall give permission to start to a train only when the following conditions are fulfilled:-
 - (a) The Station Master, after satisfying himself that all work in connection with an outgoing train has been completed.
 - (b) All points have been correctly set and facing points, if any, locked.
 - (c) Line Clear has been obtained from the station in advance.
 - (d) Correct starter signal (if any) has been taken 'OFF' or where required written permission has been sent to the Loco pilot.
 - (e) The Last Stop signal has been taken 'OFF' on the double line/single line tokenless section and authority to proceed (if any) has been sent to the Loco pilot on single line (where Token/Tablet Block instrument is provided) in addition to taking 'OFF' departure signal, if any.
- (iii) When a train carrying passenger is due to leave and all work in connection with it is completed, the Station Master shall give permission to the Guard to start the train in the following manner-
 - (a) By public address system, provided at important stations, as stipulated in the SWR.
 - (b) At all other stations, by ringing the station bell.
 - (c) At terminal, Junction, Engine changing and refreshment room stations, a warning bell or gong (where provided) must be sounded two minutes before the starting time of passenger carrying trains.

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 GRP, RPF and Station Staff to remove the unauthorized persons from the compartment or vehicle or roof of the vehicle.

It must be clearly understood that handing over the authority to proceed to the Loco pilot (where such is required) is not in itself permission to start a train. The ringing of bell is the Station Master's signal to the Guard to start, and the Guard's signal to the Loco pilot to start is the blowing of whistle and green flag or light as described above. The Loco pilot should not start his train till he receives the Guard's signal provided that he has also received the authority to proceed and the route is properly set for his train and signals, if any, are taken 'OFF'.

- (iv) For goods train where it is not possible for the Station Master to advise the Guard directly, such permission will be as follows-

- (a) *On the single line, delivering of authority to proceed or taking 'OFF' last stop signal shall be deemed as Station Master's permission to start and this will be conveyed by the Loco pilot to the Guard by sounding of engine whistle as per prescribed whistle code.*
- (b) *On Double line, the taking 'OFF' last stop signal shall be deemed to be the permission of the Station Master to start the train. This will also be communicated by the Loco Pilot to the Guard by sounding the whistle.*

The Guard will give the starting signal to the Loco Pilot by waving a green flag by day or green light by night horizontally at full stretch of the arm above his head.

- (v) *The term 'All is Right' used under GR. 4.35 (4) above specifically includes that the relevant Starter Signal is 'OFF' where provided.*
- (2) *When the Station Master apprehends danger through a cyclonic storm they are authorized to detain trains, if considered necessary after consultation with the Loco Pilot and Guard, until the apprehended danger has passed or abated. When trains are detained for this reason, the Station Master will prepare a certificate to this effect and have it countersigned by the Loco Pilot and Guard and send it to the Divisional Operating Manager.*

In the event of a cyclonic weather condition prevailing at the station pretending danger to the safety of passenger/trains, the Station Master may refuse to grant Line Clear to the incoming train.

- (3) (i) *Station Master must detain a Passenger carrying train/Mixed train in consultation with the Guard and Loco Pilot, if there is a reasonable doubt that a severe storm is going to break out and that may endanger the safety of the train.*
- (ii) *Windows and doors of the coaches should be kept open if not already in such condition, to allow free passage of the breeze through the coaches. The Guard and Loco Pilot of the train in co-operation with passengers must ensure that doors and windows of the train are kept open without fail.*
- (iii) *Such a train must not be allowed to start until the storm abates and it is considered safe to proceed in consultation with Loco pilot and Guard of the train.*
- (iv) *Despite above instructions, if a train be still caught on the run in a storm of an intensity which in the opinion of the Loco Pilot is likely to endanger the train, he should immediately bring the train to a halt, taking care that such stoppage at places like sharp curve, high embankment, cutting and bridge is avoided. The doors and windows should be kept open in the same manner as at station in the spot where the train halts.*
- (v) *The train should be re-started in consultation with the Guard only after the storm subsides and it is considered safe to proceed.*
- (4) *No train shall be started from any station or after having come to a stand in the Block Section, unless signaled by the Guard.*
- (5) *On sections of the line where banking engine are employed, the Guard in-charge of a train after giving the starting signal to the Loco pilot at night shall immediately repeat the signal to the bank pilot's Loco Pilot in rear.*

4.36 GUARD TO BE IN-CHARGE OF TRAIN :- After the engine has been attached to a train, and during the journey, the Guard or (if there be more than one Guard) the Head Guard shall be In-charge of the train in all matters affecting stopping or movement of the train for traffic purpose. In the case of any self-propelled –vehicle, such as a motor coach without a trailer and unaccompanied by a Guard, the duties of the Guard shall devolve on the Loco Pilot.

- 4.37 SUBORDINATION OF GUARDS IN STATION LIMITS :-** When a train is in station limits, the Guard shall be under the orders of the Station Master.
- 4.38 ASSISTANT LOCO PILOTS TO OBEY LOCO PILOTS :-** The Assistant Loco pilots shall obey the lawful orders of their Loco pilots in all particulars.
- 4.39 LOCO PILOTS TO OBEY CERTAIN ORDERS :** After an engine has been attached to a train and during the journey, the Loco Pilot shall obey :-
- (a) The orders of the Guard, in all matters affecting the starting, stopping or movement of the train for traffic purposes, and
 - (b) All orders given to him by the Station Master or any railway servant acting under special instructions, so far as the safe and proper working of his engine will admit.

SR. 4.39 :

On arrival of a goods train at an engine changing station, the Loco pilot shall not detach his engine from the train until his train has been properly berthed and he has received the necessary signals to proceed to shed, should any further movement of the train be necessary, the Station Master shall make all arrangements and the Guard or person in-charge of shunting shall personally attend to the work and give the necessary orders to the Loco pilot, informing him when the work is finished.

F. DUTIES OF STAFF WORKING TRAINS DURING JOURNEY.

- 4.40 LOCO PILOT AND ASSISTANT LOCO PILOT TO KEEP A GOOD LOOK-OUT :-** Every Loco Pilot shall keep a good look-out while the train is in motion, and every Assistant Loco pilot shall also do so when he is not necessarily otherwise engaged.

SR. 4.40 :

The Loco Pilot or Assistant Loco Pilot or Diesel Assistant as the case may be, on observing any obstruction or any unsafe condition ahead of his train as a result of which the train cannot proceed, shall at once cry 'KHATRA' to warn the other member crew of the engine about the danger ahead and simultaneously sound four short whistles as per SR. 4.50 (a) (6). The Loco pilot in this case will not query about the danger ahead and apply the brake first to stop the train in least possible time.

- 4.41 LOCO PILOT AND ASSISTANT LOCO PILOT TO LOOK BACK :-** The Loco Pilot and the Assistant Loco Pilot shall look back frequently during the journey to see whether the train is following in safe and proper manner.

SR. 4.41 :

Loco Pilot and Diesel Assistant/Assistant Loco pilot shall pay special attention while passing permanent way gangs working on line or manned level crossing gates to see whether any Danger signal is being exhibited by them as a warning of any danger to safe running of trains.

- 4.42 EXCHANGE OF SIGNALS BETWEEN LOCO PILOT, GUARD AND STATION STAFF :-**

- (1) The Loco Pilot and the Guard of a train shall exchange signals with each other, at such times and in such manner as may be prescribed by special instructions.
- (2) The Loco pilot and the Guard of a train shall, while running through a station, look out for and, except under special instructions, acknowledge the 'all right' signals which the Station Master and such other staff at the station as may be specified by special instructions shall give if the train is proceeding in a safe and proper manner. If the train is not proceeding in a safe and proper manner, the Station Master or the other staff shall exhibit a stop hand signal, on receipt of which the Guard and the Loco Pilot shall take immediate steps to stop the train.

SR. 4.42 :

- (1) (a) Exchange of signal between Loco pilot and Guard** – For ensuring that all is correct for a train to proceed and also that the Guard is in his brake van, 'All Right' signal shall always be exchanged between the Guard and the Loco pilot in circumstances as detailed below –

- (i) When a train starts after stopping at a station.
- (ii) When a train starts after stopping outside station limits.
- (iii) When a train runs through a station.
- (iv) As soon as the train has completely passed the portion of the line over which a restriction of speed has been imposed.

The signals must be exchanged in cases (i) & (iii) as soon as the rear brake van has cleared or as soon as possible after the rear brake van has cleared the station platform.

- (b) “All Right” signal referred to above, is manual signal made by the Guard from the brake van by waving green hand flag by day and green hand light by night or during thick or foggy weather impairing visibility which shall be exchanged by the Loco Pilot by repeating it. If the Loco pilot does not get the “All Right” signal from the Guard, he shall sound his engine whistle and try to contact on walkie-talkie set if there is no response even then, he shall stop the train and ascertain the cause provided train has not parted.
- (c) “All Right” signal must be exchanged by day by waving green flag horizontally, and by night by waving a green light horizontally. On a straight line, the signal must be given from the left hand side of the engine and brake van and on a curve from the side where from they can best be seen.
- (d) In the case of EMU/Push Pull and Rajdhani Express trains, the exchange of “All Right” Signals between the Loco pilot and the Guard shall be by ringing bells in their cabs as per code laid down in SR. 4.51. The exchange of signal between Loco Pilot and Guard of Rajdhani Express shall not be required in cases when a train starts after stopping outside station limits.

(2) Exchange of signals by Diesel /Electric Engine hauled Trains -

- (a) Loco Pilot and Guard of all trains irrespective of traction shall exchange signals with the station staff or cabins whenever their trains run through stations as an assurance of having noticed the signal indicating that all is right with his train. In addition, the Loco Pilot of such trains shall also whistle while running through stations. Should they observe stop hand signal displayed by station staff under 3 (a), they shall take immediate steps to stop the train.
- (b) Assistant Loco pilot shall remain alert since his assistance may be required by the Loco Pilot in exchanging the “All Right” signal.
- (c) The Diesel/Electric Loco Pilot's Assistant should not be in engine room but should remain in the engine cab when the engine is approaching a station or a site where restriction is in force, since his assistance would be required by the Loco Pilot in exchanging the “All Right” signal.
- (d) The Guard of train, whether stopping or non-stopping, shall also look back after his train has passed a station including a “Halt” and shall satisfy himself that no danger signal or any other indication is exhibited by any of the station staff, as warning that there is anything wrong with the train, and that the train is complete, thereafter he shall exchange all right signal with the Loco Pilot as per GR. 4.42. while running through a station, the Guard must appear at the door or on the verandah of the brake van and watch for signals.

The Guards of Rajdhani Express, Shatabdi Express and other trains worked with SLRs having Air conditioned Guard compartment are not required to acknowledge hand signals given by the station staff but a sharp look out must be kept by them for enabling them to stop the train, should a danger signal be exhibited by the Station Staff. Otherwise if Guard found nothing abnormal he will then exchange signal with the Loco Pilot either by telecommunication equipment or by any means provided for the purpose.

NOTE : *In case, the Loco Pilot and the Guard do not receive the "All Right" signal at a station while running through , they shall exercise extra caution to ensure that "All is RIGHT" for the train to proceed. The Guard and the Loco Pilot shall report such failure of the station staff to display the Signal in the Joint Train Journal and also at the nearest station/cabin where the train is next stopped.*

(3) Exchange of Signals by Station staff with train Staff when trains run through -

- (a) *In the case of train running through a station, a Green Flag during day and Green Light during night shall be exhibited to the train staff by waving it from the signal cabin and from the station platform (except stations exempted by the Divisional Railway Manager). If the view of the passing train is obstructed by another train or vehicle or by any other obstruction, the 'Green' hand signal shall be waved from such position from there it can clearly be seen by the Loco Pilot and Guard of the train concerned, who shall be on the lookout for such signals. For ensuring that the train is running safely, the train passing staff exhibiting such 'Green' hand signal shall remain vigilant and watch the condition of the vehicles passing and if anything wrong endangering the safety of the train is noticed, he shall promptly display 'Red' hand 'Danger' signal to attract the attention of the Loco Pilot and Guard to enable them to stop the train. Such hand signal will be displayed by the Station Master normally. Only in exceptional cases, Station Master may nominate any other competent person for exchanging All Right signal when view of the passing train is not clear from the Station Master's office.*

Where Cabin/cabins and station building are on the same side or where no cabins are situated and at all panel interlocked stations, the Station Master shall depute one of his competent staff on duty with hand signals to the other side of the passing train to observe the same and assist the Station Master in doing his duty as laid down in GR. 4.42 (2).

Whenever Gate Lodge of a LC Gate is situated on opposite side of a station, nearest to ASM/Panel office, in the station section, if authorized as per SWR, Gateman shall exchange "All Right" signal with the Guard and Crew of the train running through a station. In such case, the Station Master shall not depute other competent railway servant to exchange "All Right" signal from off side with the Guard and Crew of the train running through a station.

- (b) *Keeping a flag or a hand signal lamp showing "Green" on the window sit of the Cabin is not adequate- the Switchman/Cabinman must lean out of the window holding the flag or lamp in his hand when exchanging signals.*
- (c) *Cabins in large yards, where shunting is performed by pilots, shall not exhibit any green flag or light to trains running through when there is nothing wrong with the train. Should however, they find anything wrong with the train; they must display a danger signal to Loco Pilot and the Guard of the train.*
- (d) *In the event of Guard or Loco Pilot/Assistant Loco pilot or both of a train running through a station failing to exchange "All Right" signal with station staff or cabins, the Station Master shall try to contact with train crew on walkie talkie to know the reason for not exchanging "All Right" signal and satisfy that everything is OK with the train. If not contacted, he shall immediately inform the failure to the Station Master of the next station under exchange of private number. On getting such information, the Station Master of the next station shall become more vigilant/cautious and lookout for the "All Right" signal. If "All Right" signal is not exhibited by the Guard or Loco Pilot/Assistant Loco Pilot or both, he shall immediately advise the Station Master of the next station to stop the train at his station. Guard or Loco Pilot or both (as the case may be) shall be handed over a written warning by the Station Master. This irregularity shall be mentioned in the station diary by the Station Masters of all the concerned stations. If there is anything wrong with the Guard or Loco Pilot/Assistant Loco Pilot, the fact shall be reported at once to the Controller on duty who shall report to the concerned officer.*

- (4) *Exchange of Signals between Guards in between station, except suburban section – 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 direction, as on double line or in either direction on twin single line or multiple line etc., the Guard of the two trains (except in suburban section) will exchange green hand signals, after having examined each other's train. In case anything unusual is noticed, a danger hand signal shall be exhibited to attract the attention of the Guard and the Loco Pilot of the other train.*
- (5) *When there are two or more Guards or Brakeman with a train, the Assistant Guards or Brakemen must exchange signals in the same way with the Guard as soon as the train starts to show him that they are in their places; and until he receives their signals, the Guard must not exchange signals with the Loco Pilot.*

4.43 GUARD TO KEEP A GOOD LOOK OUT :- During journey including halt at stations, every Guard shall keep a good look out and satisfy himself from time to time that the tail board and brake van lamp 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”.

SR. 4.43 :

- (i) *When passing on manned level crossing the Guard shall look out to see if any signal is given by the Gateman to indicate that anything is wrong with the train.*

4.44 TRAIN HELD UP AT FIRST STOP SIGNAL :

- (1) When a train has, without an apparent cause, been kept standing at the first Stop signal for five minutes, the Loco Pilot shall sound the prescribed code of whistle to warn the Guard, and the 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, checkup that the tail board or tail lamp is correctly exhibited and shall maintain a vigilant attitude in rear of the train. After fifteen minutes or such less time as may be prescribed by special instructions, the Guard shall, irrespective of whether the cause is apparent or not, proceed to protect the rear of the train in accordance with instructions laid down in Rule 6.03. If in the meantime the signal is taken 'OFF', or the Loco Pilot receives the necessary authority to pass the signal in the 'ON' position, he shall sound the prescribed code of whistle to recall the Guard and exchange hand signal with him before starting the train.
- (2) In the case of a train not accompanied by a Guard, these duties shall devolve on the Loco Pilot.

4.45 ATTRACTING ATTENTION OF LOCO PILOT :

- (1) If any Guard sees reason to apprehend danger or considers it necessary for any reason to stop the train, he shall use his best endeavours to attract the attention of the Loco Pilot.
- (2) In the absence of other means of communications with the engine, a Guard desiring to attract the Loco Pilot's attention shall apply his hand brake sharply and as suddenly release it, and 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.

SR. 4.45 : *The Guard of a train shall watch that the Loco Pilot does not exceed the speed prescribed. In case the Loco Pilot exceed the speed prescribed; the Guard shall take action as per GR. 4.45.*

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 rake whistle is provided, sound such whistle, and shall also use other means of communication, if provided, between the Loco Pilot and the Guard.

SR. 4.46 : *Loco Pilots are warned not to depend on Guards for assistance in pulling the trains, more particularly when there is only one brake van, Loco Pilot must enter stations with their train fully under control and must be careful not to overshoot the platform.*

NOTE: See also SR. 4.47

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 travelling down a steep incline, the Guards shall, if necessary, to steady the train assist the Loco Pilot with their hand brakes.

SR. 4.47 : (i) *The brake is never to be screwed so hard on as to prevent the wheels from revolving, thus causing them to skid.*

- (ii) *Except when entering a station, or on receipt of a signal from the Loco Pilot, or to attract the attention of the Loco Pilot, or in case of actual danger, or upon gradients worked under special instructions, the traffic train staff must not apply their brakes while the train is in motion.*

4.48 PERMISSION OF GUARD TO DETACH ENGINE FROM TRAIN : When a train has been brought to a stand outside station limits or anywhere on a grade, the Loco Pilot shall not detach his engine from the train without the permission of the Guard who, before giving such permission, shall satisfy himself that the 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.

SR. 4.48 : *The permission must be given in writing.*

4.49 STARTING AND STOPPING OF TRAIN : The Loco Pilot shall start and stop his train carefully and without a jerk.

SR. 4.49 : (i) *As far as practicable, no train of any description must be stopped on or fouling any portion of a bridge.*

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 -
 - (i) before putting an engine in motion.
 - (ii) when entering a tunnel; and
 - (iii) at such other times and places as may be prescribed by special instructions.
- (2) Engine whistle code shall be prescribed under special instructions.

E.C.RAILWAY

SR. 4.50 :

(A) The following whistle shall invariably be given by Loco Pilots for the purposes indicated against each:-

NOTE:- 'O' represents a short whistle and '-----' represents a long whistle.

S.N.	Code of Engine whistle	Indication
1.	O (One short)	(a) Before starting – (i) Indication to Loco Pilots of Assisting banking engine that the Loco Pilot of the leading engine is ready to start. (ii) Acknowledgment by the Loco Pilot of Assisting/ Banking engine to the leading engine. (iii) Engine ready to leave loco yard after completing loco works. (iv) Engine ready to go to loco yard. (b) On run – (i) Assistance of other engine not required. (ii) Acknowledgment by the Loco Pilot of Assisting/ Banking engine that assistance stopped.
2.	O ----- (One short, One long)	Assistance required from the trailing loco.
3.	OO (Two short)	(a) Call for Guard's signal. (b) Signals not exchanged by Guard. (c) Signal not exchanged by station staff.
4.	----- O (One long, One short)	(a) Guard to release brakes. (b) Before starting engine for a train from station/ mid –section. (c) Main line clear after backing into siding.
5.	OOO (Three short)	(a) Guard to apply brakes. (b) Train is out of control, Guard to assist.
6.	OOOO (Four short)	(a) Train cannot proceed on account of accident, failure or obstruction or other exceptional cause. (b) Protect train, in rear.
7.	----- ----- O (Two long, One short)	Opening the circuit breaker (DJ).
8.	----- ----- OO (Two long, Two short)	(a) Call for Guard to come to engine.
9.	O ----- O (One short, One long & One short)	(a) Token not received. (b) Token missed. (c) With wrong authority to proceed. (d) Passing Stop signal at 'ON' on proper authority.
10.	----- (One long)	(a) Before starting vacuum recreated on ghat section, remove sprag. (b) Passing an Automatic Stop signal or a Permissive 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 station in rear. (d) On run acknowledgement of Guard's signal.

E.C.RAILWAY

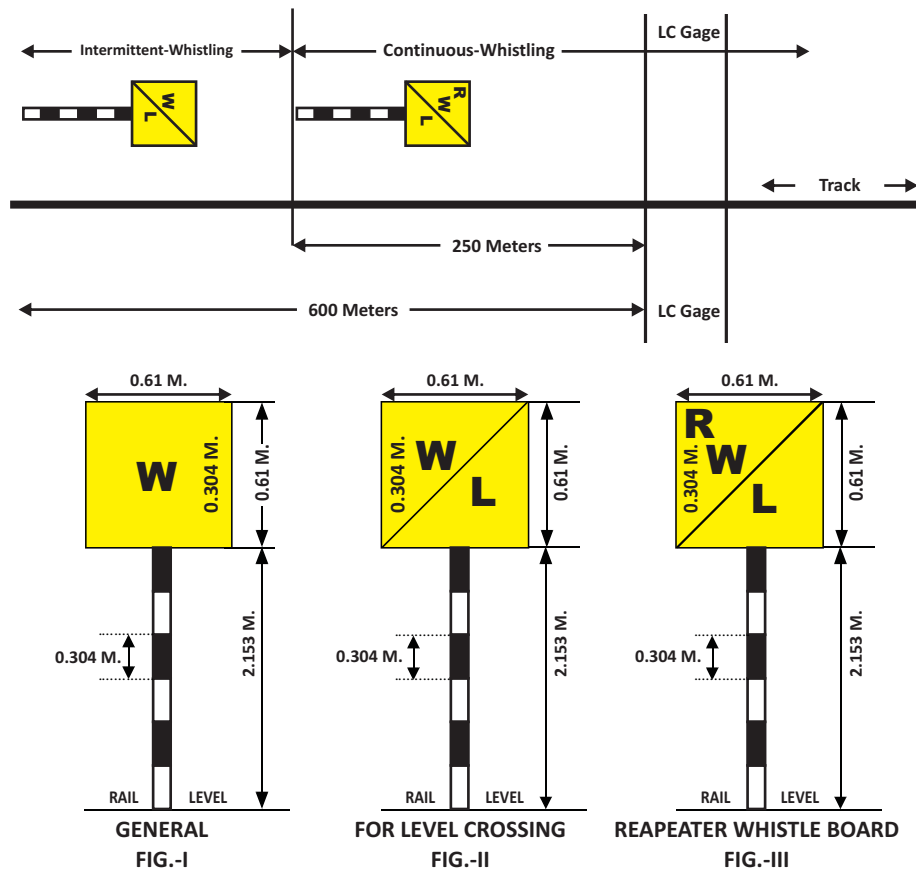
11.	A. ----- (Intermittent)	(a) Approaching W/L board and passing L.C. gate. (b) From W/L board up to R W/L board (where both are provided)
	B. ----- (One continuous long)	(a) From R W/L board till passing the L.C. gate. (b) Approaching and passing tunnel or area of restricted visibility or curves or cutting or site of accident or when in consequence of fog, storm or any other reason the view of signal is obstructed. (c) Recall railway servant protection train in rear. (d) Material train ready to leave. (e) Running through a station. (f) Approaching a Stop signal at 'ON'. (g) Detained at a Stop signal. (h) Intermediate Block Signal at 'ON'.
12.	----- 0 ----- 0 (One long, One short, One long & One short)	(a) Train parting/ train arriving incomplete. (b) Train arriving incomplete.
13.	00 ----- (Two short, One long)	(a) Alarm chain pulled. (b) Insufficient vacuum in engine. (c) Guard applies vacuum brake. (d) Intercommunication apparatus used.
14.	----- ----- (Two long)	Raise Pantograph. To be acknowledged by the other engine.
15.	---- 0 ---- (One long, One short, One long)	Lower pantograph. To be acknowledged by other engine
16.	----- 00 (One long, Two short)	(a) Signal arm lowered but light extinguished. (b) Signal arm improperly insufficiently taken 'OFF' (c) Defective Signals.
17.	----- ----- (Three long)	(a) Fouling Mark not clear.
18.	0000000000 (Frequently continuous short)	(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 a wrong direction on a double line or against the signal direction in the Automatic Block Signalling Territory or against the established direction in the Absolute permissible block signalling territory.

- (B) (i) Loco Pilot /Motorman must sound whistle/ horn immediately after sighting the Whistle Board as shown in figure -I
- (ii) Whistle Board as shown in figure – II shall be provided at a distance of 600 meters on the approach of all manned and unmanned Level Crossings. Loco Pilot/Motorman must sound whistle / horn immediately after sighting the whistle board till the full train has passed the Level Crossing to give a very effective audible warning to the road users / motor vehicle drivers about the approaching train.
- (iii) Repeater W/L Board (R W/L) of the design as shown in figure –III shall be provided on both side in rear of all unmanned Level Crossing gates at a 250 meters. It shall be painted with luminous paint and the parameters of R W/L Board shall be same as of W/L board but it shall be distinguished by letter 'R'.

The Loco Pilot/Motorman, on sighting W/L board shall blow intermittent whistle/horn up to Repeater Whistle Board (R W/L) and from Repeater Whistle Board the Loco Pilot/Motorman must keep on whistling continuously till a he passes the Level Crossing gate so that it may attract the attention of road users and act as a warning.

NOTE: If W/L of one L.C is located near the R W/L board or within the continuous whistling zone of another L.C.(i.e. within 250 meters of L.C), then the whistling code of R W/L board i.e. continuous whistling should be followed.

REPEATER WHISTLE BOARD (R W/L) SHALL BE PLACED ON BOTH SIDE OF LEVEL CROSSING GATE AS PER THE DIAGRAM SHOWN BELOW WHICH IS NOT DRAWN TO SCALE -



- (C) Loco Pilots shall constantly whistle when crossing a train at a station or in a block section where another train is standing on the opposite direction or same direction for any reason.

NOTE: The height of the whistle Boards should be sop adjusted in case of multiple tracks that there is no infringement of standard dimension.

4.51 BELL SIGNALS BETWEEN LOCO PILOT AND GUARD : When bell communication is provided between the Loco Pilot and Guard of the train, bell signal code, as may be prescribed by special instructions shall be used.

SR. 4.51 : The following bell signals shall invariably be exchanged between the Guards and Loco Pilots of train provided the means of bell communication on sub urban electrified section for the purposes indicated against each:-

S.N.	Code of bell signal	Indication	Acknowledgement
1.	0	Stop train	0
2. (a)	00	Stop train	00
(b)	00	Alright signal	00
3.	00 Pause 00	Passing Automatic Signal at 'ON'	00 Pause 00
4.	000	Guard required by the Loco Pilot	000
5.	0000	Protect train in rear	0000
6.	0 Pause 0	Zone of speed restriction over Resume prescribed speed	0 Pause 0
7.	000 Pause 000	To warn the Motorman when he exceeds the prescribed speed	000 Pause 000

4.52 THROWING OUT WATER, FIRE OR CINDERS : A Loco Pilot shall not throw out water, Fire or Cinders, when passing through a station Yard or tunnel, or when on bridge.

4.53 HOSE OR WATER CRANE : After taking water from a tank or water column, the Loco Pilot shall see that the hose or arm is left clear of the line and, when it provide with fastenings, properly secured.

4.54 PASSENGERS : Every Guard shall give his best assistance to passengers in entraining and detraining.

G. DUTIES OF STAFF ON ARRIVAL

4.55 SHUTTING OFF POWER : In stopping a train, the Loco Pilot shall determine where to shut off power by paying particular attention to the gradient, the state of the weather, the condition of the rails, the brake power and the length and weight of the train.

4.56 GUARD TO SEE THAT TRAIN IS STOPPED CLEAR OF FOULING MARKS : When a train comes to a stand at a station, the Guard shall see that, wherever possible, the last vehicle of his train has cleared the fouling marks of all points and crossings, if not, he shall inform the Station Master at once and exhibit stop hand signal to prevent any movement on the fouled line.

SR. 4.56 :

- (a) When the Guard has satisfied himself that the last vehicle on his train has cleared the fouling marks of all running lines over which other trains might has to travel, he must sign the arrival certificate and send it to the Station Master. If the last vehicle is not clear the fouling mark, he shall inform the Station Master at once and exhibit stop hand signal to prevent any movement on the fouled line.

- (b) *It is the duty of the Guard of a stopping train to see that his train has arrived complete. If the train has not arrived complete, then the Guard is personally responsible for immediately bringing the fact to the notice of the Station Master, Cabin assistant Station Master or Switchman/Cabinman, as the case may be, so that necessary steps may be taken.*
- (c) *In semaphore signaling territory 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 been put back to 'ON' he shall inform the Station Master at once and wave a danger hand signal and switch on the flasher light provided in tail lamp to protect his train. He shall note down this fact in his rough journal book and make a remark in the joint train report.*
- (d) *The Guard of a train standing on a running line waiting to cross or give precedence to another train, shall keep a sharp look out and see that signals are not taken 'OFF' wrongly for the line occupied by train if he notices any signal taken 'OFF' for the same line he will take immediate action as per (c) above.*

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 un-coupled, satisfy himself that the Van – brakes have been put on securely and take such other measures as may be prescribed by special instructions.

SR. 4.57 :

Loco Pilot shall be responsible for the coupling of their engines to trains at starting stations and for the un-coupling at engine changing stations and also at any station where an engine has to be detached for loco requirements. At other stations the station staff shall be responsible for un-coupling and coupling. Special attention should be given to connect the vacuum pipe/ air pressure pipe (BP & FP properly) between engine and vehicles attached.

4.58 LOCO PILOT TO SEE THAT TRAIN IS STOPPED CLEAR OF FOULING MARKS : When a train comes to a stand at a station, the Loco Pilot shall see that wherever possible, his engine is clear of the fouling marks of all points and crossings. If not, he shall take steps to inform the Station Master at once and exhibit stop hand signal to prevent any movement on the fouled line.

SR. 4.58 :

- (i) *In semaphore signalling territory, the Loco Pilot on arrival/while stopping at a single line station must watch the signals of the opposite directions and he finds that the signals have been taken 'OFF' for the line on which his train is standing, he must inform the fact immediately to the Station Master/Switchman/Cabinman. If in the meantime the train from the opposite direction is visible; he shall switch on the flasher light immediately and wave a hand danger signal towards the train and whistle frequently to attract the attention of the Loco Pilot of the approaching train in order to stop the train. Necessary remark should also be made in the joint train report.*
- (ii) *The Loco Pilot must in all cases see that his engine is brought to a stand clear of the fouling marks of all running lines over which other trains might have to travel. If, when the train comes to a stand, the Loco Pilot finds that his engine is not clear of the fouling marks, he must at once sound his danger whistles (Three long whistles) and shall arrange to inform the Station Master and exhibit stop hand signal to prevent any movement on the fouled line. On receipt of this information, the Station Master must take steps to back the train so that the engine stands clear of the fouling marks. After doing so, the Station Master must satisfy himself about the clearance of the fouling marks and obtain the Guard's arrival Certificate.*

4.59 MOVING OF TRAIN CARRYING PASSENGERS AFTER IT HAS BEEN STOPPED AT A STATION: When a train carrying passengers has been brought to a stand at a station, whether alongside, beyond or short of the platform, the Loco Pilot shall not move it, except under orders of the Guard or to avert an accident.

SR. 4.59 :

Before moving a train carrying passengers, the engine whistle must be sounded (See General Rules 4.50) and at least fifteen seconds must be allowed to elapse between the cessation of the whistle and the movement of the engine.

4.60 GUARD NOT TO LEAVE TRAIN TILL HANDED OVER :- No Guard shall leave his train until it has been properly handed over in accordance with special instructions.

SR. 4.60 :

- (a) *No Guard shall leave the station at the end of his run without the Station Master's permission to do so. He shall also before leaving see that his train documents have been signed for by the outgoing Guard, or by the Trains Clerk. He shall furthermore have delivered all consignments, Way-Bills, Dispatches, etc. for that station and shall have made over those for stations beyond.*
- (b) *Every Guard shall also hand over all journals and documents kept by him in connection with the running of his train to the Station Master on duty before leaving the platform at the end of his run, if a box is provided for the purpose such documents are to be placed therein.*
- (c) *In the event of the train running over two or more divisions the Guard shall submit separate train documents for each division, and shall also sign his name on the roster before he leaves the station.*

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 may leave it when necessary, provided he has locked the cabs and has put the vehicle in low gear with the ignition switch in the off position and has screwed down and locked the hand brake.

SR. 4.61 :

- (i) *Engine must never be left unmanned on running lines/sidings or otherwise without being in charge of a person capable of taking proper care of that.*
- (ii) *Asstt. Loco Pilot are not allowed to drive the engine for running of trains or for shunting or for other reasons except when Loco Pilot becomes incapacitated as per GR 4.20.*

H. WORKING OF MATERIAL TRAINS

4.62 WORKING OF A MATERIAL TRAIN IN A BLOCK SECTION: - A material train shall be worked only with the permission of the Station Masters on each side and in accordance with special instructions.

SR.4.62 :

- (a) *Material/Ballast train must not be allowed without Guard and competent engineering official not below the rank of SE/JE(P.Way) to run from any station to work. In no case material ballast train to be dispatched without the continuity of vacuum/air pressure.*

Material/Ballast train Guard shall be responsible for seeing that the brakes of all vehicles on his train will be applied when necessary. When working on section of the line where the gradient is steeper than 1 in 150 the Loco Pilot before moving his train shall see that a sufficient number of brakes have been applied to enable him to control his train.

- (b) A Material train shall always stop, at the station preceding the section in which the train is to work and Guard shall send to the Station Master an application stating at what time he will be ready to start noting the time this advice is sent before detaching the top copy of this advice, the Station Master shall note underneath, the time the advice is received and that at which his reply is sent. He shall also write his reply stating what arrangements he has made for Divisional Material train to start. He shall then keep one copy and return the other in the book to the Divisional Material train Guard.*
- (c) On receipt of advice, the Station Master shall advise the Station Master at the other end of the block section as to the length of time during which the Material train will work and whether it will 'proceed to the Station in Advance or return to the Station from which it started. This advice shall be acknowledged by a repetition of the message together with a Private Number.*
- (d) On double line section a Material train on completion of work shall generally proceed to the Station in Advance. It may, however, with prior arrangement return on the same line to the station from which it started. When it is required to return on the same line the Material/Ballast train must come to a stop opposite the first stop signal pertaining to the correct line or at the last stop signal pertaining to the wrong line (on which line it is running), whichever comes first. The Loco Pilot shall then sound his engine whistle to attract attention of the Station Master on duty and remain there until the Station Master authorizes its admittance by issue of a written order.*
- (e) The Station Master shall also issue to the Loco Pilot a caution order forms T/409 on which shall be distinctly stated –*
 - (i) That the train may work on the line between his station and the next.*
 - (ii) Whether he has to return to the dispatching station or proceed to the next station.*
 - (iii) The time at which the train is to arrive at the Station.*
- (f) When the engine is pushing the train or is placed in an emergency or in exceptional circumstances somewhere in the middle of the train, and the Brakevan is leading.*
 - (i) The speed must not exceed 25 KMPH on the straight line, or 10 KMPH over a turnout or where the gradient is steeper than 1 in 150.*
 - (ii) The Guard must travel in the leading brake-van and must exhibit hand signals to the Loco Pilot;*
 - (iii) The train crew must keep a good look-out especially in the direction in which the train is moving and must be prepared to stop short of any obstruction.*
- (g) If any load is stabled for 24 hours and more at station or yard should be re-examined by TXR for fresh BPC or Guard/Loco Pilot will check the continuity of air pressure/vacuum from engine to last vehicle and will ensure that sufficient brake power is available for its further movement.*
- (h) At the end of work, the engineering official accompanying the Ballast/Material train must give a certificate in writing to the Station Master that the materials having loaded/unloaded safely and the section is free from all obstructions for the safe passage of trains.*

- (i) *Engineering staff accompanying the ballast/Material train are responsible for keeping, ballast and material clear of the line for running trains, when they have been working with trains, loading or unloading, ballast or other material. Guard will keep a watch and if something found not proper he will take action to prevent other train if any.*
- (j) *Ballast must not be unloaded from ordinary trucks while a ballast train is in motion. Hopper trucks specially constructed for dropping ballast clear of the running rails and provided with machinery for regulating the discharge of the ballast, may be unloaded while the ballast train is in motion at a speed not greater than 10 KMPH under the orders of the engineering official in-charge, who will be responsible for leaving the track clear of obstruction.*
- (k) *When a ballast train has completed its work between stations and has arrived at a station by sunset, it may after wards return home with empty or loaded vehicles, working on line clear and subject to the limits of speed prescribed for goods train.*
- (l) *When ballast wagons are left on a siding outside station limits, the Guard or other person in-charge of the train must secure a wheel of the wagon nearest to the points of the siding, and must see that the wagons are otherwise properly secured and that scotch blocks, where provided, are fastened. The wheels of the vehicle nearest to the points must be chained and locked and the brakes of all other vehicles pinned or screwed down.*
- (m) *When a ballast train is left on a siding in station limits, the Guard must securely put down all brakes and fasten to the rail the vehicle nearest to the points of the siding with the prescribed safety chain. (See GR 4.64)*
- (n) *At non interlocked stations when approaching turnouts, the Guards must stop the train at the outermost facing points, satisfy himself that the points are correctly set, locked and manned and then show hand signals to the Loco Pilot to back.*

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.

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.**

4.65 WORKING OF TRACK MAINTENANCE MACHINES:- Track laying or on track tamping or maintenance machines shall be worked only with the permission of the Station Master and in accordance with special instructions.

SR. 4.65 :

1. Track Maintenance Machine :

Track maintenance Machines are self-propelled. There need not be any Guard or Brake Van attached to the Track Machine (s) and can be worked in Day & Night hours.

(i) Movement of Track Machine (s) –

- (a) In case of movement from one station to another station up to '3' Track machines with one Camp Coach each may be allowed under one authority to proceed.*
- (b) In case of thick, foggy and tempestuous weather as well as during Total Failure of Communication, Track Machine (s) Block and Integrated Block are not permitted.*
- (c) Up to '5' Track Machines shall be allowed for working within the Block Section. All Track Machines must leave/arrive station in convoy.*
- (d) Track Machines will not be permitted following a train, however during the Integrated Block , Material Train/TRT/PQRS, Track Machine (s), Tower wagon (s) shall be allowed to work following each other. While working in block minimum 200 meters distance to be maintained between Track machines & Tower wagon and 500 meters between Track Machine & Material Train/TRT/PQRS. These distances may be reduced depending on site working condition by taking necessary precautions.*
- (e) When Block is permitted in station section, the movements of Track Machines shall be carried out by issuing T/806 to every individual Track Machine under the supervision of Official In-charge (P.Way).*
- (f) Each Track Machine must be equipped with prescribed head and tail light ,marker light and flasher lights as per GR 4.14 to 4.16 and SRs thereto.*

(ii) In-charge during block –

During Block working	In-charge
Material Train	JE/SSE (P.way)
Tower Wagon	JE/SSE (TRD)
Single/ Group of Track Machines	JE/SSE (P.way) herein after called as official In-charge.
Integrated Block	JE/SSE (P.way) herein after called as Overall In-charge (Integrated Block).

NOTE: Each Track Machine shall be in direct charge of JE/SSE (Track Machine) herein after called the Machine operator.

(iii) Competency Certificate/ Medical/ Road Learning/ Refresher Course of Track Machine In-charge :

SN.	Competency Certificate for	Issued By	Validity	Medical	Road Learning	Refresher Course
1.	Operation of Track Machine	Dy.CE(TMO)/PD/MGS or officer nominated by CTE (TM) for this purpose.	3 Years	A3	As prescribed for Loco Pilot	Once in 3 years
2.	Train Working Rules.	Principal/Zonal Railway Training Institute.	3 Years			
		*Extended By Sr.DOM/ DOM/ AOM	One Year			

* If Official In-charge (In case of Track Machine block) and Overall In-charge (Integrated Block) are not sent for Refresher Course within the period of 3 years, the validity of Competency Certificate issued by Principal/Zonal Railway Training Institute may be extended locally by Sr.DOM/DOM/AOM for a period of one year only after re-examining them.

2. EQUIPMENT:

The Track Machine In-charge will be responsible to ensure that the following equipments complete in all respects and in working condition, are available on Track Machine before the machine is put on a running line :-

(i)	Hand Signal flag (with sticks)	Red – 2 Green - 1
(ii)	LED based (Battery operated) flashing Tri-Colour hand signal lamp	2
(iii)	Chains with padlocks	2
(iv)	Clamps with padlocks	2
(v)	Detonators	10 (in a case)
(vi)	Working Time Table of the section where the machine is working	1 copy
(vii)	Loco Pilot's Rule Book / G&SR Book with up-to-date amendment slips	1 book.
(viii)	4 Cell (Battery operated) flasher light	1
(ix)	Portable field telephone	1
(x)	Banner Flag	2
(xi)	First aid box	1
(xii)	Wooden wedges	4
(xiii)	Tail Board/LV Board	1
(xiv)	Flashing Tail Lamp	1
(xv)	Such other equipments and stores as may be prescribed by the Engg. Deptt.	

3. Rules for Working during Track Machine Block & Integrated Block :- For movement of Track machine(s)[during Track Machine block] or Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s)[during Integrated block] from one station to another station, procedure mentioned below in para – 3 (i), (ii), (iii), (iv), (v), (vi), (vii), (viii), (ix), (x) - For Single Line (a), (b), (c) and For Double Line (a), (b), (c) shall be followed.

- **Track Machine Block** – it includes working of one or more Track Machines only.
- **Integrated Block** – It includes working of Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s).

(i) **Submitting Block Requisition** - Official In-charge [Track Machine Block] Or Overall In-charge [Integrated block] will submit Block Requisition Notice & Permit (Annexure-I) or (Annexure-II), as the case may be, to SM in duplicate. SM will advise Section Controller.

- (ii) **Permission of Section Controller** -Permission shall be granted by Section Controller under exchange of private number with SM of either end stations. SM will endorse on Annexure-I (In case of Track machine Block) or on Annexure-II (In case of Integrated Block) and hand over it to Official In-charge [In case of Track Machine block] Or Overall In-charge [Integrated block] as the case may be.
- (iii) **In IBS signaling** –During the block, no train will be allowed to proceed up to IBS Signal (even though section up to IBS is cleared) till complete arrival of all Track Machines(in case of Track Machine Block) and Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) (in case of Integrated Block), at the concerned station.
- (iv) **In case of 'C' class station**-In case of 'C' class station in between 'B' class /Special class stations between which block is permitted, during work and proceed, SM of 'C' class station will obtain Line Clear from station in advance and take 'OFF' the Home signal. SM of 'C' class station will not grant Line Clear to SM in rear till complete arrival of all Track Machines (in case of Track Machine Block) and Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) (in case of Integrated Block) at station in advance. SM of 'C' class station will remain vigilant and ensure safe movement of all Track Machine(s) /Material Train/TRT/PQRS/Tower Wagon(s), as the case may be. During Work and Return Block on wrong line, SM of 'C' class station will not grant Line Clear to station in rear till Cancellation of Block.
- (v) **Automatic signaling**-Automatic Block Territory will be treated as Absolute Block Territory, all Automatic signals between block area will be treated as suspended, however, aspect of Gate Stop signal(s) (if any) should be observed.
- (vi) **Maximum number allowed**- During Integrated Block, Material Train/TRT/PQRS, Track Machine(s),Tower Wagon(s) will be allowed to work in the same block section, however the composition of group should not exceed '5'.
- (vii) **Sequence during Integrated Block**- Sequence of Material Train/TRT/PQRS, Track Machine(s),Tower Wagon(s) will be decided by Overall In-charge (Integrated block) based on the working direction of Track Machines and location of works and the same shall be mentioned in the 'INTEGRATED BLOCK REQUISITION NOTICE & PERMIT (Annexure-II).
- (viii) **Station Master to use Stop Plug /Button Collar/Lever Collar/Line Obstructed Board/Plate** - SM shall take all necessary precautions to prevent entry of trains into the block section in which Track Machine(s)/Material Train/TRT/PQRS/Tower Wagon(s) is/are working as well as after arrival at the station. He shall use stop plug/button collar/lever collar /'Line obstructed' board/plate (written with white letters against red background) for hanging it on the Block Instrument to serve as an aid to memory.
- (ix) **Maintenance of Train Signal Register (TSR) and Power Block Register** -SM will make necessary entries in the Block Register, Power Block Register and Train Signal Register (With Red Ink).
- (x) **During Track Machine (s) Block and Integrated Block, following movements will be Permitted / Not-Permitted -**

Absolute Block System		
	Work and Proceed	Work and Return
Double Line (Right Line)	Permitted	Permitted
Double Line (Wrong Line)	Not-Permitted	Permitted
Single Line	Permitted	Permitted

NB: In Automatic Block System, Automatic Block Territory will be treated as Absolute Block Territory. Track Machine(s) Block and Integrated Block will be permitted as mentioned above.

E.C.RAILWAY

(xi) **Procedure to be adopted during Track Machine(s) Block Or Integrated Block :**

(a) **SINGLE LINE SECTION :**

- **Work and Proceed : With Token/Tablet / Tokenless Instrument.**

SN.	Description	Action to be taken
1.	Dispatch	<p>(i) SM will obtain Line Clear from station in advance, hand over Track Machine Permit (Annexure-I) Or Integrated Block Permit (Annexure-II) along with Token/Tablet (if any) to Official In-charge [Track Machine Block]/ Overall In-charge [Integrated Block] and take 'OFF' Last Stop Signal.</p> <p>(ii) In case of Track Machine(s) Block—Official In-charge will ensure that all Track Machines are dispatched in convoy i.e. First Track Machine will get concerned en route Starter signal(s) including Last Stop Signal in 'OFF' position and subsequent Track Machines will be authorized to pass the concerned Starter signal(s) including Last Stop signal at 'ON' position on the basis of endorsement made by the SM on Annexure-I.</p> <p>(iii) In case of Integrated Block :- Overall In-charge will ensure that all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) enter the block section in convoy i.e. First Material Train/TRT/PQRS/Track Machine/Tower Wagon will get concerned enroute Starter signal(s) including Last Stop signal in 'OFF' position and subsequent Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) will be authorized to pass the concerned Starter signal(s) and Last stop Signal at 'ON' position on the basis of endorsement made by the SM on Annexure-II.</p> <p>Note: Before dispatch, SM will ensure correct setting and locking of concerned points in the route and shall not alter any point till passage of all Track Machine(s)[In case of Track machine block] Or all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) [In case of Integrated Block].</p>
2.	Reception	<p>(i) Track Machine(s)/Material Train/TRT/PQRS/Tower Wagon(s) as the case may be, will be received by taking 'OFF' reception signal(s) at the station in advance.</p> <p>(ii) In case of Track Machine(s) Block— Official In-charge will ensure that all Track Machine(s) enter in convoy i.e. First Track Machine will get reception signal(s) in 'OFF' position and subsequent Track Machine(s) shall be authorized to pass reception signal (s) in 'ON' position by observing Green hand signal displayed by Pointsman/Porter in uniform at the foot of the signal.</p> <p>(iii) In case of Integrated Block —Overall In-charge will ensure that all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) enter in convoy i.e. First Material Train / TRT / PQRS / Track machine / Tower Wagon will get reception signal(s) in 'OFF' position and subsequent Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) shall be authorized to pass reception signal(s) in 'ON' position by observing Green hand signal displayed by pointsman/ Porter in uniform from the foot of the signal.</p> <p>(iv) Calling-On signal, if available and possible may be taken 'OFF' for reception of subsequent Track Machines/Material Train /TRT /PQRS /Tower Wagons.</p>
3.	Safety Certificate	<p>(i) On reaching the station in advance, Official In-charge / Overall In-charge Integrated Block (as the case may be) will hand over Track Machine Permit (Annexure-I) Or Integrated Block Permit (Annexure-II) along with Token/Tablet (if any) to SM only when Last Track Machine or Material Train/TRT/PQRS/ Track Machine/ Tower Wagon (as the case may be) clears the block section.</p> <p>(ii) Official In-charge /Overall In-charge (Integrated Block) will also certify by issuing Track Safe Certificate (Annexure-III) that the track is safe for train movement.</p>
4.	Clearance of section and Block Cancellation.	On receipt of Track fit Certificate (Annexure-III) and Track Machine Permit (Annexure-I)/Integrated Block Permit (Annexure-II) ,as the case may be, SM will then only clear back the section and cancel Machine Block/Integrated Block under exchange of private numbers with Section Controller and SM of rear station.

(b) SINGLE LINE SECTION :

● **Work and Return : With Token/Tablet Instrument.**

SN.	Description	Action to be taken
1.	Dispatch	<p>(i) SM will block back the section, hand over Track Machine Permit (Annexure-I) [In case of Track Machine Block] Or Integrated Block Permit (Annexure-II) [In case of Integrated Block] along with a piloting memo to Official In-charge / Overall In-charge (as the case may be) who will pilot out the Track Machine(s) or Material Train/TRT/PQRS, Track Machine, Tower Wagon(s) as the case may be.</p> <p>(ii) In case of Track Machine(s) Block– Official In-charge will ensure that all Track Machines enter in to the block section in convoy. Track Machines will be authorized to pass the concerned Starter signal(s) including Last Stop signal at 'ON' position on the basis of endorsement made by the SM on Annexure-I.</p> <p>(iii) In case of Integrated Block :- Overall In-charge will ensure that all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) enter in to the block section in convoy. Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) will be authorized to pass the concerned Starter signal(s) and Last stop Signal at 'ON' position on the basis of endorsement made by the SM on Annexure-II.</p> <p>Note: Before dispatch, SM will ensure correct setting and locking of concerned points in the route and shall not alter any point in the route till passage of all Track Machine(s) [In case of Track Machine Block] Or all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) [In case of Integrated Block]</p>
2.	Reception	<p>(i) On completion of the work, Track Machine(s) [In case of Track Machine Block] Or Material Train/TRT/PQRS, Track Machine(s), Tower Wagon [In case of Integrated Block] will be brought to stop at the First Stop signal. It will be received by taking 'OFF' of reception signal(s).</p> <p>(ii) In case of Track Machine(s) Block – Official In-charge will ensure that all Track Machine(s) enter in convoy i.e. First Track machine will get concerned reception signal in 'OFF' position and subsequent Track Machine(s) shall be authorized to pass reception signal(s) in 'ON' position by observing Green hand signal displayed by Pointsman/Porter in uniform from the foot of the signal.</p> <p>(iii) In case of Integrated Block – Overall In-charge will ensure that all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) enter in convoy i.e. First Material Train/TRT/PQRS/Track Machine/Tower Wagon will get reception signal(s) in 'OFF' position and subsequent Material Train/TRT/PQRS, Track Machine(s), Tower Wagon shall be authorized to pass reception signal (s) in 'ON' position by observing Green hand signal displayed by Pointsman/Porter in uniform from the foot of the signal.</p> <p>(iv) Calling-On signal, if available and possible, may be taken 'OFF' for reception of subsequent Track Machines/Material Train /TRT / PQRS / Tower Wagons.</p>
3.	Safety Certificate	<p>(i) On reaching the station, Official In-charge [In case of Track Machine Block] Or Overall In-charge [In case of Integrated Block], as the case may be, will hand over Track Machine Permit (Annexure-I) Or Integrated Block Permit (Annexure-II) to SM, only when the Last Track Machine/Material Train/TRT/PQRS/Tower Wagon (whichever is the last) clears the block section.</p> <p>(ii) Official In-charge (Track Machine Block) / Overall In-charge (Integrated Block) will also certify by issuing Track safe Certificate (Annexure-III) that the track is fit for train movement.</p>
4.	Clearance of section and Block Cancellation.	On receipt of Track fit Certificate (Annexure-III), Track Machine Permit (Annexure-I)/ Integrated Block Permit (Annexure-II), SM will then only cancel Block Back and cancel the Track Machine Block /Integrated Block (as the case may be) under exchange of private number with SM and Section Controller.

E.C.RAILWAY

(c) SINGLE LINE SECTION :

● Work and Return : With Tokenless Block Instrument.

SN.	Description	Action to be taken
1.	Dispatch	<p>(i) SM will block back the section, take out the Shunting Key/OCC Key, hand over Track Machine Permit (Annexure-I) [In case of Track Machine Block] Or Integrated Block Permit (Annexure-II) [In case of Integrated Block] along with a piloting memo to Official In-charge / Overall In-charge (as the case may be) who will pilot out the Track Machine(s) or Material Train/TRT/PQRS, Track Machine, Tower Wagon(s) as the case may be.</p> <p>(ii) In case of Track Machine(s) Block– Official In-charge will ensure that all Track Machines enter in to the block section in convoy. Track Machines will be authorized to pass the concerned Starter signal(s) including Last Stop signal at 'ON' position on the basis of endorsement made by the SM on Annexure-I.</p> <p>(iii) In case of Integrated Block :- Overall In-charge will ensure that all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) enter in to the block section in convoy. Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) will be authorized to pass the concerned Starter signal(s) and Last stop Signal at 'ON' position on the basis of endorsement made by the SM on Annexure-II.</p> <p>Note: Before dispatch, SM will ensure correct setting and locking of concerned points in the route and shall not alter any point in the route till passage of all Track Machine(s) [In case of Track Machine Block] Or all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) In case of Integrated Block]</p>
2.	Reception	<p>(i) On completion of the work, Official In-charge [Track Machine Block] / Overall In-charge [Integrated Block] shall bring the Track machine(s)/Material Train/TRT/PQRS/Tower Wagon(s), as the case may be, to stop at the First Stop Signal and it will be received by taking 'OFF' reception signal (s).</p> <p>(ii) Official In-charge / Overall In-charge [Integrated Block] shall ensure that all Track Machine(s)/Material Train / TRT / PQRS / Tower Wagon(s) enter in convoy i.e. First Track machine / Material / TRT / PQRS / Tower Wagon [as the case may be] will get reception signal(s) in 'OFF' position and subsequent Track Machine(s) / Material Train / TRT / PQRS / Tower Wagon(s) shall pass reception signal (s) in 'ON' position by observing Green hand signal displayed by Pointsman/Porter in uniform from the foot of the signal.</p> <p>(iii) Calling-On signal, if available and possible, may be taken 'OFF' for reception of subsequent Track Machine(s)/Material Train / TRT / PQRS / Tower Wagon(s).</p>
3.	Safety Certificate	<p>(i) On reaching the station, Official In-charge [In case of Track Machine Block] Or Overall In-charge [In case of Integrated Block], as the case may be, will hand over Track Machine Permit (Annexure-I) Or Integrated Block Permit (Annexure-II) along with Shunting Key/OCC Key to SM; only when the Last Track Machine/Material Train/TRT/PQRS/Tower Wagon clears the block section.</p> <p>(ii) Official In-charge/ Overall In-charge [Integrated Block] will also certify by issuing Track fit Certificate (Annexure-III) that the track is safe for train movement.</p>
4.	Clearance of section and Block Cancellation.	On receipt of Track fit Certificate (Annexure-III), Track Machine Permit (Annexure-I)/ Integrated Block Permit (Annexure-II) along with Shunting Key/OCC Key; SM will then only cancel Block Back and cancel the Track Machine Block /Integrated Block (as the case may be) under exchange of private number with SM and Section Controller.

(a) DOUBLE LINE /MULTIPLE LINE SECTION :

● **Work and Proceed : Via Right Line –**

SN.	Description	Action to be taken
1.	Dispatch	<p>(i) SM will obtain Line Clear from station in advance, hand over Track Machine Permit (Annexure-I) Or Integrated Block Permit (Annexure-II) to Official In-charge [In case of Track Machine Block] /Overall In-charge [In case of Integrated Block], as the case may be and take 'OFF' concerned Starter signal (s) including Last Stop signal.</p> <p>(ii) In case of Track Machine(s) Block–Official In-charge shall ensure that all Track Machine(s) enter in to the block section in convoy i.e First Track Machine will get concerned en route Starter signal(s) including Last Stop signal in 'OFF' position and subsequent Track Machines will be authorized to pass concerned Starter signal (s) and Last Stop signal in 'ON' position on the basis of endorsement made by the SM on Annexure-I.</p> <p>(iii) In case of Integrated Block- Overall In-charge will ensure that all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) enter the block section in convoy i.e. First Material Train/TRT/PQRS/Track Machine/Tower Wagon will get concerned en route Starter signal(s) including Last Stop signal in 'OFF' position and subsequent Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) will be authorized to pass the concerned Starter signal(s) and Last stop Signal at 'ON' position on the basis of endorsement made by the SM on Annexure-II.</p> <p>Note: Before dispatch, SM will ensure correct setting and locking of concerned points in the route and shall not alter any point in the route till passage of all Track Machine(s)[In case of Track Machine Block] Or all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) [In case of Integrated Block]</p>
2.	Mid-section – while passing IBS signal (if any) / Home Signal of 'C' class station (if any)	<p>First Track Machine [In case of Track Machine Block] Or Material Train/TRT/PQRS, Track Machine/Tower Wagon [In case of Integrated Block] will get IBS signal/Home signal of 'C' class station in 'OFF' position and subsequent Track Machine(s)/Material Train/TRT/PQRS / Tower Wagon(s) as the case may be, will be authorized to pass IBS signal/ Home signal of 'C' class station at 'ON' position on the basis of endorsement made on Track Machine Permit (Annexure-I) /Integrated Block Permit (Annexure-II), as the case may be, by the SM of Block Permitting station.</p>

3.	Reception	<p>(i) Track Machine(s)/Material train/Tower Wagon(s), as the case may be, will be received by taking 'OFF' the reception signal(s) at station in advance.</p> <p>(ii) In case of Track Machine Block – Official In-charge will ensure that all Track Machine(s) enter in to station in convoy i.e. First Track Machine will get reception signal(s) in 'OFF' position and subsequent Track Machine(s) shall pass reception signal(s) in 'ON' position by observing Green hand signal displayed by Pointsman/Porter in uniform from the foot of the signal.</p> <p>(iii) In case of Integrated Block -Overall In-charge will ensure that all Material Train/TRT/PQRS, Track Machines, Tower Wagons enter into station in convoy i.e. First Material Train/TRT/PQRS/Track Machine/Tower Wagon will get reception signal(s) in 'OFF' position and subsequent Material Train/TRT/PQRS/Track Machine/Tower Wagon shall pass reception signal(s) in 'ON' position by observing Green hand signal displayed by Pointsman/Porter in uniform from the foot of the signal.</p> <p>(iv) Calling-On signal, if available and possible may be taken 'OFF' for reception of subsequent Track Machine(s)/Material Train / TRT / PQRS/Tower Wagon (s).</p> <p>Note: While receiving, SM will not alter any point in the route till complete arrival of all Track Machine(s)/Material Train/TRT/PQRS/Track Machine/Tower Wagon(s) as the case may be.</p>
4.	Safety Certificate	<p>(i) On reaching the station, Official In-charge [In case of Track Machine Block] Or Overall In-charge [In case of Integrated Block], as the case may be, will hand over Track Machine Permit (Annexure-I) Or Integrated Block Permit (Annexure-II) to SM; only when the Last Track Machine/Material Train/TRT/PQRS/Tower Wagon clears the block section.</p> <p>(ii) Official In-charge [Track Machine Block]/ Overall In-charge [Integrated Block] will also certify by issuing Track fit Certificate (Annexure-III) that the track is safe for train movement.</p>
5.	Clearance of section and Block Cancellation.	<p>On receipt of Track fit Certificate (Annexure-III) and Track Machine Permit (Annexure-I) Or Integrated Block Permit (Annexure-II), as the case may be, SM of station in advance will then only clear back the section and cancel Track Machine Block/Integrated Block under exchange of private number with Section Controller and SM of adjacent station(s) [Block Permitting station and 'C' class station(if any)].</p>

(b) DOUBLE LINE / MULTIPLE LINE SECTION :

● Work and Return : Via Right Line-

SN.	Description	Action to be taken
1.	Dispatch	<p>(i) SM will Block Forward the section, hand over Track Machine Permit (Annexure-I) [In case of Track Machine Block] Or Integrated Block Permit (Annexure-II) [In case of Integrated Block] along with a piloting memo to Official In-charge/Overall In-charge who will pilot out Track Machine(s) or Material Train/TRT/PQRS/Tower Wagon (as the case may be).</p> <p>(ii) In case of Track Machine Block – Official In-charge will ensure that all Track Machines enter in to the block section in convoy. Track Machine(s) will be authorized to pass the concerned Starter Signal(s) including Last Stop signal at 'ON' on the basis of endorsement made by the SM on Track Machine Permit (Annexure-I).</p> <p>(iii) In case of Integrated Block – Overall In-charge will ensure that all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) enter in to the block section in convoy. Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) will be authorized to pass concerned Starter signal(s) and Last Stop signal at 'ON' position on the basis of endorsement made by the SM on Integrated Block Permit (Annexure-II).</p> <p>Note: Before dispatch, SM will ensure correct setting and locking of concerned points in the route and shall not alter any point in the route till passage of all Track Machine(s) [In case of Track Machine Block] Or all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) [In case of Integrated Block].</p>
2.	Mid-section – while passing IBS signal (if any) / Home Signal of 'C' class station (if any)	<p>If there is IBS signaling or 'C' class station, both block sections shall be treated as one block section. SM/SMs of 'C' class station (if there is one) will Block Forward the section (If block is beyond 'C' class station). Track machine(s)/Material Train/TRT/PQRS/Tower Wagon(s), as the case may be, shall be authorized to pass the intervening IBS signal/Home signal of 'C' class station at 'ON' on the basis of endorsement made by the SM of Block Permitting station on Annexure-I or Annexure-II, as the case may be.</p>

E.C.RAILWAY

3.	Reception	<p>(i) On completion of the work, Official In-charge /Overall In-charge (Integrated Block), as the case may be, shall bring the Track Machine(s)/Material Train(s)/TRT/PQRS/Tower Wagon(s) to stop opposite the First Stop signal pertaining to the Right line or at the Last Stop signal pertaining to the line on which they are running whichever come across first.</p> <p>(ii) SM shall depute Pointsman/Porter in uniform along with a Piloting memo at the foot of the signal (whichever the Track Machine(s) / Material Train / TRT / PQRS / Tower Wagon(s) would encounter first) who shall stop them by showing danger hand signal, hand over the piloting memo to Official In-charge [In case of Track Machine Block] / Overall In-charge [In case of Integrated Block] and pilot them into station.</p> <p>(iii) In case of Track Machine(s) Block - Official In-charge will ensure correct setting of the concerned route and supervise the piloting 'In' movement to ensure that Track Machine(s) enter safely into station in convoy.</p> <p>(iv) In case of Integrated Block – Overall In-charge will ensure correct setting of the concerned route and supervise the piloting 'In' movement to ensure that all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) enter safely into station in convoy.</p> <p>(v) If the Official In-charge [Track Machine Block] / Overall In-charge [Integrated Block] finds that no railway servant in uniform has been deputed to pilot Track Machine(s)/Material Train/TRT/PQRS/Tower Wagon(s), as the case may be, provision of GR 4.44 shall be observed.</p> <p>Note: Before reception, SM will ensure correct setting and locking of concerned points in the route and shall not alter any point in the route till complete arrival of all Track Machine(s)/Material Train/TRT/PQRS/Track Machine/Tower Wagon(s), as the case may be.</p>
4.	Safety Certificate	<p>(i) On reaching the station, Official In-charge [In case of Track Machine Block] Or Overall In-charge [In case of Integrated Block] will hand over Track Machine Block Permit (Annexure-I) Or Integrated Block Permit (Annexure-II), as the case may be, to SM; only when the Last Track Machine/Material Train/TRT/PQRS/Tower Wagon (whichever is the last) clears the block section.</p> <p>(ii) Official In-charge [Track Machine Block] / Overall In-charge [Integrated Block], as the case may be, will also certify by issuing Track fit Certificate (Annexure-III) that the track is fit for train movement.</p>
5.	Clearance of section and Block Cancellation.	<p>On receipt of Track fit Certificate (Annexure-III) and Track Machine Permit (Annexure-I) Or Integrated Block Permit (Annexure-II), as the case may be, SM will then only cancel Block Forward and Cancel Track Machine Block / Integrated Block under exchange of private number with Section Controller and SM(s) of concerned station(s).</p>

(c) DOUBLE LINE / MULTIPLE LINE SECTION :

● Work and Return : Via Wrong Line -

SN.	Description	Action to be taken
1.	Dispatch	<p>(i) SM will Block Back the section, hand over Track Machine Permit (Annexure-I) [In case of Track Machine Block] Or Integrated Block Permit (Annexure-II) [In case of Integrated Block], as the case may be, along with a piloting memo to Official In-charge [Track Machine Block] / Overall In-charge [Integrated Block], who will pilot out Track Machine(s) or Material Train/TRT/PQRS, Track Machine, Tower Wagon(s).</p> <p>(ii) In case of Track Machine(s) Block – Official In-charge after ensuring correct setting and locking of the concerned route will also ensure that Track Machine(s) are piloted 'Out' from station in convoy. He shall supervise this movement to ensure that Track Machine(s) enter in to the block section safely.</p> <p>(iii) In case of Integrated Block – Overall In-charge will ensure that all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) are piloted 'Out' from station in convoy after ensuring correct setting and locking of the concerned points in the route. He shall supervise this movement to ensure that all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) enter the block section safely.</p> <p>Note: Before dispatch, SM will ensure correct setting and locking of concerned points in the route and shall not alter any point in the route till passage of all Track Machine(s) [In case of Track Machine Block] Or all Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) [In case of Integrated Block], as the case may be.</p>
2.	Mid-section – while passing IBS signal (if any) / Home Signal of 'C' class station (if any)	<p>(i) If there be IBS signaling or 'C' class station, both block sections shall be treated as one block section. SM/SMs of 'C' class station (if there is one) will Block Back the section (If block is beyond 'C' class station).</p> <p>(ii) While returning- Track machine(s)/Material Train / TRT / PQRS / Tower Wagon(s), as the case may be, shall be authorized to pass the intervening IBS signal/Home signal of 'C' class station at 'ON' on the basis of endorsement made on Track Machine Block Permit (Annexure-I) or Integrated Permit (Annexure-II), as the case may be, by the SM of Block Permitting station.</p>

E.C.RAILWAY

3.	Reception	<p>(i) On completion of the work, Official In-Charge [In case Track Machine Block] Or Overall In-charge [In case of Integrated Block], shall bring the Track Machine/Material Train(s)/TRT/PQRS/Tower Wagon(s), as the case may be, to stop at the First Stop signal and it will be received by taking 'OFF' reception signal(s).</p> <p>(ii) Official In-charge [Track Machine Block] / Overall In-charge [Integrated Block] shall ensure that all Track Machine(s)/Material Train/TRT/PQRS/Tower Wagon(s) enter into station in convoy i.e. First Track Machine/Material Train/TRT/PQRS/Tower Wagon (as the case may be) will get the reception signal(s) in 'OFF' position and subsequent Track Machine(s)/Material Train/TRT/PQRS/Tower Wagon(s) will be authorized to pass reception signal(s) in 'ON' position by observing Green hand signal displayed by the pointsman/Porter in uniform from the foot of the signal.</p> <p>(iii) Calling-On signal, if available and possible, may be taken 'OFF' for reception of subsequent Track machine(s)/Material Train / TRT / PQRS / Tower Wagon(s).</p>
4.	Safety Certificate	<p>(i) On reaching the station, Official In-charge [In case of Track Machine Block] Or Overall In-charge [In case of Integrated Block] will hand over Track Machine Permit (Annexure-I) Or Integrated Block Permit (Annexure-II), as the case may be, to SM; only when the Last Track Machine/Material Train/TRT/PQRS/Tower Wagon (whichever is the last) clears the block section.</p> <p>(ii) Official In-charge [Track Machine Block] / Overall In-charge [Integrated Block], as the case may be, will also certify by issuing Track fit Certificate (Annexure-III) that the track is fit for train movement.</p>
5.	Clearance of section and Block Cancellation.	<p>On receipt of Track Safe Certificate (Annexure-III) and Track Machine Permit (Annexure-I) Or Integrated Block Permit (Annexure-II), as the case may be, SM will then only cancel Block Back and Cancel Track Machine Block/Integrated Block under exchange of private number with Section Controller and SM(s) of concerned station(s).</p>

4. PRECAUTIONS :

- (I) *The official In-charge [Track Machine Block]/ Overall In-charge [Integrated Block] is responsible for the protection of the site of the work and also for protection of adjoining track in case of infringement, if any. He shall also be responsible for safety of track after the working.*
- (II) *The Station Master on either side shall be responsible to inform all the level crossing gates equipped with telephones falling in this block section about the total number of Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) permitted to work in the block section under exchange of private numbers.*
- (III) *In course of working, when required to pass a manned or unmanned level crossing, each Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) shall stop short of the level crossing and pass only after ensuring the safety at the level crossing.*
- (IV) *The Official In-charge [Track Machine Block]/ Overall In-charge [Integrated Block] shall always take four efficient Flagmen equipped with Banner Flag, 10 detonators and Red hand signal each to protect the Material Train/TRT/PQRS/Track Machine/Tower Wagon. One Flagman shall exhibit Banner Flag a distance of 600 meters on either side of the site of the work and one Flagman showing a Stop Hand Signal at a distance of 1200 meters on either side of the work site.*
- (V) *Some Track Machines tend to foul the adjacent line while working on Double Line Section or in the Yard. BRM may foul the adjacent line when stretching out its blades. If any part of a Track Machine is likely to foul the adjacent line while working, the Official In-charge [Track Machine Block]/ Overall In-charge [Integrated Block] shall request SM in writing to block both the lines and such work should only be undertaken, if blocking of both the lines has been permitted and both the lines have been protected.*
- (VI) *The Official In-charge [Track Machine Block]/ Overall In-charge [Integrated Block] is responsible for the protection of the work site and also for protection of adjoining track in case of infringement, if any. He will also ensure the following during dusty atmosphere, heavy noise pollution and mass labour working—*
 - (1) *Safety of track after the working of the Track Machine(s).*
 - (2) *Temporary whistle Board should be fixed on the adjoining track, which can be moved along with Track Machine at work site.*
 - (3) *Imposition of speed restriction for adjacent line(s) during block of BCM/TRT/PQRS is technically not required for Track Machine working. However, depending upon local site condition P.Way officials may impose suitable speed restriction on adjacent line(s). Such speed restrictions should be within overall engineering allowance (ETA) of the concerned section.*
- (VII) *During Integrated Block, Overall In-charge [ntegrated Block] will co-ordinate with In-charge [Material Train, Tower Wagon and Track Machine(s)] and ensure safety.*
- (VIII) *Official In-charge [Track Machine Block] / Overall In-charge [Integrated Block]/Tower Wagon In-charge will be responsible for obtaining Power Block, if required.*
- (IX) *Section Controller will advise Engineering Control and TPC regarding permission granted for Integrated Block. Engineering Control and TPC will monitor the block in Control Office.*
- (X) *SM shall take all necessary precautions to prevent entry of trains into the concerned block section during the working as well as after arrival at the station. He shall use stop plug/button collar/lever collar and hang a 'Line Obstructed Board' written with white letters against red background on the Block Instrument to serve as an aid to memory.*

- (XI) SM will make necessary entries in the Block Register, Power Block Register and Train Signal Register (With Red ink).

5. Protection of Track Machine(s) when stabled at station :

- (I) The Track Machine(s) shall normally be stabled on a non-running line.
- (II) While stabling the Track Machine, GR 5.23 and SRs there under shall be followed. The Track Machine(s) In-charge shall be responsible for ensuring that Track Machine is stabled by clearing the fouling marks and traps and without obstructing the adjacent lines. He shall apply the hand brakes, secure with chain to the rails and place wooden wedges to prevent rolling down movement.
- (III) The Track Machine(s) shall not move into or inside the traffic yard without written permission of the Station Master on Shunting Order (T/806) except in emergency. No shunting of Goods/Passenger stock shall be permitted on the line where Track Machines are stabled.
- (IV) Station Master shall use stop plug/button Collar on the concerned button/buttons in the panel. Lever Collars shall be used on the concerned signal levers and Slide Collars/Pins on the relevant slides in the office of the SM where track circuiting is not available.

6. FAILURES & ACCIDENTS :

- (i) Failures in Block sections of the Track Machine(s) will be treated as accident under class – J. Accidents involving Track Machines shall be treated as train accident under the appropriate class and action to be taken as per rules in force.
- (ii) In the case of failure of Track Machine(s) in block section, the Official In-charge (P.Way)/Overall In-charge (Integrated Block) may decide to clear the disabled unit to next station either by pushing or pulling with the help of other Track Machine provided the brake power is in good condition.

Otherwise, intimation shall be sent to the nearest Station Master through a messenger and to Control, through portable telephone asking for a light Engine to tow the unit.

- (iii) In the event of breakdown, the Track Machine(s) shall be protected as per GR 6.03 and SR there under. In case, the Official In-charge [Track Machine Block] / Overall In-charge [Integrated Block] feels that clearance of sections is going to take long time, assistance of Accident Relief Train shall be asked immediately.

7. SPEED: Maximum permissible speed should be as approved by CRS. The speed while negotiating turnouts will be as per prescribed speed laid down for turnouts, which shall not exceed 15 KMPH under any circumstances (While entering/ Exiting loop lines/ Sidings/ Crossovers).

8. The under mentioned Annexures are to be handed over to Station Master by the Engineering officials i.e. Official In-charge (P.Way) / Overall In-charge (Integrated Block), as the case may be, for obtaining Track Machine Block/ Integrated Block and certifying safety of track for train movement after block work is over.

Annexure - I	Block Requisition Notice & Permit
Annexure - II	Integrated Block Requisition Notice & Permit
Annexure - III	Track fit Certificate

E.C.RAILWAY

Annexure – I	EAST CENTRAL RAILWAY [Official In-charge (P.Way) / SM / Record] BLOCK REQUISITION NOTICE & PERMIT	E/465/A
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From : Official In-charge (Track Machine Block) at _____ Station.
 TO
 SM _____ station
 Notice No. _____ Date _____ Time _____
 The line (Up/Dn) _____ between _____ station and _____ station
 at Kms _____ to _____ is required to be blocked for the duration of _____ hours for working
 the _____ Nos. of Track Machine/Machines.
 The sequence in which Track Machines will work is as under :-
 (i) _____ (ii) _____ (iii) _____ (iv) _____ (v) _____
 All the Track Machines will enter in Block section in convoy from _____ station on Up/Dn line _____
 and clear at _____ station (i) Work and Proceed on Right Line, (ii) Work and Return on Right/ Wrong Line.
 * Strike out whichever is not applicable.

Signature of Official In-charge

TO
Official In-charge (P.Way)
 You are hereby permitted to work as per above and for _____ hrs i.e. from _____ to _____ hrs. Private Number (in figures) _____ (in words) _____ [In token of obtaining Line Clear/ Block Back/ Block Forward]. All the points in the concerned route are correctly set and locked and piloted out by _____.
 Following Departure Signal(s) is/are authorized to pass at 'ON' (i) _____ (ii) _____ (iii) _____ (iv) _____
 Last Stop Signal No. _____. (v) Mid-section Signal : IBS signal No. _____ / (vi) Home signal of 'C' class station _____.

(CAUTION ORDER IF ANY)

SN	STATION BETWEEN		KILOMETERAGE		Speed Km/h	Cause / Remarks
	From	To	From	To		

Received _____ Date _____ Time _____

Signature of Station Master

Signature of Official In-charge (P.Way)

Note:-

(a) Work & Proceed on Right Line on Single / Double/ Multiple Line

- i) Track Machines are allowed to leave the station in convoy under one authority to proceed [i.e. First Track Machine will get concerned Starter (s) including Last Stop Signal and IBS signal (if any) or Home signal of 'C' class station (if any) in 'OFF' position, however, above mentioned subsequent Track Machine(s) are allowed to pass Last Stop signal and/or IBS signal (if any) or Home signal of 'C' class station (if any) at 'ON' position].
- ii) **Automatic Territory** – Track Machine(s) are allowed to leave the station in convoy under one authority to proceed. All Automatic signals in the block area will be treated as suspended during block working. [i.e. First Track Machine will get Automatic Stop signal in 'OFF' position, however, above mentioned subsequent Track Machines are allowed to pass Automatic Stop signals at 'ON' position]. However, observe aspect of Gate Stop signal in the block area.

(b) Work and Return (Double Line) –

1. **On Right Line** : (i) Track Machine(s) is/are allowed to pass Last Stop signal at 'ON' while proceeding into block. (i) If block is beyond the IBS signal/Home signal of 'C' class station, this signal is permitted to pass at 'ON'.
2. **On Wrong Line**:- If block is beyond the IBS signal/Home signal of 'C' class station, while returning this signal is permitted to pass at 'ON'.

(c) Work and Return (Single Line) – First Track Machine will get Last Stop signal in 'OFF' position, however, above mentioned subsequent Track Machines are allowed to pass Last Stop signal at 'ON' position.

Signature of Track Machine(s) In-charge (i) _____ (ii) _____ (iii) _____ (iv) _____ (v) _____
Signature of Official In-Charge (P.Way) _____

NB : It is the responsibility of Official In-Charge (P.Way) to apprise all the Track Machine(s) In-charge regarding working of Track Machines during the block and will obtain their signature on his record copy.

E.C.RAILWAY

Annexure – II

EAST CENTRAL RAILWAY

E/465/B

[Overall In-charge (Integrated Block)/ SM / Record]

INTEGRATED BLOCK REQUISITION NOTICE & PERMIT

From: **Overall In-charge (Integrated Block)** at _____ Station.

TO

SM _____ station

Notice No. _____ Date _____ Time _____

The line _____ (Up/Dn.) between _____ station and _____ station

at Kms _____ to _____ is required to be blocked for the duration of _____ hours for working

the _____ Nos. of Material Train, _____ Nos. of Track Machines _____ Tower Wagons _____.

The sequence will be as under :- (i) _____ (ii) _____ (iii) _____ (iv) _____ (v) _____

Above mentioned Material Train, Track Machine(s), Tower Wagon(s) will enter in Block section in con voy

from _____ station on Up/ Dn. line _____ and clear at _____ station

(i) Work and Proceed on Right Line (ii) Work and Return on Right/ Wrong Line

* Strike out whichever is not applicable

Signature of Overall In-charge (Integrated Block)

TO,

Overall In-charge (Integrated Block)

You are hereby permitted to work as per above and for _____ hrs i.e. from _____ to _____ hrs.

Private Number _____ (In token of obtaining Line Clear/ Block Back/ Block Forward). All the points in the concerned route are correctly set and locked and piloted out by _____.

Following Departure Signal(s) is/are authorized to pass at 'ON' (i) _____ (ii) _____ (iii) _____ (iv) _____ (v) _____

Last Stop Signal No. _____. Mid-section signal _____ (vi) IBS signal No. _____. / (vii) Home signal of 'C' class station _____.

(CAUTION ORDER IF ANY)

SN	STATION BETWEEN		KILOMETERAGE		Speed Km/h	Cause / Remarks
	From	To	From	To		

Received : _____ Date _____ Time _____

Signature of Station Master

**Signature of Overall In-charge
(Integrated Block)**

Note:-

(a) Work & Proceed on Right Line on Single / Double/ Multiple Line

- i) Material Train, Track Machine (s), Tower wagon(s) is/ are allowed to leave the station in convoy under one authority to proceed [i.e. first Material Train, Track Machine(s), Tower wagon(s) will get Last Stop Signal and/ or IBS signal (if any) or Home signal of 'C' class station (if any) in 'OFF' position, however, above mentioned subsequent Material Train, Track Machine(s), Tower Wagons are allowed to pass Last Stop signal and/or IBS signal (if any) or Home signal of 'C' class station (if any) at 'ON' position].

- ii) **Automatic Territory** – Material Train, Track Machine(s), Tower Wagon(s) are allowed to leave the station in convoy under one authority to proceed. All Automatic signals in the block area will be treated as suspended during block working. [i.e. first Material Train, Track Machine/ Tower Wagon will get Automatic Stop signals in 'OFF' position, however, above mentioned subsequent Material Train, Track Machine(s), Tower Wagon(s) are allowed to pass Automatic Stop signals at 'ON' position]. However, observe the aspect of Gate Stop signal in the block area.

(b) Work and Return (Double Line) –

1. **On Right Line** :- (i) Material Train, Track Machine(s), Tower wagons are allowed to pass Last Stop signal at 'ON' while proceeding into block. (ii) If block is beyond the IBS signal/Home signal of 'C' class station, this signal is permitted to pass at 'ON'.
2. **On Wrong Line**:- If block is beyond the IBS signal/Home signal of 'C' class station, while returning this signal is permitted to pass at 'ON'.

(c) Work and Return (Single Line) – First Material Train/Track Machine /Tower wagon will get Last Stop signal in 'OFF' position, however, above mentioned subsequent Material Train, Track Machine (s), are allowed to pass Last Stop signal at 'ON' position.

Signature of Track Machine(s) In-charge/Loco Pilot(s) (i) _____ (ii) _____ (iii) _____ (iv) _____ (v) _____

Signature of _____

Overall In-Charge (Integrated Block)

Tower Wagon In-charge

Material Train In-charge

NB : It is the responsibility of Overall In-Charge (Integrated Block) to apprise all the Track Machine(s) In-charge, Tower Wagon(s) In-charge, Material Train In-charge regarding working of Material Train, Track Machine(s), Tower wagon(s) during the Integrated Block and obtain the signature on his record copy

Annexure-III	EAST CENTRAL RAILWAY	E/465/C
TRACK FIT CERTIFICATE		
(SM / Record)		
No.	Date..... Time.....	
From : Overall In-charge (in case of Integrated Block) / Official In-charge(P.Way) [In case of Track Machine Block] H.Q. at Station.		
To, Station Master.....		
Refer my notice No..... dated..... and Your No.....dated.....		
The block imposed between station and station at Kms..... to..... From..... hrs. to hrs. is cancelled.		
All the Track Machines [Of Track Machine Block] / All the Material Train/TRT/PQRS, Track Machine(s), Tower Wagon(s) [Of Integrated Block] have arrived completely within the Fouling Mark and the track is Certified Safe for train movement.		
..... Signature of Official In-charge (P.way) (In case of Track Machine Block)		
Or		
..... Signature of Overall In-charge (In case of Integrated Block)		
Received:		
Signature of Station Master Date Time.....		

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.

SR. 4.66 :

- (i) *The points upto which the private engine/vehicle of the factory can be allowed in the yard shall be indicated in the station working rules.*
- (ii) *Private engine or vehicle when sent for POH/Shifting etc., may be allow to run as per the instructions issued by competent authority.*



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'.

SR.5.01:

- (1) **Locking of signals and points** - Provision is made for locking of points by means of padlocks or safety locks for all Home signals and starting signals. All such signals, except where specially authorised to the contrary, must be normally locked in the 'ON' position and the Station Master is responsible for the safe custody of the keys of such locks, and for their use only in accordance with his orders.
- (2) **Station Master responsible for the working of signals**- The station Master is directly responsible for the working of the signals. The Home signal must not be taken "OFF" without the personal order of the Station Master on duty. When the Home signal has been taken "off" by the Station Master's orders, the Outer signal will then be taken 'OFF' by the railway servant deputed to work it.
- (3) (i) **Bright Yellow circles for exchange of All Right Signal** :- To exchange 'All Right' signal, stations shall have an earmarked place which shall be fixed keeping in view the full visibility of trains passing and convenience of the train passing staff. The Station Master on duty must be present at the earmarked place and personally exchange All Right signal with a passing through train. The earmarked place will be one meter diameter circle painted Bright Yellow on the platform at both sides of track and nearly 5.0 meters from Centre of the platform track.
- (ii) When a train is being received the Station Master on duty should invariably watch the Home signals or their back lights to ensure that correct approach signals are taken 'OFF'. Where the Home signals or their back lights are not visible, the Station Master should ensure this by looking at the repeaters if provided in his office. In case the repeater is not provided in Station Master's office, the Station Master must ensure this on telephone from the cabin concerned from which the particular signal is worked. In the event of a wrong signal being taken 'OFF' due to faulty working of interlocking, the Station Master shall treat the signal as defective and take immediate action as envisaged in G & S Rules 3.68 and 3.69.
- (4) **Taking 'OFF' signals when trains cross** - When one train is to cross another train at a station on the Single line having non isolated lines, the Station Master must not order the signals to be taken 'OFF' for the train until he has satisfied himself that both the trains have come to a stand at the first stop signal. In exceptional circumstances if either of the train has stopped in the

block section for any reason, Station Master may allow to receive the first train approached at the first stop signal provided he is fully satisfied that second train is still standing between station and is not approaching to first stop signal.

NOTE:- This Rule does not apply to stations where facilities exist for simultaneous reception of trains.

(5) Signals for trains running through :-

- (i) In addition to the use of fixed signals, the “proceed signal,” (see G.R.3.54) must always be shown from both side for a train running through a station.
- (ii) Except where otherwise specially stated in the Station Working Rules, the proceed Signal referred to above, must be given personally by the Station Master on duty from a position clearly visible to the Loco Pilot and Guard of train and in front of the station building and by a competent station staff from the off side.
- (iii) If a Station Master observes anything unusual with the train during its passage, such as goods falling off, a vehicle on fire, hot axle box, any other mishap likely to foul or obstruct the Railway line and safe running of the train, he shall show a Danger signal or other prescribed indication. In addition the Station Master shall speak on Walkie Talkie set to draw attention of Loco Pilot & Guard where available with Station Master. While running through the station, the Loco Pilot and Guard shall be on the lookout for such signals which shall be duly acknowledged by Guard. In case Loco Pilot and the Guard do not receive such signal, they shall exercise extra caution to ensure that everything is right for the train to proceed. Failure on the part of the Station staff to display signal shall be reported in the Guard's journal.
- (iv) If the Station Master has not been able to stop the train by showing the danger signal as prescribed above, he shall at once advise the station in advance to stop such train and examine it. Till such time, the affected train arrives complete at the station in advance; the Station Master at either end of the block section shall not allow any train or trains running on adjacent line or lines to enter the section.
- (v) In cases where a Station Master observes goods or some parts of the vehicle falling off and has reasons to believe that they might have fallen off before the train had arrived within his station limits he shall advise the station in rear also. When such action has been taken, the trains may be permitted to enter the section, after advising the Loco Pilots of the circumstances and warning them through a caution order to keep a sharp look out. Issuing of caution order shall be discontinued only when it has been ascertained that the block section is free from obstructions.
- (vi)
 - (a) The Loco Pilot of an engine must invariably stand up in his cabin and lean out of the window a little while running through a station. He should exchange all right signal with the Station Master if the station building is on his side. In case station building is on the off side, the Asstt. Loco Pilot should exchange all right signal with the Station Master on duty. The Loco Pilot/Asstt. Loco Pilot of an engine should whistle while running through a station.
 - (b) If the Loco Pilot or his Assistant Loco Pilot fails to exchange all right signal, the Station Master shall try to contact with train crew on walkie talkie to know the reason for not exchanging 'All Right' signal and satisfy that everything is OK with the train. If not contacted, he shall immediately inform the failure to the Station Master of the next station under exchange of private number. On getting such information, the Station Master of the next station shall become more vigilant/cautious and look out for the “All Right” signal. If “All Right” signal is not exhibited by Loco Pilot/Assistant loco pilot, he shall immediately advise the

Station Master of the station in advance and give "Stop and examine" signal (six-pause-one) explaining the circumstances for giving this signal under exchange of private number. The section Controller will also be advised.

- (c) The station in advance, when the train is booked to run through, will put back the departure signal to 'ON' but the departure route must be kept set and locked for the passage of the train. If time permits, three detonators 10 meters apart will be placed immediately beyond the Starter signal to draw the attention of the Loco Pilot / Assistant Loco Pilot.*
- (d) In case the Loco Pilot comes to a stop at the Starter signal, the detonators, if placed, will be removed and the train allowed after ascertaining from the Loco Pilot the reason for non-exchange of 'all right' signal or of not whistling at the last station. The reason given by the Loco Pilot will be advised to the Controller.*
- (e) In case the Loco Pilot fails to stop at the Starter signal and runs through after exploding detonators and disregarding the departure signal, the station staff should try to attract the attention of the Guard. The Guard on receiving danger signal from the station staff will stop the train.*

The Station staff will treat it as an accident, i.e. Loco Pilot passing signals at danger, and take suitable action as laid down in the Accident Manual.

- (f) The Station staff will at the same time advise the next station in advance to put back both reception and departure signals at 'ON' position.*
- (g) The station in advance will immediately put back all signals to 'ON' and arrange to place detonators as far away from the first stop signal as possible. The staff should take all possible steps to stop the train.*
- (h) If train stops at the outer/Home signal, the procedure laid down in GR/SR 5.10 will be observed for the reception of the train.*
- (vii) In case two trains happen to pass through the station simultaneously or a train or load is stabled between the up and down line on the double line section and on the loop line on single line section obstructing the view of station, when it may not be possible for the Station Master to cross over and exchange 'All Right' signal with the train, which is running on the other side of the stabled train load, the Station Master shall depute a competent railway servant in uniform on the off side of the running train to exchange 'All Right' signals with the Loco Pilot and Guard. In such eventuality the Loco Pilot and Guard shall keep a good look out on the off side of the station for such signals.*
- (viii) (a) At station equipped with cabins, in addition to instructions contained in S.R. 5.01(i) to (vi) above, the cabin staff, except at junction/large stations where shunting is performed by shunting engine shall also show Proceed signal as per GR 3.54 for all outgoing and incoming trains.*
- (b) Cabin staff at large junction stations where shunting engines perform shunting shall not exhibit any flag or light to trains running through when there is nothing wrong with the trains. Should however, they find anything wrong with the train, they must display a Danger Signal to the Loco Pilot and the Guard of the train. While running through a station, the Guard must appear at the door or on the Verandah of the brake van and watch for such signals.*

- (6) Locking of facing points:** *-Facing points over which a running train will pass while entering or leaving a station must always be locked. These points must be unlocked as soon as the train for which they have been locked has passed over them, unless otherwise specified in the Station Working Rules.*

(7) Normal position of Points, Derailing Switches, Scotch Blocks, etc:-

- (i) *The Station Working Rules and Station Yard Diagrams must clearly indicate the normal setting of all points and whether these have to be kept locked or unlocked.*
- (ii) *As a rule, all points other than permanently locked points, catch siding points, slip-siding points, trap points and derailing switches will normally be set for the straight and against the turn out and kept unlocked, unless otherwise specifically indicated in the Station Working Rules.*
- (iii) *Permanently locked points, catch-siding points and slip siding points must be set in the normal position as indicated in the Station Working Rules and kept locked.*
- (iv) *Trap points and derailing switches will be normally set and locked for the trap and for the derailing position respectively.*
- (v) *Scotch Blocks must normally be set across the rail and kept locked.*

(8) Permanently Locked Points :-

- (a) *All non-interlocked (Padlocked or key-locked) points leading from running lines on to any sidings or from sidings on to any running lines are classified as permanently locked points and must be kept permanently locked to ensure isolation of the running lines. Non-interlocked points of intermediate crossovers and scissors crossings on running lines, and those isolating the Traffic yard from other yards such as Loco, Engineering or Stores Yards where classified as permanently locked points, must also be kept permanently locked.*
- (b) *Permanently locked points are classified as under – Class 'A' points which are so seldom used or are so near the station that the Station Master on duty may reasonably be expected to personally attend to them.*

Class 'B' points which are so frequently used or are so far away from the station office that the Station Master cannot reasonably be expected to personally attend to them.

- (c)
 - (i) *Permanently locked points leading from a running line to a siding must be normally set for the running line and against the cross-over for the siding.*
 - (ii) *Permanently locked points leading from a siding to a running line must be normally set for the siding and against the cross-over for the running line.*
 - (iii) *Points or intermediate crossovers and scissors crossings must be normally set for the straight.*
 - (iv) *Points leading from the traffic yard to other yards must be set for the traffic yard and against the crossover for the other yard.*
 - (v) *Points leading from other yards to the traffic yard must be set for the other yard and against the cross over for the traffic yard.*
- (d)
 - (i) *The keys of permanently locked points will be normally kept in the custody of the Station Master on duty and will be issued only when such points are required to be altered for any movement over them.*
 - (ii) *The keys of certain class 'B' permanently locked points at certain stations may under special instructions, to be clearly stipulated in the Station Working Rules, be kept in the custody of the Line Jamadar who will be personally responsible for the correct setting and locking of such points.*

- (e) (i) *When class 'A' permanently locked points are operated for any movement, the Station Master on duty must personally supervise the working of the points and see that the points are re-set and re-locked in their normal position after use.*
 - (ii) *When class 'B' permanently locked points are operated for any movement over them, the Points man/Line Jamadar, to whom the Station Master on duty issues the keys, must themselves re-set and re-lock the points in their normal position and personally inform the Station Master of having done so when returning the keys.*
 - (f) *Before receiving or dispatching a train, the Station Master on duty must ensure that the keys of all permanently locked points (other than the keys of the permanently locked points which are kept by the Jamadar) are in his personal custody, except when such a key is required to release a signal and cannot be extracted until the signal lever is returned to its normal position. At junction stations, however, this rule will apply only to the relevant permanently locked points which fall on or are directly connected with the route of incoming or departing trains.*
 - (g) *The number, classification and normal position of permanently locked points must be clearly indicated in the Station Working Rules.*
- (9) (a) Line Labels :-**
- (i) *At non-interlocked stations where key locks or modified key locks are not provided for the outermost facing points and where the lever of the Home signal is situated at the station platform and that of the Outer signal near the facing points (to be manipulated by the Pointsman/Jamadar sent out to set the facing points), a set of metal line labels consisting of one label for each of the running lines has been provided. Each such label has got clear and distinguishing indications that it is the Station Master's label and refers to a specific running line.*
 - (ii) *At non-interlocked stations where key locks or modified key-locks are not provided for the outermost facing points and all reception signal levers are situated at the station platform, two sets of metal line labels, one each separately for Up and Down directions (i.e. Down and Up ends of the yard) have been provided; each set consists of one label for each of the running lines. The set for the Up direction differs in shape from that for the down direction. Each line label in a set has got clear and distinguishing indications that it is the Station Master's label and refers to a specific running line for the Up or Down direction as the case may be.*
 - (iii) *The Line labels must remain in the personal custody of the Station Master on duty except when these are handed over for the reception and despatch of trains.*
- (b) Line Badges:-**
- (i) *The Pointsman / Jamadars at such stations are provided with line badges separately for the Up and Down directions (i.e. Down and Up ends of the yard). Each set consists of one badge for each of the running lines. Each such badge has got clear and distinguishing indications that it is the Pointsman's/Jamadar's badge and refers to a specific running line for the Up or Down directions as the case may be.*
 - (ii) *The respective sets of line badges for the Up or Down directions as the case may be, must remain in the personal custody of the Pointsman/Jamadar on duty at the outermost facing points, except when these are handed over to the Station Master on duty for the reception of trains.*

- (iii) *The Pointsman/Jamadar must take over and make over their duties in the presence of the Station Master on duty, and the Station Master must personally ensure that the badges, points keys, clamps, etc. are correctly taken over and made over. The Station Master must record in the Station Diary the time of the change and the names of the staff concerned.*

(10) Custody of keys of Points and Signal locks and Line labels :- *The Station Master on duty is responsible for the safe custody of the keys of all points and signal locks and also of the line labels in his charge. These keys and line labels when not in use must be kept in the Points keys Box which must always be locked and the key of the box kept in the personal custody of the Station Master on duty.*

NOTE :- *The above rule does not apply to the keys of those permanently locked points which are kept by the Jamadar on duty who is responsible for their safe custody.*

(11) Procedure for reception and dispatch of Train at stations where line reception and intimation books are not in use, Non - interlocked stations are of three types-

- (i) *Non-key-locked stations where points are clamped and secured by padlocks.*
- (ii) *Key-locked stations where double H.P. key locks are provided (points are locked both ways).*
- (iii) *Modified key-locked stations where triple H.P. Key Locks are provided. Rules for working points for the reception and dispatch of trains at these stations are given below :-*

(a) Announcing train- *As soon as 'line clear' has been given for a train, the Station Master on duty will have the station bell rung and the description of the train and the name of the station which it has left or about to leave called out loudly to alert the staff. On hearing the bell the Pointsmen/Line Jamadars on duty for the facing and trailing end of the station yard must report to the Station Master on duty for instructions.*

(b) Instructions to the Pointsmen/Line Jamadars- *Station Master on duty must then give to the Pointsmen/jamadars definite instructions in the presence and hearing of each other as to the description of the approaching train, the name of the station which it has left or is about to leave, the line on which it is to be received whether it will stop at the station or run through and whether any shunting has to be done on the train.*

NOTE : (1) *At Stations (provided it be specially incorporated in the Station Working Rules) where route key transmitters are provided for each running line, except in the case of failure of the key transmitter or telephone, the instructions for reception/despatch of trains may be given to the SM/Line jamadar concerned by the Station Master on duty on telephone provided for the purpose at the respective ends of the yard in the hearing of each other. The SM/Line Jamadar shall repeat the instructions. In addition private numbers will also be exchanged.*

- (2) *At stations (provided it be specially incorporated in the Station Working Rules) where SMs have been provided in the Goomties at either end of the yard and the line allotment is done by the SM at the station, the instructions for line allotment for reception of train may be given on telephone by the SM at the station only in the hearing of the SMs in the Goomties and private numbers exchanged as an assurance of having correctly understood the Station Master's instructions. The line number allotted must be repeated in both English and Hindi. The SMs at the Goomties while instructing the Pointsman/Line Jamadar for setting and locking the points for reception/despatch of trains must act according to instructions contained in S.R. 5.01 (11) (c).*

(c) Exchange of Station Master's Line Label and Pointsman's / Line Jamadar's Badge –

- (i) *At non key-locked stations-The Station Master on duty must hand over to the Pointsman/Line Jamadar, the key or keys of all facing points other than permanently locked points over which the incoming train has to pass and the metal line label pertaining to specific direction to the Pointsman/Line Jamadar for the facing points indicating the line on which the train is to be received.*
- (ii) *At key-locked and modified key-locked stations - The procedure as indicated in sub-clause (i) above will be observed, with the exception that no line number label will be handed over to the Pointsman/Line Jamadar.*

(d) Setting and Locking of points :-

- (i) *Both the Pointsmen/Jamadars must then proceed to their respective outer most facing and trailing points, personally examining on the way all points over which the incoming train has to pass, ensuring that all facing points are correctly set and locked and that all trailing points are correctly set as instructed by the Station Master on duty.*
- (ii) *At stations not provided with key locks or modified key locks, the Pointsman/Jamadar on duty for the facing points after having set and locked the points in accordance with the instructions of the Station Master on duty must either proceed to the station, deliver the appropriate line badge to the Station Master on duty and then return to the outermost facing points or send the appropriate line badge to the Station Master by a Porter/Pointsman provided for this purpose.*
- (iii) *At key locked stations the Pointsman/Line Jamadar for the facing points after having set and locked the points in accordance with the instructions of the Station Master on duty must either proceed to the station to deliver the key extracted from the points lock or send the points key to the Station Master on duty through a Porter/Pointsman provided for the purpose. The Station Master on duty on receipt of the same must check the key and satisfy himself that the points have been set and locked for the particulars line in accordance with his instructions and then order the Pointsman/Line Jamadar to return to the outermost facing points.*

NOTE:- (i) *Where an Electric key Transmitter is provided the Pointsman/ Line Jamadar must, transmit electrically the key extracted from the points back to the Station Master on duty.*

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

(iii) *At modified key-locked station the pointsman/Line Jamadar for the facing points will insert the key extracted from the advance facing points lock in the lock on the post of the Home signal.*

(iv) *The Pointsman/Jamadar for the facing points, after the line badge or lock key, as the case may be, has been delivered to the Station Master, and at modified key-locked stations after the key has been inserted in the lock on the post of the Home signal, must then station himself at the outermost facing points and exchange signals with the station master on duty by waving a green flag by day and a green light by night to signify that the points have been correctly set and locked in accordance with his instructions. The Pointsman/Jamadar at the trailing points must also exchange signals with the station master on duty in a similar manner to signify that the points have been correctly set in accordance with his instructions.*

(e) Taking 'OFF' Approach signals :-

- (i) *After the Station Master on duty observes the green signal of the pointsmen/Line Jamadars at the facing and trailing points, and in addition where points indicators are provided after he has personally satisfied himself by observing such points indicators that the points are correctly set in accordance with his instructions, he must exchange signals in the manner described in S.R. 5.01 (11) (d) (v) above, first with the pointsman / Line Jamadar at the trailing points and then with the Pointsman /Line Jamadar at the facing points. The Station Master must then take 'OFF' or authorise the taking 'OFF' of the Home signal and only after this has been done the Outer Signal will be taken 'OFF'.*
- (ii) *At all non-interlocked stations the facing and trailing points must be manned for the passage of each train irrespective of whether trains cross or not.*

NOTE :- *At non-interlocked key locked stations the trailing points need not be manned.*

(f) Display of hand signal at the Facing Points :- *As the train approaches the pointsman/Line jamadar must :-*

- (i) *If the points are provided with points indicators, hold his flag or hand signal lamp in such a manner that the flag or hand signal lamp cannot be seen by the Loco Pilot and*
- (ii) *If there are no points indicators, display a green signal towards the approaching train.*
- (iii) *The pointsman manning the facing points for incoming trains shall not leave them until the train is clear of the fouling mark. After the train has arrived at the station, the pointsman will show :-*
 - (a) *A green hand signal towards the station if the train has arrived complete and is clear of the fouling mark, and*
 - (b) *A red hand signal towards the station –*
 - (i) *In case the train has not arrived complete and/or*
 - (ii) *When it is not clear of the fouling mark.*

The Station Master on duty should make it a point to note what signals are given by the pointsman at the facing point.

(g) Unlocking of Points :-

- (i) After the train has arrived and cleared all points and crossings and if no orders for shunting have been given by the Station Master on duty, the pointsman/Line Jamadar must unlock all points (other than permanently locked points) over which the train has passed, set them in their normal position and return the points key or keys to the Station Master on duty along with the Station Master's metal line label and get back his own badge.
- (ii) At key-locked stations when the outermost facing points need to be re-set to the normal position, the Pointsman/Line jamadar after obtaining the key from the Station Master on duty must reset the points in their normal position and return the main key to the Station Mater on duty.
- (iii) At modified key-locked stations the Pointsman /Jamadar must extract the key from the lock on the post of the Home signal, unlock the points over which the train has passed, extract the appropriate line key from the Triple H.P.Key lock, reset the points in their normal position, return to the station and make over the line key to the Station Master on duty.

(h) Setting and Locking of Points for outgoing Trains and Exchanging signals before starting –

- (i) Before giving the 'Authority to proceed' (where such is required) for a train to start from a station the station Master on duty must exchange signals, in the manner described in S.R. 5.01 (11) (d) (v), with the Pointsman/Line jamadar at the trailing points, to satisfy himself that all points are correctly set and facing points, if any, locked. From the time the Pointsman/Line Jamadar exchanges this hand signal with the Station Mater on duty till the train leaves the station, the Pointsman/Line jamadar is personally responsible for ensuring that no alteration is made in the position of the points after they have been correctly set.

NOTE : If there are any facing points at the trailing end of the yard which are not permanently locked points, line labels and line badges must be exchanged before the station master on duty gives permission to start the train.

- (ii) At key locked stations the Station Master on duty must satisfy himself that he has in his possession the relevant key/keys of the Points locks before giving permission to start for an outgoing train.

- (i) **Permission to Start –** After the Station Master on duty exchanges signals with the Pointsman / jamadar and, at stations where points indicators are provided after he has personally satisfied himself by observing the points indicators that the points are correctly set in accordance with his instructions he must order the starting signal, if provided, to be taken 'OFF' and must then only give permission for the train to start.

The Pointsman/Jamadar after the passage of the train must set all points in their normal position and return to the station.

NOTE : At modified key-locked stations the instructions contained in S.R. 5.01 (11) (h) (i) above must be observed.

- (j) **Train Running through a station :-** The special responsibility of Station Master on duty in regard to setting and locking of points for a running through train is laid down in Subsidiary Rules 4.11 (ii) and 5.01 (5).

(k) Trains Crossing at a station :-

- (i) When two trains are to be crossed at a station, the Station Master on duty must, before the arrival of either train, decide which train, he will admit first and then give the necessary orders for the admission of both trains to the Pointsman/Line Jamadars on duty at either end in each others presence and hearing stating distinctly the line on which each train is to be received, which of the train is to be received, first and whether the second train is a stopping or a run through train. The Pointsman/Line Jamadars must repeat the instructions given to them and the Station Master on duty must assure himself that his instructions have been correctly understood. He must then give to each Pointsman/Line Jamadar the proper keys of the facing points over which the approaching trains have to pass and the line label if any, for that line.
- (ii) The Pointsman/Line Jamadars must then comply with the rules laid down in para (c) (i) and (ii) above. The outermost facing points over which these trains will have to pass must be so set and locked that under no circumstances can the two trains meet on the same reception line. Thus if the facing points at one end of the station are set and locked for the straight line, the facing points at the other end of the station must be set and locked for the loop.

NOTE:- This rule applies also at interlocked stations where the layout and interlocking arrangements permit its application.

- (iii) At interlocked stations when two trains cross the first train as far as possible be received on loop line in which the cross-over at trailing end can be set for the sand hump/dead-end and further except where a stopping passenger train has to be brought on the platform loop the sequence of the reception of trains should as far as possible be such that the far end points can be set to the sand hump/dead end while receiving a train.
- (iv) The Station Master on duty must then satisfy himself that his orders have been carried out in accordance with paras (d) (iv) and (v) above, and must personally make sure by observing the points indicators, where provided, that the points are correctly set in accordance with his instructions. He must then exchange signals in the manner described in S.R.5.01 (11) (d) (v), with the Pointsman/Line Jamadar at both ends and then only take 'off' or authorise the taking 'OFF' of the reception signals for the train which he has decided to receive first. After the first train has arrived complete and stands clear of all points and crossings and signals have been replaced to 'ON' the Station Master on duty must arrange for signals to be taken 'OFF' for the reception of the second train into the station.
- (v) After each train has arrived complete and if no orders for shunting have been issued by the Station Master on duty, each Pointsman/Jamadar must display a red signal towards the station, unlock the points passed over by the incoming train which he has admitted, set them for the departure of the outgoing train and then change the red hand signal to green as an assurance to the Station Master on duty that the points are correctly set for the departure of the train.
- (vi) The Station Master on duty must not give permission for the trains to start until the rules laid down in sub-clause (j) and (i) above have been complied with.

(12) *Line Labels and Line Badges to be exchanged at certain key locked and modified key-locked stations-where the outermost facing points are key locked but other points leading on to additional running lines are not key-locked, line labels and line badges must be exchanged as is done at non key-locked stations.*

(13) **Special instructions for stations where Line Reception and intimation Books are in use :-** *Special instructions for the exchange of Station Master's Line Number Labels and Line Jamadar's Line clear Badges / Pointsman's Line Number Badges at non-interlocked Junction stations where Line Reception and intimation Books are also in use, will be issued separately.*

(14) **Procedure for crossing two passenger trains at a station on the single line where there is only one platform.**

(i) **When both passenger trains are booked to stop at the station :-**

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

(b) *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 there after be despatched from the non-platform line.*

OR

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

OR

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

(ii) **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.*

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

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

(v) **Crossing on Single Line :-** *In case of a crossing on single line, the first arriving train should always be received on the loop line provided it does not involve reception of stopping passenger train on a non -platform line.*

NOTE: (1) *When the train is being backed the Guard must remain all the time in the brake van and must exhibit the necessary signals to the Loco Pilot.*

(2) *The method of crossing to be followed at B.G. or M.G. stations must be clearly indicated in the Station Working Rules of the particular station, keeping in view the local condition.*

(15) Procedure for crossing three trains at a two line station :- At a station having only two lines and one platform, three trains must not be crossed if two of the trains are carrying passengers. Two goods trains and a passenger or mixed train may, however, be crossed at such station, and the following is the procedure to be adopted :

- (i) The first train (which must always be a goods train) to arrive must be received on the outer line, and the second train on the platform line. For the reception of these trains points must be set as prescribed in S.R. 5.01 (11) (K) (ii). Should the second train to arrive be a passenger or mixed train, the goods train standing on the outer line must be backed or drawn ahead, as the case may be, clear of the outermost points in the direction opposite to that from which the third train will arrive. The third train, after first being brought to a stand at the First stop signal vide G.R.3.41 will then be admitted on to the outer line. The passenger or mixed train must then be started from the station line and the first train backed or drawn ahead, as the case may be into that line and so clearing the section for the departure of the third train.
- (ii) If the second train to arrive be a goods train it must be detained at the First stop signal, until the passenger or mixed train (the third train) has come to a stand at the platform. The second line must then be cleared as directed in clause (i) above and the goods train admitted on to it, the trains then being dispatched as directed in clause (i).

(16) Precaution to be taken when backing trains :- Before a second train is backed on to the platform line, the points which will be facing to the backing train must be properly set and locked, and before giving the signal to back, the station Master must satisfy himself, by hand signals from the points and by the points indicators if provided, that the points have been correctly set.

(17) Station Master's instructions to Pointsmen / Jamadars :-

(a) Single Line- The station Master on duty must instruct the Pointsmen/Jamadars (for each end of the yard) in the presence and hearing of each other about:-

- (i) The description and number of the train and the name of station from which it is approaching.
- (ii) the line on which the train is to be received, and whether it will be stopped or will be run through.
- (iii) the train to be received first in the event of crossing, the respective lines on which they will be received and the particular method of crossing to be followed.
- (iv) setting and locking of points for the reception and dispatch of each train.
- (v) shunting to be done, if any; and
- (vi) the level crossing Gates, if any, required to be closed and locked.

Both the Pointsmen/jamadars will repeat to the station Master on duty the instructions received to show that they have understood them correctly.

(b) Double line :- The Station master on duty must give such instructions to the staff as may be prescribed in the station working rules.

(18) Special Rules :- Rules for working of particular stations and of interlocked points and signals are included in the station working Rules and Appendices there to.

(19) Assurance Register :- The Station Master shall maintain an Assurance Register in which a certificate in writing has to be recorded for all staff who are in any way connected with train passing duties. The Station Master is responsible for the correct maintenance of this register and must ensure that the requisite certificate has been entered in the assurance register before any staff connected with train passing duties is allowed to take up his duties independently.

In the case of illiterate staff, the Station Master must read over and clearly explain the working to the staff concerned and must certify in the Assurance Register to that effect. He shall also obtain the thumb impression of the staff concerned as proof that this has been done.

Fresh Declaration :- Fresh declaration for the Station Working Rules shall be obtained from the staff concerned and duly certified by the Station Master in the following cases-

- (i) *A new member of such staff, as are concerned, joins the station.*
- (ii) *When there is any change in the Station Working Rules.*
- (iii) *When a member of the staff or a relieving hand resumes duty at a station after an absence of fifteen consecutive days or more.*
- (iv) *Staff of one category are required to perform duties of another category.*

5.02. SUPPLY OF COPIES OF RULES AND DISTRIBUTION OR EXHIBITION OF OTHER DOCUMENTS - The Station Master shall see -

- (a) **that every railway servant subordinate to him who should be supplied with a copy of authorised translation of these rules under Rule 2.01 duly receives the same;**
- (b) **that the Working Time Table in force together with all correction slips and appendices, if any, working rules and instructions, and other notices having reference to the working of the line, are properly distributed or exhibited in such manner as may be prescribed under special instructions;**
- (c) **that both the sheet time tables and fare lists are correctly exhibited at the station if it is open for the booking of traffic; and**
- (d) **that copies of the Act, and the Goods and Coaching Tariffs are available for inspection by the public.**

5.03. OBEDIENCE TO ORDERS AND KEEPING OF BOOKS AND RETURNS- The Station Master shall see that all orders and instructions are duly conveyed to the staff concerned and are properly carried out, and that all books and returns are regularly written up and neatly kept.

5.04. SIGNAL CABINS -

- (1) **The Station Master shall make himself thoroughly acquainted with the duties of the staff employed in the signal cabins, if any, at his station and shall satisfy himself that they perform their duties correctly, and in order to maintain an effective supervision over the said staff, frequently visit the signal cabins.**
- (2) **The Station Master shall ensure that the prescribed equipment is readily available in signal cabins and maintained in good working order.**
- (3) **Signal cabins shall be kept neat and clean and no unauthorised person shall be permitted to enter such cabins.**

SR. 5.04 :

- (1) *The staff in signal cabins are designated as cabin Assistant station Master, Switchman, Cabinman and Levermen.*
- (2) *Cabin Assistant Station Master is a person appointed to hold charge of a signal Cabin and pass train on Electric Block Instrument or otherwise with or without assistance of any other staff.*
- (3) *Switchman is a person appointed to hold charge of a Signal Cabin and to pass trains on Electric Block Instrument or Electric speaking instrument and also to work the levers in the cabin.*

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.

SR. 5.06 :

- (1) (a) *The Station Working Rules of all stations shall be prepared and issued by the office of the Divisional Railway Manager. Station Working Rules of every station shall be issued duly signed by the Sr. Divisional Operations Manager or Divisional Operations Manager and Senior Divisional Signal and Telecommunication Engineer/Divisional Signal & Telecommunication Engineer under their designations.*
- (b) *The Stations on electric traction territory, separate Station Working Rules pertaining to 25Kv. Traction applicable to each station shall also be provided duly signed by the Senior Divisional Electric Engineer (Traction Distribution)/Divisional Electrical Traction Engineer (Traction Distribution) and Sr. Divisional Operations Manager/Divisional Operations Manager as appendix 'G' of SWR.*
- (c) *Ensure that SWRs are as per format circulated vide Board's letter mentioned in bracket (No. 2000/Safety (A&R)/19/36 dated 27.10.2005).*
- (d) *Even Station Working Rules to which corrections have not been issued shall have a proforma index for correction slips.*
- (e) *SWRs framed as per prescribed format, should be issued afresh after every five years or after issue of five amendment slips and reviewed as and when required.*
- (f) **The following uniform procedures in preparation of SWR shall be adopted-**
 - (1) *The Working Rule Diagram and appendix relating to description of signals, points and their working etc. will be prepared by Sr. DSTE/DSTE/DSTE (Con)'s office [if work is commissioned by his unit] based on the approved engineering and signalling plans. The working Rule diagram should bear the relevant references of the approved signalling and engineering scale plans. The Working Rule diagram should strictly confirm to the approved engineering plan and signalling plan. On the tracing paper of the Working rule Diagram Sr. DOM/DOM and Sr. DSTE/DSTE and DSTE (Con) [if work is commissioned by his unit] will sign with their full signature and date. The Rule Diagram shall be numbered. This number and one referred to in the SWR must tally in all cases.*
 - (2) *Sr. DSTE/DSTE and DSTE (Con)[if the work is commissioned by his unit] will provide a detailed note to Sr. DOM/DOM, explaining the specific provisions in the Signalling system and changes involved in the working of signalling equipments by traffic staff. Sr. DOM/DOM will ensure that the changes are included in the operating portion of the Station Working Rules adequately.*
 - (3) *On all the pages of the appendix relating to description of signal levers and working of points and signals, Sr.DSTE/DSTE and DSTE (Con) [if work is commissioned by his unit], and Sr.DOM/DOM will append their respective full signatures with date.*

- (4) *The draft working rules are to be prepared by Sr. DOM/DOM assisted by the staff attached to his office. The draft working rules will then be sent to Sr.DSTE/DSTE for scrutiny. After the draft working rules are studied and Okayed by Sr. DSTE/DSTE, the working rules will be typed on PC and kept in floppy.*
- (5) *On the first page of the working rule, the date of issue of the working rule should be clearly mentioned on the top followed by the correction slip nos. issued so far alongwith the respective dates of issue of each correction slip. It means that every time the correction slip is issued, the first page of the working rule should also be retyped indicating the latest correction slip No. and the date of issue of correction slip.*
- (6) *On each page of the working rules, Sr. DOM/DOM will append his full signature. At the end of the main portion of the working rules, Sr. DSTE/DSTE and DSTE(Con) (if work is commissioned by his unit) and Sr. DOM/DOM shall append their respective full signature.*
- (7) *Sr. DOM/DOM will put his full signature on all the pages of the other appendices.*
- (8) *Copies taken out from the PC only will be distributed to station staff. This is necessary to ensure clarity.*
- (9) *Whenever any change is made in the working rule diagram, the diagram should be numbered showing the original No. suffixed by alternation No. 1,2 etc. as the case may be and signed by Sr. DSTE/DSTE and DSTE (Con) [if work is commissioned by his unit] and Sr. DOM/DOM. Whenever any correction is made on the working rules, the entire page containing the correction should be retyped on. On the top of this page, which is retyped incorporating the correction, the correction slip no. and date of issue of the correction slip should be clearly indicated. The pages issued under correction slip should be signed by Sr.DSTE/DSTE, DSTE (Con) and Sr.DOM/DOM.*

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 forms 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 there for shall be recorded in the station diary.**

5.08. ACCESS TO AND OPERATION OF EQUIPMENT - No unauthorised person shall be permitted to have access to or operate signals, points electrical block instruments and electrical communication instruments or any other appliances connected with working of the Railway.

- SR.5.08:** (1) *For the operation of Section or Isolator Switches in emergencies, every Station Master, Cabin Assistant Station Master and Switchman shall be trained in the operation of these switches. They shall open or close such switches when called upon to do so by the Traction Power Controller.*
- (2) *No switch affecting the feed to main running line or loop line(s) shall be closed or opened without the previous consent of the Traction Power Controller. An exception to this rule is that these switches may be opened in times of emergency by trained Station Masters/Cabin Assistant Station Masters, and Switchmen. All operation of section or isolating switches shall be reported to the Traction Power Controller in every case.*

5.09. RECEPTION OF A TRAIN ON AN OBSTRUCTED LINE -

- (1) In case of reception of a train on an obstructed line, the Station Master shall –
 - (a) whenever possible, intimate the Loco Pilot through the Station Master of the station in rear that the train is to be received on an obstructed line;
 - (b) ensure that the signal or signals controlling the reception of the train are not taken 'OFF'; and
 - (c) ensure that all the points over which the train has to pass are correctly set and the facing points locked.
- (2) After the train has been brought to a stand at the relevant Stop signal, it may be received on the obstructed line by -
 - (a) authorising the Loco Pilot to pass the Stop signal at 'ON' by taking 'OFF' the Calling-on signal, where provided; or
 - (b) authorising the Loco Pilot on the signal post telephone, where provided, to pass the Stop signal at 'ON', in accordance with special instructions; or
 - (c) authorising the Loco Pilot to pass the relevant signal or signals at 'ON' through a written authority to be delivered by competent railway servant who shall pilot the train past such signal or signals.
- (3) The train shall be brought to a stand at the facing points leading to the reception line until hand-signalled forward by a competent railway servant.
 - (a) 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.
 - (b) The Loco Pilot should keep his train well under his control and be prepared to stop short of any obstruction.

SR.5.09: (1) *when a train is to be received on an obstructed line the procedure detailed in G.R. 5.09 (1) (a), (b), (c) must be followed with the following additional precautions :-*

- (a) *The authority in writing required vide G.R.5.09(2) (c) sent to the Loco Pilot must be in the prescribed form No T/509. The written authority is dispensed with when train is being received in accordance with provision of G.R.5.09 (2) (a) or (b). while intimating the Loco Pilot at rear station in compliance to 5.09 (1) (a) this must be in writing in the form of a memo.*
- (b) *The station Master on duty must personally take his stand at a distance of not less than 45 meters from the point of obstruction exhibiting a hand danger signal to indicate to the Loco Pilot where to bring his train to a stand.*

5.10. RECEPTION OF A TRAIN ON A NON-SIGNALLED LINE –

- (1) Should it be necessary, in an emergency, to receive a train on a line which is not signalled for reception, the Station Master shall ensure that -
 - (a) the train is brought to a stand at the first Stop signal;
 - (b) the line on which it is intended to receive the train is clear upto the trailing points or upto the place at which the train is required to come to a stand;
 - (c) all the points over which the train has to pass are correctly set and facing points locked; and

- (d) the Loco Pilot is authorized to pass the approach Stop signal at 'ON' through a written authority to be delivered by a competent railway servant who shall pilot the train on to the non-signalled line.
- (2) The Loco Pilot, while entering a non-signalled line, shall proceed cautiously and be prepared to stop short of any obstruction.

SR.5.10:

- (i) Whenever a train is to be received on a non-signalled/non-running line, the Station Master, must whenever possible while granting line clear for the train, intimate the Station Master, at the other end for communication to Loco Pilot that the train will be received on a non signalled/non running line. The Station Master at the other end must inform the Loco pilot in writing and obtain his acknowledgement.
- (ii) The competent railway servant who shall be deputed to pilot the train on to the nominated non-signalled/non-running line will be the Pointsman / Line Jamadar. He shall deliver the written authority on the prescribed form to the Loco Pilot of the train authorising him to proceed cautiously and pass the signal concerned at 'ON'. He will himself travel on the footplate of the engine.
- (iii) The Railway Servant deputed to pilot the train shall be directly responsible to ensure that the points over which the train has to pass are correctly set and facing points locked.
- (iv) The prescribed manuscript as written authority to be sent out to the Loco Pilot for reception of train on a non signalled/non-running line shall be worded as under –

Authority for reception of a train on a non-signalled/non - running line	
Station.....	Form No.....
	Date.....Time.....
To, The Loco Pilot of Train no.....Up/Dn.	
<p style="text-align: center;">You will be received in non-signalled/non-running line on the authority of hand signal given by the person piloting your train. All the points are set and locked for reception of your train in line no..... .</p>	
Signals(#)..... if any, may be passed on this authority at 'ON' position.	
Date.....	Signature of Station Master
<hr style="width: 20%; margin-left: 0;"/> Signature of Loco Pilot	
# Enter the name of signals if any which are required to be passed at 'ON'.	

5.11. DEPARTURE OF A TRAIN FROM A NON-SIGNALLED LINE -

- (1) In the event of a train having to be started from a line not provided with a Starter signal, the Loco Pilot shall be given a written permission to start:
- Provided that such permission may be dispensed with where a tangible authority to proceed is given to the Loco Pilot.
- (2) The written permission or the tangible authority to proceed referred to in sub-rule(1) shall not be given unless all the points for the departure of the train have been set and the facing points locked.

SR.5.11: (a) *At a Station where the departure of a train is controlled by fixed signals, when a train is required to be started from a non-signalled/non- running line it must be piloted by a Pointsman/Line Jamadar with a written authority from the Station Master on the prescribed form No T/511, up to the points where the train engine comes on to a running line from where the train can proceed onwards. The Railway servant piloting the train shall be directly responsible to ensure that the points over which the train has to pass are correctly set and facing points locked.*

(b) *In addition to the Tangible authority to proceed referred to in SR 5.11 (a) an authority to start on prescribed form T/511 shall also be issued to the Loco Pilot as an authority for moving his train from the line on which it is standing.*

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 facing points locked.**

SR. 5.12: *The written permission referred to in GR 5.12 (1) & (2) shall be on the prescribed Form No.T/512, Authority to start from a Line with Common starter signal.*

5.13. CONTROL OF SHUNTING -

- (1) **Shunting operations shall be controlled by fixed signals or hand signals or by verbal directions.**
- (2) **The Loco Pilot shall not, however, depend entirely on signals and shall always be vigilant and cautious.**
- (3) **The speed during shunting operations shall not exceed 15 kilometres an hour unless otherwise authorised by special instructions.**

SR.5.13:

- (a) *Where shunting is necessary, following further precautions will apply:-*
 - (i) *Maximum impact speed when shunting a single roller bearing fitted stock must not exceed 5 kmph.*
 - (ii) *Maximum impact speed when shunting a group of roller bearing fitted stock coupled together, the speed should not exceed 2.5 kmph.*
- (b)
 - (i) *No shunting operations which may foul or extend on to any of the running lines of a station must be permitted, unless the outer and/or home signals applicable to those lines are at 'ON'.*
 - (ii) *At originating/ loco changing stations where the movement of loco is controlled by fixed signals, attaching / detaching on the train shall be under personal supervision of Loco Pilot / Asstt. Loco Pilot and displaying hand signal by Traffic Porter / Pointsman / Shuntman will not be required. Loco Pilot / Asstt. Loco Pilot will be responsible for coupling / uncoupling and connection / disconnection of train pipe as enumerated in SR 4.57. At roadside stations, such attaching / detaching shall be done by station staff.*
 - (iii) *When hand signals are used, only red and green flags or light must be shown.*

- (iv) *Hand signals used for shunting operations must be shown from the ground near the train or engine that is being, shunted by traffic staff in-charge of the shunting. On no account must shunting operations, other than engine movements, be directed by Hand signals exhibited from signal boxes or Cabin.*
- (v) *No engine should be allowed on any running line at 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.*
- (vi) *When shunting is to be done for attaching or detaching of coaches of passenger carrying train, the shunting engine must come to halt 20 meters away from the train and move thereafter. Similarly, the train engine or the banking engine or assisting engine should also come to a stop 20 meters away from the train and then proceed very cautiously for being attached to the train or otherwise as necessary.*

5.14 RESPONSIBILITY FOR SHUNTING - The Station Master shall see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger.

SR.5.14 :

- (1) **The following practices are strictly prohibited:-**
 - (i) *Shunting must on no account be done at both ends of a train at the same time.*
 - (ii) *Riding on buffers, hand brake gear, or screw coupling of vehicles, or on the cow catchers of an engine.*
 - (iii) *Hand shunting by Contractor's or Trader's employees unless supervised by the Station Master on duty or other responsible Railway staff.*
 - (iv) *Passing under vehicles during shunting operations.*
 - (v) *Sheltering under wagons.*
- (2) *At all interlocked stations during shunting operations the facing points lock levers of the relevant points shall be pulled to ensure locking of the points.*
- (3) *At all interlocked and non-interlocked stations facing points must be correctly set as well as locked during shunting operations on all trains. The official incharge of shunting shall be directly responsible for ensuring the above.*
- (4) *Subject to the provisions of Rule 5.19 (i), the shunting of train from one line to another, to give precedence to another train, or for any other purpose shall be conducted by the Guard under the orders of the Station Masters with the assistance of the shunting Jamadar where there is one. The Guard/Shunting Jamadar shall be responsible for seeing that the points over which train has to move are properly set and secured also for giving the proper signals.*
- (5) *No person other than the Guard (or shunting Jamadar where available) shall give a signal to Loco Pilot to shunt. Guard shall assist the Loco Pilot by applying his brake, if necessary, and the Loco Pilot shall signal with his engine whistle as soon as the engine is clear of the Main Line.*
- (6) *The Station Master shall issue Form T/806 which shall be signed by the Guard/Shunting Jamadar and the Loco Pilot for shunting of all trains from a running line to a siding, from one running line to another or on the same line if such shunting fouls the facing and trailing points at either ends, unless such movements can be governed by the fixed signals. When, however, one fixed signal governs, movements from more than one line or siding, Form T/806 must be issued. If the Loco pilot is illiterate the Guard shall personally hand over and explain Form T/806 to him.*

- (7) *The station Master shall also issue T/806 wherever:-*
- (a) *Signal Governing such shunting is defective and*
 - (b) *There is no advanced starter and the starter is the last stop signal.*
- (8) (i) *In case, however, of a train shunted engine foremost into a dead-end siding, an order on form T/806 written and signed by Station Master and countersigned by the Guard/shunting Jamadar shall be sent to the Loco Pilot to back his train out of the siding. The Loco Pilot on receiving the written order will comply with it when the proper signal has been exhibited by the Guard/shunting Jamadar.*
- (ii) **Light on buffer stops of dead end:-** *No red Lights on buffer stop shall be used in places where such lights can be seen by Loco Pilot of running trains, either on entering or leaving station. Only "white" light shall be placed on such buffer stops and a list of stations where white buffer lights are provided is embodied in the working Time Table for the guidance of Loco Pilots.*
- At terminal and other stations not included in the list where buffer lightes are provided, they shall show red.*
- (9) *Whenever an engine has to be attached on to vehicles, at night, the Guard/Shunting Jamadar conducting the shunting shall show a white light on to the stationary vehicle from the Loco Pilot side, when the engine is near the vehicle.*
- (10) *When carriages or wagons have to be attached or detached at stations where there is no Shunting Jamadar, the Guard shall proceed with that portion of his train which has to pick up or detach the wagons or carriages, and show the proper signal to the Loco Pilot. During the hours of darkness and before commencing to detach or attach vehicles the Guard shall proceed to the engine and notify the Loco Pilot that he is present. At stations where there are Shunting Jamadars the work of attaching or detaching vehicles shall be performed by the Shunting Jamadar on duty who shall give necessary signal to the Loco Pilots after taking orders from the Station Master. Person in charge of shunting will ensure that attachment/detachment is being done as per the proper marshalling order and couplings/hose pipes are properly attached.*
- (11) *At any station where AYFs/Shunting Jamadars are provided, if shunting on through trains is to be performed by Guard of the train, this may be permitted and suitable provision incorporated in the station working rules.*
- (12) *When shunting operations are not governed by fixed signals, the correct setting and locking of points and the permission to commence a shunting movement shall be indicated by the Cabin/the ground Frame goomty by displaying a green signal to the Guard/Shunting Jamadar supervising the Shunting movement. On completion of the shunting movement and after clearance of all fouling marks the person in charge of shunting operations shall show a 'red' signal to the cabin/ground frame goomty which shall be acknowledged by showing a 'red' hand signal as a fact that shunting operation has been completed.*

Before signalling completion of a shunting movement, the person incharge of shunting operations shall be responsible to ensure that all fouling marks with adjacent lines are kept clear for movement, unless specifically authorised in writing to the contrary by the station Master on duty.

During day time, in absence of red flags, danger hand signal shall be given by the person in charge of shunting operations by raising both arms with hands. During night, hand signal lamps must be used to exhibit the signals.

(13) *Shunting Movement on emergency cross over points involving both up and down lines should not be permitted without padlocking the point wherever facing point locks are not provided. The Station Master on duty of the concerned station shall exchange a private number with the section controller as an assurance that the relevant facing points have been set and locked.*

(14) *The responsibilities for the supervision of shunting of passenger carrying trains should not vest with an official below the rank of Shunting Jamadar.*

Normally Guard will be responsible to ensure safe shunting operations of trains. Where Guard is not involved with shunting operation of passenger carrying trains, Station Master or in his absence, an official not below the rank of Shunting Jamadar to be deputed for shunting.

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.**

5.16. SHUNTING DURING RECEPTION OF TRAINS - When signals have been taken 'OFF' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass.

SR. 5.16: *Shunting during reception/dispatch of trains – When signals have been taken 'OFF' for an incoming/outgoing train on /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 on stations where frequent shunting movement take place and where such points are protected by Stop signal or by a Shunt signal or by a Stop Board with the precautions to be observed while performing shunting that :-*

- (a) *Shunting shall be carried out under the supervision of authorized competent railway servant.*
- (b) *Rake/Load should be fully vacuum/air brake.*
- (c) *The maximum speed during shunting operations shall not exceed 15 KMPH.*

5.17. SHUNTING NEAR LEVEL CROSSING- The railway servant in charge of shunting near or across a level crossing, before giving permission to the Loco Pilot to move his train across it, shall ensure that the level crossing gates have been closed and locked against road traffic.

5.18 DRAWING OF A TRAIN TO AN ADVANCED POSITION —

- (1) **A train waiting for an authority to proceed shall not be allowed to draw out up to an Advanced Starter for dispatch, except where track circuit or Axle Counter has been provided between the Starter and Advanced Starter to indicate the presence of a train in advanced position.**
- (2) **The provision of sub-rule (1) shall not apply in case of shunting of a train within a station section itself.**

SR.5.18 :

Drawing of a train, waiting for an authority to proceed, upto a Starter in an advanced position or upto an advanced starter is totally prohibited under following conditions:-

- (i) *in thick, foggy or tempestuous weather impairing visibility even if track circuits or axle counters indicate the presence of the train in the advanced position, and*
- (ii) *At night when track circuits or axle counters have failed to indicate the presence of the train in the advanced position.*

5.19. OBSTRUCTION OF RUNNING LINE -

- (1) **No railway servant shall commence any loading, shunting or any other operation by which a running line may be fouled or obstructed without obtaining the previous sanction of the Station Master or of other railway servant nominated in this behalf under special instructions, who shall see that all necessary steps are taken for the protection of traffic while such operation is being carried on and the necessary signals are kept at 'ON' until the obstruction is removed.**
- (2) **A sand hump or snag dead end shall not be obstructed for any purpose and when it has become obstructed, it shall cease to be a substitute for the adequate distance for the purpose of taking 'OFF' signals.**

SR.5.19 :-

- (1) (a) *In the ordinary course vehicles must not be allowed to stand on a running line. If, however, a running line is obstructed by a vehicle or vehicles left standing on it, the Station Master on duty must:-*
 - (i) *immediately inform the cabin Assistant Station Master/Cabinman concerned of this fact and exchange private numbers.*
 - (ii) *make a suitable entry in the Station diary and Train Signal Register indicating the date, time and the line obstructed;*
 - (iii) *at interlocked stations provided with cabin/cabins, if interlocking permits, the Points leading to the line on which vehicles are stabled must be set against access to that line.*
 - (iv) *see that there is no delay in clearing the line so obstructed.*
- (b) *When the obstruction is removed and the running line cleared, the Station Master on duty must:-*
 - (i) *immediately inform the Cabin Assistant Station Master/Cabinman concerned of this fact and exchange private numbers.*
 - (ii) *make a suitable entry in the Station Diary and Train Signal Register indicating the date, time and the line from which the obstruction is cleared.*
- (2) (i) *When a running line is blocked by stabled load wagon, vehicle or by a train which is to cross or give precedence to another train or immediately after the arrival of a train at the station etc. the points in rear on double line sections and at either end on single line sections should be immediately set against the blocked line except when shunting or any other movement is required to be done on that line.*

If all the lines at a station happen to be blocked when line clear has been granted to a train, the points should be set for the line occupied by a stabled load or a goods train in that order so that, in case of mishap, the chances of casualties are minimised. In case all the lines at a station are occupied by passenger trains, points should be set for a loop

line to negotiate which the speed of the incoming train would be reduced which, in turn, minimise the consequences casualties, while doing so points may be set for a loop occupied by a train, if any, whose engine is facing the direction of approach of the incoming train rather than for the loop occupied by a train where a passenger train coach, will, in the case of a collision receive the impact. These precautions shall be taken in addition to the observance of other precautions like use of lever collars etc.

When a line is blocked by a stabled load or obstructed with vehicle etc. the said points must also be clamped and padlocked and the key kept in the personal custody of station master on duty. This will, however, not apply to station with fully track circuited running lines.

- (ii) At the time of handing over charge of his duty, the outgoing Station Master/Assistant Station Master must personally apprise his relief the condition of all the running lines in his jurisdiction and must indicate by entry in the Station Diary the exact condition of each running line. The incoming Station Master/Assistant Station Master must not sign the Diary as having taken over charge of the station until this entry has been made.
- (iii) The existence of such an entry does not absolve the Station Master (on duty) of his responsibility to personally ensure that the line is clear before receiving a train.
- (3) Subsidiary Rule 5.19 (1)(a)(ii) and (1)(b)(ii) applies also to the Yard Master/Assistant Yard Master and cabin Assistant Station Master/ Cabinman, who must make similar entries in the Yard Diary and Cabin, Diary or Cabin Log book.
- (4) Hand shunting of vehicles outside station limits is only permitted under an Engineering Department or Signal Department block by an Official not below the rank of section Engineer (p/way) Inspector in independent charge of a section or a Section Engineer (Signal).
- (5)
 - (i) Lever collars and slide collars have been provided in the cabins working signals and in the Station Master's office respectively to serve as an aid to memory and to give a visual indication of the condition of the line to the station staff entrusted with train passing duties. Where, however, the line is track circuited either wholly or between the Starters, the use of such devices by the Station Master / Cabinman will not be necessary unless the track circuiting has failed.
 - (ii) **Lever collars should be used by Cabinman / Station Master (Cabin) and slide collars/ stop plugs by the Station Master on duty at the Station under the following circumstances:-**
 - (a) When a load is stabled on a running line.
 - (b) When a train is detained on a running line to give precedence to or to cross another train,
 - (c) When running line is blocked by Engineering or signalling department.
 - (d) When a running line is obstructed due to any other cause for more than 15 minutes.
 - (e)
 - (i) When the circumstances enumerated in clause (b) above arise, the Cabinman / Station Master (Cabin) is personally responsible to ensure that a lever collar is placed on the lever working the points / signals/ lock bars connected to the obstructed lines. Similarly the Station Master on duty at the station is responsible to ensure that a slide collar / Stop plugs is placed on the slide / hole etc. on panel pertaining to the line which is obstructed.
 - (ii) At stations where signals are worked from the Station Platform but not worked by Cabinman, the Station Master on duty must ensure that lever collars are placed on the levers working signals as required under SR.5.19 (5) (ii).

E.C.RAILWAY

- (f) *As soon as the obstructed line is cleared, the Lever collar and slide collar must be removed from the lever / slide concerned and kept under custody of the person using the same.*

Where one Home Signal applies to more than one line the safety collar shall be fixed on the points lever concerned.

Whenever loads of trains are stabled on running lines suitable entries will be made in the Station Master's diary and the respective train signal and Log Registers.

Date	Train No	Time of blocking	Line No.	Load of train	Private Number		Signature
					SM	Cabin/CNL	

Date	Train No	Time of Clearance	Line No.	Load of train	Private Number		Signature
					SM	Cabin/CNL	

6. Loading and unloading on running lines –

A loose vehicle or vehicles shall not ordinarily be placed on running lines for loading and unloading. Vehicles may in exceptional circumstances be loaded or unloaded on running line provided-

- (i) *The prior permission of the Station Master, or if the section is controlled, of the controller is obtained.*
- (ii) *The vehicle are placed as near the station office as possible so as to be under the direct supervision of the Station Master on duty.*
- (iii) *Every wagon is spragged or chained and all hand brakes pinned down firmly.*
- (iv) *The Station Master personally satisfied as himself, before permission to approach is given for any train, that no packages are left fouling any running lines.*

NOTE : *In addition to above, G&SR 3.38 shall also be observed.*

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 gradient, 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.

SR. 5.20:

- (i) *At stations which are on or near gradients steeper than 1 in 500, no hand shunting must be done at the end of the yard where the gradient falls, unless it is not possible to do it at the other end.*
- (ii) *When it is extremely necessary to hand shunt on a falling gradient only one vehicle at a time must be moved and its proper protection against rolling must be ensured.*

- (iii) *When line clear has been granted for a train to approach in either direction, no hand or loose shunting shall be performed on the main line or on a non-isolated loop.*

5.21. LOOSE SHUNTING - Cranes, vehicles containing passengers, workers, explosives, dangerous goods or live stock or any other vehicle that may be specified under special instructions, shall not be loose shunted and no loose shunting shall be made against them.

SR. 5.21:-

- (a) **Loose shunting** - means vehicles being pushed by an engine and being allowed to run forward unattached. It includes hump shunting. No vehicle shall be loose shunted unless provided with an efficient hand brake or unless the vehicle is attached to at least one other vehicle fitted with an efficient hand brake. A loose shunted vehicle must be attended by a man to pin down the hand brake when necessary.
- (b) Loose shunting of vehicles against loaded passenger trains and vehicles containing passenger or live-stock or explosives is strictly prohibited.
- (c) Loose shunting of vehicles containing passengers, explosives dangerous goods or live stock, also those which are not provided with hand brakes is strictly prohibited. When loose shunting is necessary, each vehicle or set of vehicles must be brought under control by their brakes and must not be allowed to run with force against other vehicles. In no case must loose shunting be done where there is a possibility of vehicles escaping and fouling the main line, owing to a falling gradient.
- (d) **Fly shunting** - Fly shunting applies to two or more vehicles, not attached to each other, which, after receiving an impetus from an engine, have to be separated at the points while on the move by the points being sharply reversed between the vehicles in order to send them on the different lines. Fly shunting is prohibited on the East Central Railway, except for hump shunting in humpyards.

5.22. LEAVING VEHICLES IN SIDINGS OUTSIDE STATION LIMITS - No railway servant shall leave any vehicle in a siding outside station limits, unless the vehicle is clear of all running lines and, except under special instructions, unless the wheels there of are properly secured.

5.23. SECURING OF VEHICLES AT STATION : The Station Master shall see that vehicles standing at the station are properly secured in accordance with special instructions.

SR. 5.23 :

Precautions to be taken for stabling loads/trains and securing of vehicles/trains / locomotives at stations as well as securing of trains stranded in block section.

1. Action by Station Master /Traffic staff when vehicles/ load/train is to be stabled at station:-

- (a) *Ensure availability of adequate no. of Sprags, wooden wedges, safety chains and padlocks at their stations;*
- (b) *The vehicles /load/ train be chained and padlocked using at least **two chains** one at either end;*
- (c) **At least four Sprags/ wooden wedges** be used, two each below the outermost pair of wheels at either end;
- (d) *Hand brakes of at least 6 wagons from either end must be fully tightened. In case coaching vehicles are stabled, Guard's hand brakes in SLR(s) must be applied. The hand brakes must be operated by station staff such as Shunt man/Pointsman / Porters under the personal supervision of Guard, and in absence of Guard, under supervision of ASM/SM/Dy.SS/SS on duty;*

- (e) *The vehicles of stabled load / train should be coupled together. In case the stabled load has to be split for any reason, each such split part should be treated as a separate load for the purpose of securing;*
 - (f) *The point must be set, clamped and padlocked against the blocked line and towards dead end or trap point (if available). Scotch blocks must be used, if available. Vehicle should be placed within them and scotch blocks locked across the line and keys kept with Station Master.*
 - (g) *Stop collars must be placed on relevant signal and point buttons/slide/levers etc.;*
 - (h) *Remarks should be made in TSR and / or SM diary in Red ink to the effect that 'Line No. _____ is blocked and all precautions for securing the load have been taken as prescribed above;*
 - (i) *After any load/ train/ loco is stabled, the Station Master must inform the Section Controller supported by private number that all laid down precautions for stabling and securing the load/train/loco have been taken.*
- 2. Additional precautions to be taken while stabling vehicles/ load/ train at a station with gradient **steeper than 1 in 400** may have been prescribed under approved special instructions (by CRS) and mentioned in SWR of respective station. These should be followed scrupulously. In addition, following precautions must also be observed over and above those prescribed under approved special instructions:-**
- (a) *Before vehicles are uncoupled, the hand brakes should be applied, sprags/wooden wedges/skids should also be used to prevent vehicles from rolling down;*
 - (b) *As far as possible, the vehicles/load/train should be stabled on a line which is isolated from other lines, particularly running lines.*
- 3. Action by Loco Pilot/Assistant Loco pilot before leaving the loco in case load/ train is stabled with locomotive attached or light engine (s) is/ are shutdown or stabled:-**
- (a) *Application of both SA-9 and A-9 brakes;*
 - (b) *Application of hand brake and parking brake;*
 - (c) *Secure the loco with wooden wedges provided on the loco;*
- 4. (a) Loco pilot while on duty should not leave loco unmanned. In case he is required to leave the locomotive unmanned, he should do so only after receiving written authority from the Station Master/Yard Master and ensuring 3 (a), (b) & (c) above.**
- (b) *Before leaving the station/yard, the loco pilot and Guard should jointly record in a register to be maintained with Station Master that the load and loco have been secured as prescribed in para 1(a) to (i) above.*
- 5. Action to be taken by Loco pilot/Asstt. Loco pilot and Guard when the train is stalled in the block section due to accident, failure, obstruction or any other reasons: ----**
- (a) *Loco Pilot/Assistant Loco Pilot and Guard should protect the train as per provisions of G&SRs 6.03;*
 - (b) *The train should be secured by applying loco brakes (SA-9, A-9 & hand brake) and hand brakes of at least six wagons at either end of the train. The hand brake should be operated by Assistant Loco Pilot from leading end and by the Guard from the rear end. In case the train is being worked without Guard, the duties of the Guard shall devolve on the Assistant Loco Pilot. In case of coaching trains, the Guard should apply hand brakes of the SLR in addition to the application of loco brakes by the Loco Pilot.*

E.C.RAILWAY

- (c) If MR pressure starts dropping while train is stationary, loco pilot has to secure the loco with the wedges and in case of coaching train Guard has to secure the last vehicle with wedges.
- (d) Station staff, Guard, Crew and Section Controller should be aware of gradients of Stations/Yards/Siding and block sections.
- (e) Where shunting is necessitated, following further precautions will apply :-
- (i) Maximum impact speed when shunting a single roller bearing fitted stock must not exceed 5 KMPH
 - (ii) Maximum impact speed when shunting a group of roller bearing fitted stock coupled together should not exceed 2.5 KMPH

Note : If any load is stabled for 24 hours and more at station or yard should be re-examined by TXR for fresh BPC or Guard/Loco Pilot will check the continuity of air pressure / vacuum from engine to last vehicle and will ensure that sufficient brake power is available for its further movement.

- (6) At stations, where load / train is stabled, the Stabling Register at such stations shall be maintained in the following format -

STABLING REGISTER

S.No.	Date	Line No. (Runing line/ Non running line	Type of load	Stabling time	Whether minimum two safety chains & padlock used	Whether at least 4 sprags/wooden wedges used, to each below the outermost pair of wheels at either end	Whether wooden wedges/ sprags are placed under loco wheels by Loco Pilot	Signature of Loco Pilot	Whether hand brakes applied in at least six wagons from either end. under personal supervision of the Guard
1	2	3	4	5	6	7	8	9	10

Whether Guard has Applied hand brakes of the Brake Van/SLRs	Signature of Guard	Whether points has set, clamped and locked against the blocked line and scotch blocks wherever available has been used to isolate the line/lines and keys kept with the Station Master.	Whether stop collars has been placed on relevant signal and points buttons whether details of blocked lines was indicated in the TSR/SM's diary	Exchange of private number after all laid down precautions of tabling have been taken	Signature of SM/ASM
				Private number of SM/ASM	Private number of Section Controller
11	12	13	14	15	16



CHAPTER VI

ACCIDENT AND UNUSUAL OCCURRENCES

6.01. ACCIDENT OR OBSTRUCTION :-

- (1) When a report of any accident or obstruction is received by the Station Master; he shall see that all necessary precautions are taken by the most expeditious means possible, for the protection of traffic.
- (2) If an accident happens to a train, the Station Master shall arrange for all necessary assistance to be sent to the train.
- (3) The Station Master shall, as soon as practicable, report each accident in accordance with special instructions.

S.R. 6.01 : *Detailed instructions with regard to classification, reporting and dealing with accidents are given in the Accident Manual.*

6.02. WORKING IN CASE OF ACCIDENT OR FAILURE OF COMMUNICATIONS - In case of accidents to the line or to any train, or of failure or interruption of communications, or in an emergency, trains shall be worked between stations in accordance with special instructions.

SR. 6.02 :

I. Rules and Regulations for Single Line Working on Double Line Section when one line is obstructed—

- (1) Whenever an accident to a train or track or other obstruction precludes the use of one of the lines on a double line section the traffic may temporarily be worked over single line under the following systems –
 - (a) By obtaining “Line Clear” on electric speaking instruments.
 - (b) By the installation of Single line Block Instruments and “ Shunting Limit Boards” demarcating the block section in the wrong direction, if the affected line is likely to remain out of use for a substantial period.
- (2) When it is desired to introduce temporary single line working on double line, on electric speaking instruments, the Station Master at one end of the affected section shall on receipt of reliable information in writing that one line is clear, take steps to introduce temporary single line working on that line in consultation with the Section Controller and the Station Master of the station at the other end of the section.
- (3) If there is reason to suspect that the line over which temporary single line working is to be introduced, is also fauled or damaged, temporary single line working must not be introduced until a responsible engineering official of the rank not less than that of an Inspector has inspected that section and certified that the road is safe for passage of trains.
- (4) Single Line Working shall be introduced between the nearest stations provided with cross-over between Up & Down lines 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 commutators of the Block Instrument at such Block Huts shall be kept locked in “ Train On Line ” position throughout the period single line working is in force. The commutators shall be locked also in that position with SM’s Key, whenever possible. In cases where it is not possible to keep the commutators in “Train On Line” position as in Daido Instrument, the block instruments, shall be put out of use and Caution Indicator hanged on the handle of the Block instruments. The signals at such Block Huts shall be kept in the “ON” position throughout and these shall be passed by the Loco Pilots on the written authority in the prescribed form issued by the Station Master of the adjoining Block station in operation.

- (5) *All trains will be worked in accordance with the rules for the use of electric speaking instruments on single line and "Line Clear" shall be obtained on the telephone attached to Block Instrument or Control telephone or VHF set.*
- (6) *At all stations on the portion of the section on which single line working has been introduced, the commutators of the Block Instruments pertaining to both obstructed and un-obstructed lines shall be kept in "Train On Line" position throughout the period single line working is in force. The commutators shall be locked also in that position with SM's key, wherever possible. In cases where it is not possible to keep the commutators in "Train On Line" position, as in Daido Instruments, the Block Instruments shall be put out of the use and Caution Indicators hanged 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 informations 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 working is proposed.*
 - (c) Source of information that the said line is clear.*
 - (d) Place of obstructions.*
 - (e) Restriction of speed, if any, on line.*
 - (f) Names of intermediate stations if any, which would be out of use.*
 - (g) Assurance that the Trap points, if any, have been spiked or clamped and padlocked*
 - (h) Assurance that if the train is running on the right line, the Last Stop signal shall be kept in the "ON" position. In case the train is running on the wrong line, all fixed signals shall be kept in the "ON" position and*
 - (i) The number and timings of the last train which arrived or left the block station issuing the message.*
- (8) *On receipt of acknowledgment from the Station Master; confirmation by a Private Number, single line working may be introduced. "Line Clear" will be obtained on telephone attached to Block Instruments or Control Telephone or VHF and trains run on Paper Line Clear Ticket. However messages regarding Line Clear Enquiry shall be exchanged on prescribed format T/A 1425 both inward and outward and thereafter Line Clear Ticket shall be prepared on the prescribed portion contained in T/D 602 and concerned T/D 1425 or T/C 1425 shall be cancelled.*
- (9) **Loco Pilot of each train shall be handed over an Authority on form T/D 602 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 kilometerages between which the obstruction exists;*
 - (iii) Any restriction of speed which may have been imposed by way and works staff, and;*
 - (iv) An assurance to the effect that any trap points on the line in question have been spiked or clamped;*
 - (v) Authority to pass the Last Stop signal in the "ON" position. In case the Last Stop Signal is the Starter, in addition to the written authority, he shall also be shown hand signals at the foot of this signal.*

- (10) *An endorsement will also be made in the Caution order part in T/D 602 given to the Loco Pilot of the first train to inform all Gatemen and Gangmen on the way about the introduction of temporary single line working and specifying the road on which the train will run. This information shall be conveyed through the Loco Pilot of a subsequent train also, if necessary.*
- (11) *The speed of the first train passing over the temporary single line will be restricted to 25 KMPH. Subsequent trains may run at their booked speed, subject to observance of other speed restrictions imposed by Way and Work Staff.*
- (12) *When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that it cannot proceed, it shall be protected as per Rule 6.03.*
- (13) In 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 a written authority issued by the Station Master in prescribed form referred to in para 9 (v). in case the Last Stop signal is the Starter, in addition to the written authority, hand signals shall also be shown at the foot of this signal.*
 - (b) *The approach Stop signals, if any of the station in advance of the affected section, may be taken 'OFF'.*
- (14) In the case of a train proceeding on the Wrong Line:-**
- (a) *The train shall be piloted out of the station on a written authority 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 trains will pass.*
 - (b) *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, Gateman and Gangman, they shall stop the train immediately.*
 - (c) *On approaching the next station the Loco Pilot shall bring his train to a stop opposite the first Stop Signal pertaining to the right line or at the Last Stop Signal pertaining to the wrong line (on which he is running), whichever, he comes across first.*
 - (d) *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 on prescribed manuscript as mentioned in SR. 5.10 issued by the Station Master.*
 - (e) *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 (i) 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 safe for passage of trains, the Station Master will issue a message to the other station or stations, as the case may be, under exchange of private numbers and decide, in consultation with Section Controller, the train after passage of which, normal working has to be introduced.*
 - (b) *When double line working is introduced, the Block Instruments and all fixed signals, including those of intermediate Block Huts which were treated as closed, shall be brought into use immediately. An entry shall also be made in the Train Signal Register of*

all stations concerned showing the time double line working 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 normal working is resumed shall inform all Gatemen and Gangmen on the way about the resumption of normal working.

- (17)** *All the records in connection with the temporary single line working shall be retained at the station and the Transportation Inspector of the section must scrutinise them and submit his report to the Divisional Railway Manager within 7 days of the resumption of normal working.*

II. Rules and Regulations for single Line Working on Double Line during Total Interruption of Communications :-

The following rules must, in addition to rules prescribed in 'Rules and Regulations for working of trains during total interruption of communication on single line' 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 SE/JE (P.Way) in rank, has certified that the other line on which single line working is to be introduced is free and safe for passage of trains. Such an engineering official shall give the certificate only to the Station Master of the station at that end of the affected section for which the unobstructed line shall be the right line for dispatching trains. On receipt of this certificate the Station Master will follow the rules prescribed for opening of communications.*
- (2)** *Loco Pilots of trains, including light engine, shall be given Caution Order in the Part mentioned in the prescribed form T/B 602 or T/D 602 on which shall be stated clearly-*
- (a) The line on which the train is to run;*
 - (b) Kilometreage where the obstruction exists;*
 - (c) Any restriction of speed which may be imposed by Way & Works Staff.*
 - (d) An assurance to the effect that any trap points on the line in question have been spiked and clamped;*
- (3)** *All the cross over points in the facing direction over which the train shall proceed, while temporary single line working is in force, shall be clamped and padlocked.*
- (4) In the case of a train proceeding on the Right Line :-**
- (a) The Last Stop Signal of the station in rear of the affected section may be passed in the "ON" position on a written authority issued by the Station Master in the prescribed form. In case the Last Stop Signal is the Starter, in addition to the written authority, hand signals shall also be shown at the foot of this signal.*
 - (b) The approach Stop signals, if any, of the station in advance of the affected section, may be taken "OFF".*
- (5) In the case of a train proceeding on the Wrong Line :-**
- (a) The train shall be piloted out of the station on a written authority 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. 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. Gateman and Gangman, they shall stop the train immediately.*

- (b) *On reaching the next station, the Loco Pilot shall bring his train to a stop opposite the first stop signal pertaining to the right line or at the Last Stop Signal pertaining to the wrong line (on which his train is running), whichever he comes across first.*
- (c) *The Station Master of the station in advance shall depute a railway servant in uniform at the foot of the signal (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 on prescribed manuscript as mentioned in SR. 5.10 issued by the Station Master.*
- (6) *It will be the responsibility of the person In-charge of the first engine or self-propelled vehicle or other vehicle, sent under 'Authority to Proceed Without Line Clear' on prescribed form T/C 602 to inform all the Gatemen and Gagmen enroute about the introduction of temporary single line working as also the line on which it is proposed to run the train.*

This information shall be conveyed through the Loco Pilot of a subsequent train also if necessary.

(7) Resumption of Normal Working:-

- (a) *If after the introduction of single line working, communications are restored between two affected stations, the train will continue to run under special rules until action is taken in accordance with the instructions contained in these rules for the cancellation of the procedure. Thereafter trains will be run in accordance with the instructions for the movement of traffic during temporary single line working on double line.*
- (b) *If, however, before communications are restored, the other line is released for the passage of traffic, trains shall be worked in accordance with the instructions for running of trains on double line section during total interruption of communications.*

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 Communication occurring between two stations on a double line section i.e. when 'Line Clear' cannot be obtained by any one of the following means stated in order of preference viz –*
 - (i) *Block Instruments, Track Circuiting or Axle Counters.*
 - (ii) *Telephone attached to Block Instruments.*
 - (iii) *Station to Station fixed telephones wherever available.*
 - (iv) *Fixed telephones such as Railway auto phones and BSNL phones.*
 - (v) *Control phone.*
 - (vi) *VHF sets.*

Note : (a) *The system of establishing identity of Station Master on duty by cross checking private number given for line clear to preceding three trains will continue to be enforced.*

- (b) *BSNL/MTNL telephones if not provided separately to Station Master on duty, should have extension to his office so as to enable him to communicate with his counterpart at the other end from his own seat and its record should be maintained on the prescribed forms and on the Train Signal Register.*
- (c) *The railway auto phone and/or BSNL/MTNL telephone instrument should be provided with caller 'ID' wherever feasible so that Station Master on duty can identify the calling Station Master at the other end.*
- (d) *Wherever, the term means of communication is mentioned in this book for the purpose of obtaining /granting Line Clear to trains, this revised schedule as mentioned above in serial – i – vi, will apply under Absolute Block System.*

The following procedure shall be adopted for train passing :-

- (2)** *Before any train is allowed to enter a block section in advance, it shall be brought to a stop and the Loco Pilot and the Guard of the train shall be advised of the circumstance 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 on prescribed form 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 KMPH. over the straight and to 10 KMPH. when approaching or passing any portion of the line where 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 proceeded.*
- (6)** *Fixed signals with the exception of the Last Stop Signal may be taken 'OFF' for the reception and departure of trains. The First Stop shall however be taken 'OFF' only after the train has been brought to a stand outside it.*
- (7)** *tunnel should be entered only after it has been ascertained that it is clear. If there is any doubt on this point, the train should be piloted by a railway employee equipped with hand signals and detonators.*
- (8)** *The Guard shall keep a sharp look out in the rear and be prepared to exhibit a hand danger signal to prevent the approach of a train from the rear end to protect it if necessary.*
- (9)** *when a train is stopped in the block section, the Guard shall immediately exhibit a hand danger signal towards the rear and check up that the tail board or tail light is correctly exhibited. He will also switch 'ON' the flasher light of tail lamp even during day time. If the stoppage is on account of an 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 meters from the train on the way out and two detonators 10 meters apart, at 500 meters from the train irrespective of the gauge. When train is detained outside signals and if the detention exceeds or is likely to exceed 10 minutes, it shall also be protected accordingly. In the absence of the Guard, the duty of protecting the train shall devolve on the Loco Pilot.*
- (10)** *No train shall be backed. In exceptional circumstances when it may be unavoidable to back a train, the train shall be backed only after providing protection by placing detonators at 250 meters and two detonators 10 meters apart, at 500 meters in rear of the point up to 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 a stop outside First Stop signal and sound continuous whistle (or any other code prescribed by special instruction), if no one from station turns up within 10 minutes, the train shall be protected as per para -9 above and the Loco Pilot may send his Assistant Loco Pilot immediately thereafter, to the station or the cabin to inform the Station Master or Cabinman of the fact that the train is waiting at the signal for its admission into the station. In the absence of the Assistant Loco Pilot, the Guard after protecting the train shall give this information.
- (13) The Loco Pilots of all trains shall make over the 'Authority to Proceed Without Line Clear' to the Station Master of the station at the other end of the affected section. These shall be kept by the Station Master in his safe custody for inspection by the Transportation Inspector of the section, who shall prepare a report on the working of trains and shall forward the same along with his report to the Divisional Railway Manager within seven days of resumption of communication.
- (14) A record of all trains passed over the block section on 'Authority to Proceed Without Line Clear' during the course of total interruption of communications, shall be maintained on the Train Signal Registers at both the stations concerned.
- (15) Trains must continue to work on this system until anyone of the means of communications, mentioned in Rule (1), is restored.
- (16) As soon as 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 the following Form :-

From Station Master.....

To

Station Master.

Message No.....Train (Number and description)
arrived complete at.....hours.....minutes , Last train(Number and
description)despatched to your station.....at.....
hours.....Minutes.

Cancel the present method of working the trains. Line Clear must be obtained by means
of.....acknowledge.

Private No. (in words)(in figures)

On receipt of the above message the Station Master at the other end of the section must
acknowledge in the following form :

From Station Master.....

To

Station Master.

Message No..... Your Message No.....
Understand that train (number and description)
which was the last train to leave my station has arrived complete at your station. Train No.
..... which left your station has arrived complete at my station at
..... hours minutes/not arrived. Present system of train working is
being/will be cancelled immediately after the complete arrival of train number
..... Line Clear for the next train will be obtained by means of

Private No. (in words) (in figures)

- (17) *Line Clear shall not be obtained or given by means of communications restored until both the Stations are satisfied that all trains and engines etc. despatched from their stations have arrived complete at the other stations. When the trains referred to in para (16) above arrive complete at the stations, after restoration of 'communication' their No and their arrival time will be communicated to the other Station Master concerned under exchange of Private Numbers. Thereafter intimation about this shall be given to Section Controller also, on controlled sections, if communication with the Section Controller has also got restored and normal working resumed. If however, communication with Section Controller has not got restored along with restoration of communications between two stations, the Section Controller shall be advised of the position immediately on restoration of communication with him.*

IV. Rules and regulations for working of trains during total interruption of communications on single line.

1. *In the event of total interruption of communication occurring between two block stations i.e. when line clear cannot be obtained by one of the following means stated in order of preference viz.*
- (i) *Block Instruments, Track Circuiting or Axle Counters.*
 - (ii) *Telephone attached to Block Instruments.*
 - (iii) *Station to Station fixed telephones wherever available.*
 - (iv) *Fixed telephones such as Railway auto phones and BSNL phone.*
 - (v) *Control phone.*
 - (vi) *VHF sets.*

The instructions laid down in the succeeding paragraph shall be followed for working trains between block stations.

Note :-

- (a) *The system of establishing identity of Station Master on duty by cross checking private number given for line clear to preceding three trains will continue to be enforced.*
- (b) *BSNL/MTNL telephones if not provided separately to Station Master on duty, should have extension to his office so as to enable him to communicate with his counterpart at the other end from his own seat and its record should be maintained on the prescribed forms and on the Train Signal Register.*
- (c) *The railway auto phone and/ or BSNL/MTNL telephone instrument should be provided with caller 'ID' wherever feasible so that Station Master on duty can identify the calling Station Master at the other end.*
- (d) *Wherever, the term means of communication is mentioned in this book for the purpose of obtaining / granting Line Clear to trains, this revised schedule as mentioned above in serial – i – vi, will apply under Absolute Block System.*

Note:- *These instructions shall also be followed whenever during Total Interruption of Communications, an accident to a train or track or other obstructions precludes the use of the lines on a double line section, or whenever total interruption of communications occurs during Single Line Working on a Double line section.*

2. *The Station Master who has a train to dispatch through the affected block section shall open communications by establishing contact with the Station Master of the block station at the other end of the affected block section by sending an engine or self propelled vehicle or any other vehicle, enumerated below in the order of preference laid down-*
- (i) *Light engine;*
 - (ii) *Train engine, after it is detached from the train by the Loco Pilot on instructions from the Station Master on duty;*

- (iii) *Motor 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 understand the rules of working of trains during total failure of communications on the single line. If the Loco Pilot / Motorman/Guard/Station Master who is being sent to open communications, is not conversant with the Rules for working of trains during total failure of communications on single line, the Station Master on duty shall explain these rules to such staff. The Station Master on duty shall also obtain the signature of the Loco Pilot /Motorman/Guard/ Station Master on 'Authority for opening communication during total interruption of communication on single line section', in token of such staff having fully understood the circumstances in which and the purposes for which he is being sent and the Rules for Working of Trains during total failure of communications on single line.*
- 4.1.** *Before dispatching 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' on prescribed form T/B 602 to the Loco Pilot /Motorman/Guard/ Station Master who is being sent to open communications, which includes:-*
- (i) *An "Authority to Proceed Without Line Clear".*
 - (ii) *A Caution Order, specifying the speed upto which the engine or self propelled Vehicle or other vehicle referred to in para 2 may run to the affected block section.*
 - (iii) *An Authority to pass the last stop signal in the "On" position in case there is a last Stop Signal at the station.*
 - (iv) *A Line Clear Enquiry message addressed to the Station Master of the block station at the other end of the affected block section asking for Line Clear for the train waiting to be 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 in para 2) as the case may be shall be written out, on prescribed form T/E 602, T/F 602 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 may be applicable, shall be correctly filled in while preparing the message.*

- (ii) *The Conditional Line Clear Message for return journey of the engine or self propelled vehicle or other vehicle referred to in para 2, as the case may be, shall be worded as follows: —*

*Message No.....On arrival of * at yours, line will be clear and kept clear for..... \$ Engine to return with/without attached to a train or another engine or self propelled vehicle/trolley etc.(complete particulars).....Private Number (in words;)(in figures).....*

**The particulars of engine/Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/ Motor Trolley/ Trolley/Cycle Trolley/Moped Trolley, as may be applicable, shall be correctly filled in.*

\$ The particulars of engine either running lights 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 message.

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 and sign on its original and carbon copy in token of his having understood its contents.*

4.4. *In case a light engine or an engine and brake van is to be dispatched to proceed to the next block station and then continue its journey onward after arrival at the next block station and is not meant for opening communications, the engine or the engine and brake van, shall not be given Line clear enquiry message and the Conditional Line Clear Message for its return journey mentioned in para 4.1 (iv) & (v) such engines or engine and brake van shall be issued only the 'Authority to Proceed Without Line Clear'. The Caution Order and the Authority to Pass the Last Stop Signal in the 'ON' position, referred to in para 4-1 (i), (ii) and (iii) where necessary. Should it be necessary to dispatch another light engine or another engine and brake van in the same direction, an interval of at least 30 minutes shall be allowed to elapse before it is despatched.*

4.5. *The Last Stop Signal shall not be taken 'OFF', while permitting an engine or self propelled vehicle or other vehicle to proceed to the next station on Authority to pass the last stop signal at 'ON' in the prescribed form as referred to in para 4.1 (iii) above shall be issued as per Rule.*

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 other 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 officials going into the section on push trolley for his work on a section on which push trolleys do not run on Line Clear.*
6.
 - (a) *The engine or self propelled vehicle or other vehicle proceeding on Authority to proceed without line clear shall switch on the Flasher light wherever provided and shall proceed at a speed not exceeding 15 KMPH. by day and when the view is clear and 10 KMPH. during night or when the view is obstructed, making free use of engine whistle or horn of the self propelled vehicle, where provided. In thick, foggy or tempestuous weather or in dust storm etc. when visibility is impaired, the engine or self propelled vehicle, or other vehicle proceeding on 'Authority to Proceed Without Line Clear' shall proceed at walking pace only making repeated use of the engine whistle or horn of self propelled vehicle, where provided preceded at an adequate distance by two men on foot, one displaying a red light and the other carrying fog signals ready for immediate use. Normally one of these men will be provided by the Station Master from his Group 'D' Staff and the other from the crew of the engine or the person whose Motor Trolley/ Trolley/Cycle Trolley/Moped Trolley is being used. In case of single manned self-propelled vehicle, both these men shall be provided by 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 understand the same.*
 - (b) *Both by day and night, a tunnel must not be entered until the Loco Pilot /Motorman /Guard / Station Master has ascertained that it is clear. Should there be any doubt on this point, the engine or other vehicle etc. should be piloted by a railway servant equipped with hand signal and detonators. Before entering the tunnel the head lights, side and tail lights and other lights (where provided) shall also be lit.*
 - (c) *No obstruction of the line beyond the outermost facing points shall be allowed until the return of the engine/Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolley/Cycle Trolley/Moped Trolley.*
7. *In the event of an engine/self propelled vehicle/other vehicle, proceeding on 'Authority to proceed without line clear meeting in the mid section, an engine/self propelled vehicle/other vehicle sent from the other end, the Loco Pilots /Motormen/Guards/Station Masters, as the case may be, shall taking into consideration the importance of the train for which they are proceeding to get Line Clear, the distance from the nearest station, gradients to be encountered, the presence of catch sidings etc. decide to which of the two stations, the engines/self propelled vehicle/vehicles should proceed. Before proceeding, the engines or self propelled vehicles shall, if possible, are coupled up. If the engines/self propelled vehicles cannot be coupled up they should run at a safe speed and adequate distance apart. In the case of Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley, meeting an engine and brake van/Diesel Car/Rail Motor Car/EMU Rake, the Motor Trolley/push Trolley/Cycle Trolley/Moped Trolley shall, if possible, be loaded with the Brake Van/ Diesel Car/Rail Motor Car/EMU Rake.*
8. *On sighting the station to which the engine/self propelled vehicle/other vehicle running by itself or with another similar unit coupled together or separately, to which it is/they are proceeding, the 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 man if necessary. They shall not enter the station till permitted by the Station Master to do so either by taking 'OFF ' the relevant signals or otherwise.

- 9.** *When the engine or engines/self propelled vehicle or self propelled vehicles/ other vehicle or vehicles have been admitted into the Station, the 'Authority to proceed without line clear the Line Clear Enquiry Message and the Conditional Line Clear Message giving the Line Clear for the return journey shall be delivered to the Station Master on Duty who shall keep this document in his safe custody and also paste the Line Clear Enquiry Message and Conditional Line Clear Message in his Line Clear Books. On the Authority of the Conditional Line Clear Message for the return journey the Station Master on Duty shall make out a Conditional Line Clear Ticket and hand over it to the Loco Pilot /Motorman/Guard/Station Master to return to the Block station from where he came with his engine (either light or attached to a train or another engine or a self propelled vehicle if one is waiting to proceed in that direction)/self propelled vehicle/other vehicles.*
- 10.** *In case of the engine or self propelled vehicle or other vehicle returning to the station from which he was sent without reaching the next station, the 'Authority to proceed without line clear, the line clear inquiry message and the conditional line clear message for the return journey shall be taken back by the Station Master on Duty of the station from which this was issued and cancelled. The original entries shall also be cancelled.*
- 11.** *Station Master on duty before dispatching the engine either light or attached to a train/self propelled vehicle/other vehicle, on the return journey shall hand over to the Loco Pilot /Motorman/Guard/Station Master 'Conditional Line Clear Reply Message' for the 'Line Clear Enquiry Message', giving Line Clear for the train waiting at the other station, thereby authorizing the Station Master at that station to start the train waiting there on complete arrival of the engine, either light or attached to a train/self propelled vehicle/other vehicles at his end.*
- 12.** *The Conditional Line Clear Reply Message shall be worded as follows: —*

*Message No.Your Message No. on arrival of * Engine with/without train/self propelled vehicle / other vehicle No. at your line will be clear and kept clear for following trains:—*
 - (i) Train No.Private No. (in words) (in figures)*
 - (ii) Train No.Private No. (in words)..... (in figures)*
 - (iii) Train No.Private No. (in words) (in figures)*
 - (iv) Train No.Private No. (in words) (in figures)*

** Strike out whichever in not applicable.*

** The particulars of the engine either returning light or attached to a train or attached to another Engine/Tower Wagon/Diesel car/Rail Motor Car/EMU Rake/Motor 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 message.*
- 13.** *On the return journey, engine either light or attached to a Train/Diesel car/ Rail Motor Car/EMU Rake/Train loaded with Motor 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.*

14. *On reaching the station, the engine either light or attached to a train/self propelled vehicle/other vehicles shall again stop outside (i.e. In rear of) the first stop signal of the station and thereafter be guided by the instructions from the Station Master, who may arrange to receive it by taking 'OFF', the relevant signals or otherwise.*
15. *On arrival at the station the 'Conditional Line Clear Reply Message' shall be handed over to the Station Master who shall record in the Line Clear Message book and on its authority issue a Conditional Line Clear Ticket for the waiting train.*
16. *If there be an even flow of trains in both directions. Enquiry and conditional Line Clear Messages for each succeeding train may be sent through the Guard of the preceding train.*
17. *The arrival and departure time of all trains engines. Trolleys etc. which are passed under the above rules must be carefully recorded in the Line Clear Enquiry and Reply Books, and also in the counterfoil of the 'Authority to Proceed Without Line Clear' and in the train signal register.*
18. *If the Station Master at one end of the interrupted section has more than one train to dispatch in the same direction before another train is normally expected from the opposite direction, he shall, in such cases, send the first available engine of a train to obtain 'Line Clear' not only for that train but also for the following trains which may be waiting or expected at his station. In the Line Clear Enquiry Message, it shall be stated that these latter trains will be despatched after the first train at intervals of 30 minutes. After the Loco Pilot returns with the Line Clear for the required number of trains to the station at which he had left the train, the Station Master shall dispatch the first train on the authority of the Line Clear for the trains and shall also endorse on that Line Clear that a particular train (giving its number and description in full) shall follow at specified interval. The Station Master shall give similar information to the Guard also in writing. The Loco Pilots of the second and subsequent following trains shall be given a Caution Order restricting the speed to 25 KMPH over the straight when the view ahead is clear and to 10 KMPH when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction rain fog or any other cause.*

When dispatching a second and subsequent trains, the particulars of the last preceding train along with its time of departure will be endorsed on the Line Clear as also the particulars of the train which would follow. The Line Clear for the last train of the series should be endorsed with the particulars of the proceeding train together with its time of departure.

While adopting this procedure, the Guard and the Loco Pilot should be instructed to keep a sharp look out and be prepared to stop short of any obstruction.

19. *When a train is stopped in the block section the Guard shall immediately exhibit a hand danger signal towards the rear and check up that the tail board or the tail light is correctly exhibited. If the stoppage is on account of accident, failure, obstructions or other exceptional cause and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle to apprise the Guard of the fact where upon the Guard shall protect the train by placing one detonator at 250 metres from the train on the way out and 2 detonators, 10 metres apart, at 500 metres from the train, irrespective of the gauge, when a train is detained outside signals and if the detention exceeds or is likely to exceed 10 minutes it shall also be protected accordingly. In the absence of the Guard the duty of protecting the train shall devolve on the Loco Pilot.*
20. *When trains follow one another no train shall be backed. In exceptional circumstances when it may be unavoidable to back a train, the train shall be backed only after providing protection by placing one detonator at 250 metres and 2 detonators. 10 metres apart, at 500 metres from the point upto which the train is to be backed.*

- 21.** *Trains must continue to work on this system until anyone of the means of communications, mentioned in Rule- 1 is restored by the competent authority.*

As soon as 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 the following form :—

From Station Master

To

Station Master..... Time..... hours..... minutes.

Message No..... Train (No. and description) arrived complete athours minutes,. Last train(No. and description) dispatched to your station athours minutes. Cancel the Conditional Line Clear Working of trains. Line Clear must be obtained by means of Acknowledge. Private No. (in words) (in figures).....

On receipt of the above message, the Station Master at the other end of the section must acknowledge in the following Form from Station Master.

To

Station Master.

Message No.Your Message No. Understand that train (number and description) which was the last train to leave my station has arrived complete at your station. Train No. which left your station has arrived complete at my station at hours minutes/not arrived. Conditional Line Clear Working of trains is being/will be cancelled immediately after the complete arrival of train number Line Clear for the next train will be obtained by means of..... Private No. (in words) (in figures).....

- 23.** *Line Clear shall not be obtained or given by means of communication restored, until both the Station Masters are satisfied that all trains and engines etc. despatched from their stations have arrived complete at the other station. Even if the communication is restored immediately after the departure of the light engine/self propelled vehicle/any other vehicle referred to in Rule 2, sent under 'Authority to proceed without line clear normal working should not be resumed until the light engine/self propelled vehicle/any other vehicle reaches the next station and both the Station Masters are satisfied under exchange of Private Numbers that no light engine/self propelled vehicle/any other vehicle is on the section. Thereafter intimation about this shall be given to Section Controller also on controlled sections, if communication with Section Controller has also got restored and normal working resumed. If, however, communication with Section Controller has not got restored along with restoration of communication between two stations, the section controller shall be advised of the position immediately on restoration of communication with him.*
- 24.** *On the section where total interruption of communication occurs, the Transportation Inspector of the section, must scrutinize the train passing records of the station and submit his report to the Divisional Railway Manager within 7 days of the resumption of communication.*

NOTE: (i) *In the event of a break-down or other cause obstructing the line or where there is reason to suppose that such may be the case, it will be the immediate duty of the Station Masters on either side of the obstruction to block the section obstructed and to take the first means of ascertaining the facts, if necessary, proceeding to the place of obstruction by engine (if there is no train on line), trolley road vehicle etc, or on foot.*

- (ii) *Full particulars of the obstruction must be communicated to the Principal Chief Operations Manager, Divisional Operating Manager, Traffic Inspector and to stations in rear and to all others who it may concern, in accordance with the rules for reporting accidents included in the Accident Manual.*
- (iii) *Until the obstruction is removed, trains if so required will be worked up to the place of obstruction on "Authority to proceed For Relief Engine/Train into an obstructed block section "on Forms T/A 602 which includes Authority to proceed without line clear, Authority to pass Signal in on position and caution order. The endorsement shall be made on form T/A 602 whether they are to return at once, or to wait at the place of obstruction for the arrival and return of a following train which may be required to be sent out. In no case must a second train be sent out following another under this rule if the "Authority to proceed for Relief Engine/Train into an obstructed block section "for the first train has not been endorsed that a train will follow. Trains sent out to the place of obstruction must be protected as laid down in General Rules 6.03 and 3.62.*
- (iv) *If obstruction in a block section is caused by an accident and subsequent to the dispatch of a medical relief train/break down train/material train/light engine, should the O.C. at site feels the necessity of requisitioning another medical relief train/break down train/material train/light engine to the site of the accident, the Controller on duty may permit dispatch of the subsequent aforesaid train in consultation with the O.C. at site. If no endorsement for the entry of a subsequent train has been made on the form T/A 602 given to the first train that had entered into the block section, the O.C. at site shall, in consultation with the Controller on duty, order the dispatch of the subsequent train only after the first train had been rendered immobile and protected in terms of G.R. 6.03.*
- (v) *In addition the Guard of the first train or any other competent railway servant on this behalf shall continue to exhibit danger signal from an adequate distance from the rear of the train towards the direction from which a second train is expected. In such an event the Loco Pilot of the subsequent medical relief train/break down train/material train/light engine shall also be handed over a caution order enjoining upon him, inter alia, to observe a speed restriction of 15 KMPH during day and 10 KMPH during night and in day also if the weather is foggy and tempestuous. In addition, during night and in day also if weather is tempestuous or foggy the train shall be preceded by a competent railway servant walking on foot at an adequate distance exhibiting danger signal to any approaching train from the opposite direction. The Loco Pilot will also continue to give sharp whistles and sharp lookout throughout.*
- (vi) *In case the Loco Pilot is illiterate the instructions incorporated on the "Authority to proceed for Relief Engine/Train into an obstructed block section 'shall be explained to him in the presence of the Guard and endorsement shall be made on record foil of form T/A 602.*

6.03. PROTECTION OF TRAIN STOPPED BETWEEN STATIONS -

- I. (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, 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 and 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 –**

(ii) On a single line section or on a section of double or multiple lines when temporarily worked as a single line section :

- (a) The Guard shall either himself go back or send a competent person to protect the train, if the Guard has deputed a competent person to protect the train, he shall go to the Loco Pilot for consultation.
- (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 metres 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 signals 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 and he is not in a position to reach at a distance of 1200 metres or 800 metres in BG or MG/NG respectively he will again place one detonator as far away from the train which has met the accident.

II. On a double line section where trains on the two lines run in the opposite direction :-

- (a) As soon as the Loco Pilot comes to know that his train has met with an accident he shall at once switch "ON" the flasher light and switch 'OFF' the headlight 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. On a multiple line section with uni-directional traffic on the nominated lines :-

- (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.

SR. 6.03 (1): Protection of Trains :-

- (a) *When a train comes to a stop in block section or at a station on account of an accident or any other cause, which is not immediately obvious, and the Loco Pilot finds that his train cannot proceed, he shall immediately switch 'ON' the Flasher light, if provided, on his engine keeping the head light 'OFF' to attract the attention of a train approaching from the opposite direction and sound four short sharp whistles repeatedly to apprise the Guard of his inability to proceed and display a red flag by day and red light by night. The Guard on hearing the Loco Pilot's whistle shall acknowledge it by waving a red hand signal up and Down. The Loco Pilot will acknowledge the Guard's signal by a long whistle. The Guard shall then fix a red flag by day to the side lamp bracket or on the handle of the door or at such a place on the brake van which can easily be seen by the Loco Pilot and at night reverse the side lamps of his brake van, where provided, to show red towards the Loco Pilot. The Guard shall also ensure that during day the Tail Board is in position and at night the Tail lamp and the side lamps where provided, are burning brightly and switch on the flasher light of Tail lamp & brake van if provided. Where walkie Talkie set are available the Loco Pilot shall utilize it to apprise the Guard in addition to sounding prescribed code of whistle.*

The Loco Pilot shall also whistle repeatedly so as to attract the attention of the Loco Pilot of a train approaching from the opposite direction. If the stoppage has occurred on a section of double or multiple lines, during night or in thick and foggy weather when visibility is impaired, the Loco Pilot and the Guard shall light a Fusee also immediately and fix it on the ground near the adjacent track on which trains normally run so as to be clearly visible to the Loco Pilot of an approaching train. If the Loco Pilot and Guard have fusees with them they should light up the same on single line section also, if they consider that it will help in protecting the train. The Loco Pilot and the Guard shall then take action regarding protection of adjacent line and of the train in accordance with G.R.6.03.

Note: When train is stopped on Double or multiple line, Loco Pilot and Guard will first protect the adjacent line if there is any possibility that adjacent line may get blocked. When it is not known about the condition of adjacent line, even then, first the adjacent line to be protected, only in case when it is clear that adjacent line has not been blocked. Guard/Loco Pilot will proceed to protect the same line on which his train is standing.

- (b) When the Loco Pilot of an approaching train sees the light of the Flasher or the light of a Fusee, he shall at once take action to stop his train short of the obstruction just as he would act when he sees a danger hand signal or hears the distress whistle code of another engine or explodes a detonator and render all possible assistance to the affected train. He will continue his journey at normal speed only after ascertaining that the line on which, he is proceeding is free from any obstruction.

If however, he finds that the line on which he is to proceed is obstructed the Loco Pilot and Guard of the train will protect their train in accordance with G.R. 6.03. The Loco Pilot of the train proceeding on the adjacent track must stop at the next station and report the occurrence immediately and the assistance required.

- (c) The flasher light shall be switched off only when the Loco Pilot finds that his train is in position to proceed or after he has ascertained that the adjacent line is free from obstruction and it is not necessary to stop any approaching train to obtain assistance. In case, the Flasher light is not provided or it fails the headlight may be switched 'on' and 'off' repeatedly to attract the attention of the approaching train.
- (d) Flasher, light units have been provided on Diesel Locomotives. The unit when switched on, flashes amber colored lights. When taking over charge of the Diesel locomotives from the shed/yard the Loco Pilot shall test the working of the unit and make an appropriate entry in the Shed Engine Book.
- (e) When the train is able to go forward the Loco Pilot will sound one continuous long whistle to recall the Guard or the person deputed to protect the train in rear, who will immediately return leaving the 3 detonators on the line and picking up the intermediate detonator. The Loco Pilot must not start his train after it has been brought to a stand until the Guard has signalled to him from the brake van to proceed. The Guard shall remove the red flag/reverse the side light, where provided to show white light towards the Loco Pilot when the train is ready to start. The Guard will show hand danger signal and keep a good look out, towards the rear until his train arrives at the station in advance.
- (f) If the train has also been protected in front, the Loco Pilot will, when the train goes forward, endeavour to stop short and pick up the three detonators.
- (g) In the case of light engine or coupled engines the Loco Pilot or both the Loco Pilots are responsible for the protection of the Engine or engines in accordance with G.R.6.03.
- (h) EMU/DMU/MEMU/DEMU /trains - The EMU trains have been provided with electric bell signals between Motorman and Guard and also blinker lights. In case EMU trains come to a stop on account of an accident or any other cause which is not immediately obvious and the train can not proceed, the Motorman shall immediately switch 'ON' the blinker light and also apprise the Guard of his inability to proceed by sounding 4 rings in the bell signals which shall be acknowledged by the Guard by 4 rings then the Guard shall switch 'ON' the blinker light and protect the train as prescribed in G.R. 6.03 or G.R. 9.10-1 as the case may be. In case of failure of the bell code the horn and also the hand signals should be used. Fusees also will be lit up as prescribed in S.R. 6.03 when the Loco Pilot / Motorman of an approaching train sees the blinking light of the Motorman and he will take action as in S.R. 6.03-1 (b). When the Loco Pilot / Motorman of an approaching train sees the blinking light of the Guard and he shall act as under -

If the blinker is set on the same line on which he is travelling he will stop short of the train and arrange to protect his train according to G.R. 6.03 or G.R. 9.10-1 as the case may be. If the blinker is not on the line in which he travels, he shall exercise greater vigilance and be guided by the hand signals ahead, if any.

- (i) *If however, the points where the train gets detained in on a gradient of 1 in 300 and steeper, he shall also pin down the brakes of 10 wagons next to brake van before proceeding to protect the train. Similarly, Loco Pilot, Assistant Loco Pilot or some other competent railway servant, shall apply hand brake before taking action to protect the line in front, in terms of GR 6.03. If the point where the train gets detained in on a gradient of 1 in 300 or steeper, he shall also pin down the brakes of 10 wagons next to engine before proceeding to protect the train and line in front.*

Should the Loco Pilot subsequently find he is in a position to proceed, he shall give long Continuous whistle to recall the Guard, or shall communicate through walkie-talkie or any means available with them. The Guard shall return leaving three detonators on the line, (but removing the intermediate detonator/the first detonator next to Brake van). The train shall be restarted after the brakes of the wagons in front are released by the Loco Pilot or Assistant Loco Pilot or some other competent railway servant and of those in the rear, by the Guard.

6.04. TRAINS UNUSUALLY DELAYED -

- (1) **If a train carrying passengers does not arrive within 10 minutes or if goods train does not arrive within 20 minutes after allowing for its normal running time from the station in rear, the Station Master at the station in advance shall immediately advise the station in rear and the Control of this fact. Thereafter on double or multiple lines, the Station Masters at either end of the block section shall immediately stop all trains proceeding into the block section on adjacent line or lines in either direction and warn the Loco Pilots and Guards of such trains by issue of suitable caution orders and shall also ascertain the whereabouts and the condition of the delayed train.**
- (2) **The action mentioned above shall be taken earlier, should the circumstances so require.**

SR. 6.04 :

- (1) (a) *If a Passenger train fails to reach the station within 10 minutes of its due arrival and a Goods train within 20 minutes of its due arrival, the Station Master at each end of the block section must send a Railway servant into the block section to ascertain the cause. On double lines, or if there are other adjacent lines, an engine may be utilized for the purpose, if available.*
- (b) **The following procedure shall be adopted in the event of a train being detained between two block stations:-**
- (i) *if, for any reason, a train is brought to a stand for a period longer than 15 minutes the hand brakes of the locomotive shall be applied in addition to the application, of vacuum/air brake of engine / load. if such stoppage happens to be, of train having vehicles with roller bearing on a section with a gradient of 1 in 150 and steeper and train having vehicles other than roller bearings on a section with a grade 1 in 100 and steeper, the following additional precaution shall be taken-*

On train carrying passenger, the Guard shall apply hand brakes in the brake van and Sprags or wedges or scotch blocks as the case may be, to the wheels of two vehicles nearer to the descending steep incline. On goods trains, hand brakes of at least one third of the wagons on the train or 10 wagons behind the engine and 5 wagons inside the brake van, whichever is more shall be pinned down, in addition to the application of Guard's hand brake in brake van. Special care shall be taken for the train with special type of wagon such as BOX, BOBS, BOI, BRH, CRT etc. which are fitted with roller bearings, while taking the above precautions.

- (ii) *When the train is expected to start, proper vacuum/air pressure must be re-created/recharged, as the case may be and the vacuum brake/air brake must be applied before the Sprags or wedges or scotch blocks removed and/or hand brakes released. Thereafter, the vacuum/Air Brakes may be released to start the train.*
- (iii) *The Loco Pilot himself or, on his direction, the Assistant Loco Pilot, shall be responsible for application of the hand brakes of wagons behind the engines. The Guard shall be responsible for similar action in regard to the wagons inside the brake van.*
- (iv) *Considering the condition of brake power on train, the Loco Pilot may take additional precautions as mentioned in sub-Rule (i) above during the stoppage of his train on section flatter than 1 in 150 or 1 in 100 to avoid runaway.*
- (2) *When visibility is poor or if, at night, the engine is not fitted with a head light in good working order, a train must not be allowed to proceed until the Station Master has received advice from the Guard of the delayed train, that adjacent lines are free from obstruction.*
- (3) *On Control sections the Station Master must immediately inform the controller. On receipt of such advice, the controller must immediately warn the station where medical vans and chests are located that they must be kept in readiness to move on receipt of further advice. He must keep constantly in touch with the situation thereafter.*
- (4) *On a double line section if there is a tunnel and the train is delayed, the Station Master shall prevent any train from proceeding on its journey in the opposite direction until he has first ascertained that the line is clear. If there is no tunnel in the block section, the Station Master must stop the first train proceeding in the opposite direction and inform the Loco Pilot in writing of the circumstances and instruct him to proceed cautiously.*
- (5) *The Guards of trains carrying passengers which are provided with a set of portable field telephone, when delayed in the block section over 10 minutes will also inform the Controller on controlled section the cause and probable duration of the delay. This information may be communicated on walkie- Talkie set to adjacent station if possible.*

6.05. SENDING ADVICE OF ACCIDENT OR BREAKDOWN - 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.

SR.6.05:

(1) Sending advice of accident or breakdown -

- (a) *When owing to an accident or breakdown, a train is stopped outside station limits, the Guard must first protect the train in accordance with S.R.6.03. The Guard must then consult the Loco Pilot and in the case of a train equipped with a portable field telephone he must report the accident or break down on the field telephone to the Section Controller. The matter may also be reported to adjacent station on walkie –Talkie or any other means available at site, other means may include the telephone booth available or even a mobile phone of any passenger may be used if possible. This report must detail the nature of the accident or breakdown, the KM at which the disable train is standing whether, the adjacent lines are obstructed, the nature of casualties if any and the relief required. On the double line sections, in case the*

field telephone is inoperative and a train is passing on the other line, it should be stopped and the Guard of the affected train should hand over a written report to the Loco Pilot or Guard of the opposite direction train indicating the details of the accident or breakdown as stated above for communication to the next station in the direction in which the train is proceeding. In all other cases, on the single and double line sections a written report of the accident or breakdown as stated above must immediately be sent with the Assistant Loco Pilot or Assistant Guard to the Station Master of the nearest station. Station Master on getting such information shall advise the control and control in turn will advise all others concerned.

- (b) When an assisting engine is sent out, the Station Master who admits the assisting engine into the section occupied by the disabled train shall issue to the Loco Pilot of the assisting engine on form T/A 602 clearly mentioning that after assistance while returning the same will be received by taking 'OFF' necessary signals when proceeding in right direction on double line or single line section. On Double or multiple line if it returns in wrong direction, it will stop near the last stop signal of opposite direction or in front of first stop signal of right line whichever it meets first. From there it will be received on the authority of manuscript as mentioned in SR. 5.10 duly piloted by a competent Railway Servant.*
- (c) When owing to an accident on a double line, single line working has been introduced, the Station Master shall not take 'OFF' signals or issue T/409 as an authority for the disabled train to enter his station if line clear has been given for a train to approach from the same direction.*
- (d) In the event of a serious accident, when prompt assistance is required and information cannot be conveyed promptly in the manner prescribed in clause (a) above, the Guard will arrange for the train engine of the disabled train, if it is able to proceed, to be detached and sent light to the next station with the report of the accident or breakdown through the Loco Pilot to be handed over to the Station Master of that station. Before detaching the engine, the provisions laid down in S.R. 6.09-1 must be complied with.*
- (e) The Station Master receiving the information that the train is disabled, must at once inform the Controller and other Officers concerned. On uncontrolled areas, the Station Master will arrange for the requisite assistance and if the engine is disabled, utilise the engine of a less important train to work the disabled train forward and advise the terminal Station Master of having done so.*

Note: *In the absence of the Guard or if the Guard is incapacitated, the duties of the Guard will devolve upon the Loco Pilot.*

(2) Disabled Engine, assistance to -

- (a) When an engine is disabled, the Guard shall ascertain from the Loco Pilot if it is necessary to requisition a relief engine. Should the Loco Pilot expect to be able to put the engine in working order within 30 minutes, he shall inform the Guard. If the time is likely to be exceeded, the Guard must send advice to the nearest station in accordance with S.R. 6.05-1 and call for relief engine.*
- (b) After having asked for assisting engine, if subsequently the Loco Pilot is able to repair the damage and is in a position to restart the train, he may do so at walking pace provided. Assistant Loco Pilot or Guard will move ahead with hand signal and detonators and pilot the train ahead at least 400 metres in advance of the train. If the Assistant Loco Pilot or Guard find that any assisting engine is approaching he will at once place the detonators for assisting engine and show danger hand signal to his train as well as to assisting engine to stop immediately.*

6.06. TRAIN IN A BLOCK SECTION WITHOUT AUTHORITY TO PROCEED -

- (1) When the Loco Pilot becomes aware in a block section that he does not have an authority to proceed or a proper authority to proceed, he shall immediately stop the train.
- (2) The train shall be treated as an obstruction in the block section and protected as such, in accordance with Rule 6.03.
- (3) The Guard, or in his absence the Loco Pilot, shall convey the report of the occurrence to the nearest block station by the most expeditious means and the train shall thereafter move only in accordance with the instructions which may be issued by the Station Master to whom the occurrence has been reported:

Provided that when a proper tangible authority to proceed is lost on the run, the Loco Pilot may proceed to the next station and report the occurrence to the Station Master.

6.07. REPORT OF CONDITIONS LIKELY TO AFFECT RUNNING OF TRAINS TO CONTROLLER OR CENTRALISED 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.

SR6.07:

- (1) *In the event of the Loco Pilot and/or Guard experiencing any abnormal condition in the track over which his train has passed and he considers that the portion 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 the next block station without clearing the block section and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line. In case of IBS and Automatic block territories, the Loco Pilot must inform the Station Master and Loco Pilot of trains already left station in rear through available means of communications to stop movement of trains;*
 - (b) *Proceed further, only after satisfying himself that Station Master has clearly understood so as not to permit further movement over the line until a written memo indicating the details of the occurrence is received by Station Master from the Loco Pilot. He will then again stop at the station at a convenient place so as to deliver the written memo to the Station Master;*
 - (c) *The Station Master on receipt of such a memo must issue a message addressed to the Station Master of the block station at the other end of the block section, and Junior Engineer/Section Engineer (P.Way), Assistant Engineer, Divisional Engineer, Chief Controller and Divisional Operations Manager;*
 - (d) *Arrange to dispatch 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. Advise the condition of the track and any restriction of speed to be imposed to the Station Master personally or through written memo which may be sent through the Loco Pilot.*

(e) *In the absence of engineering officials the train with a caution order instructing the Loco Pilot to 'Stop Dead' before the affected kilometers and after satisfying himself about the condition of track pass over the track in question at the speed up to 10 KMPH or if he finds the line unsafe to pass, return to station in rear. If the Loco Pilot is not able to detect anything doubtful, subsequent trains shall be dispatched 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 must inform the Loco Pilot of his train through walkie –talkie or other available means of communication between the Loco Pilot and the Guard about the occurrence, after which the Loco Pilot shall take action as mentioned in SR 6.07 (1) (a). In the event of Guard unable to contact the Loco Pilot, he should take action to stop the train and inform the Loco Pilot.*

(2) *As soon as information of sabotage or likely sabotage, bomb blast explosion etc. to the track, bridge or other fixed installation is received, the Station Master who becomes aware of it, will stop movement of trains in the affected block section as well as on adjacent lines on double/multiple line sections and will take action as per SR. 6.07 (1) (d) in consultation with the section controller except that only rail maintenance machine/ Tower wagon/ light engine shall be sent to ascertain for the line to be safe for the movement of the train.*

(3) *In the event of the Loco Pilot and /or Guard experiencing any obstruction or any other unsafe condition, on or near the track adjacent to the line over which his train has passed and which in his opinion is detrimental to safe train running will take the following remedial action :-*

(a) *Immediately switch 'on' the flasher light of his Loco;*

(b) *Inform the Station Master(s) concerned / Control through the available means of communication, and concurrently;*

(c) *Stop his train and proceed with the 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 portion by communicating on walki-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 take action as per SR 6.07 (1) (c) to (f).*

(4) *While sending engineering official to the affected portion of the track, GRP/RPF Official to be also advised to go if there be any doubt of suspected sabotage / miscreant activity / bomb blast / explosion.*

6.08. TRAIN PARTING -

(1) **If any portion of a train should, while in motion, become detached.**

(a) **the Loco Pilot shall use his judgement to keep the front portion in motion, if possible, until the rear portion has been brought to a stand so as to avoid the chance of a collision between the two portions, and sound the prescribed code of whistle to inform the Guard of the parting.**

- (b) the Guard or Guards in the rear portion shall -
 - (i) do all they can to prevent a collision with the front portion, and
 - (ii) promptly apply their hand-brakes, where provided, and
 - (c) the Loco Pilot of a banking engine, if any, shall bring the rear portion to a stand and sound the prescribed code of whistle to attract the attention of the Loco Pilot in the front portion.
- (2) As soon as the rear portion of a train has been brought to a stand, the Guard of the train shall protect that portion in accordance with Rule 6.03 both in the front and the rear, and take steps to secure the vehicles in stationary position by pinning down hand brakes and wherever necessary and prescribed by special instructions by use of Sprags and chains also.
 - (3) The Guard shall indicate the parting of the train, by waving in repeated motions a green flag by day, or a white light by night, up and down vertically as high and as low as possible.
 - (4) When both portions of a parted train are brought to a stand within sight of each other and it is possible and safe to couple them, the train shall be coupled with due caution under hand signals from the Guard provided necessary precautions have been taken to secure the rear portion in the manner described in sub rule (2).
 - (5) If the Loco Pilot of the parted train has already reached the block station in advance before he could bring the front portion to a stop, he shall instantly warn the Station Master of the parting as also the railway servant in charge of a cabin, if passed on the way, and shall not give up the tangible authority to proceed, if any, till the block section is cleared of all the vehicles of his train.
 - (6) The duties of the Guard specified in this rule shall devolve on the Loco Pilot in the absence of the Guard.

SR.6.08 :

- (a) *When any portion of a train in motion becomes detached, the Guard (and the Assistant Guard, if any) on realising the situation shall promptly apply his hand brake and then signal to the Loco Pilot by waving up and down a green signal by day and white light by night. The Loco Pilot must acknowledge this signal with —0—0 whistles and use his judgement to keep the front portion in motion until the rear portion has come to a stand.*
- (b) *If the Loco Pilot comes to know that the train has parted, he should put on flasher light and give —0—0, whistle repeatedly to attract attention of the Guard till acknowledged by Guard (by waving green signal up and down by day and white light by night). Loco Pilot should keep the front portion of the train moving until the rear portion has come to a stand.*
- (c) *If the Loco Pilot finds it necessary to proceed to the station ahead, he must, on approaching the station, give —0—0 whistle repeatedly to warn the station staff. The station Master must promptly admit the train into the station on a vacant line, and immediately inform the station in rear that the train has parted and that the rear portion may roll back. Station Master of both stations will set a clear line immediately when the parted train has arrived, clear line will be set by setting sand hump or derauling switch if available. If however, the rear portion is following the front portion, the Station Master must attract the Guard's attention and endeavour to bring it to a stand by the application of brakes by Guard.*
- (d) *If there is a banking engine in the rear, the Loco Pilot of which discovers the parting, he must bring the rear portion to a stand and at the same time repeatedly give —0—0 whistle to attract the attention of the leading engine Loco Pilot.*

- (e) *If the Station staff notice a train running in two or more portions, they will endeavour to attract the attention of the Loco Pilot and the Guard by waving up and down a green signal by day and white light by night.*
- (f) *As soon as the rear portion has come to a stand in the section, the Guard must protect it, both in rear and in front, or if the front portion is out of sight, in accordance with G.R. 6.03. If there is a banking engine, the Loco Pilot of the banking engine will protect the rear and the Guard will protect in front of the train. If both the portions have come to a stand on a single line section, the train Loco Pilot will depute Assistant Loco Pilot to protect in front and the Guard will protect the rear. On a double line, if the adjacent line is fouled, that line must also be protected in accordance with the rules.*
- (g) *If portion of the parted loads stops on a gradient then Loco Pilot and Guard will also take action according to S.R. 6.04.*
- (h) *When both the portions of the parted train are brought to a stand and it is possible to couple them safely, the Guard will be responsible for bringing the two portions together in a safe and proper manner.*
- (i) *If it is not safe/possible to attach the two portion, Guard will act as per GR/SR 6.09.*
- (j) *Normally after parting portions of a train not to be taken to two different stations.*
- (k) *On the single line when the front portion has to run to the next station without stopping, the Loco Pilot must not give up the tablet/token in his possession until the second portion has been brought in and the obstruction cleared. In the case of line clear tickets, the Loc Pilot must take immediate steps to warn the Station Master that the section in rear has not been cleared. While entering, in addition whistle – 0 – 0 to be used.*
- (l) *When the engine is sent to bring the portion left behind, Loco Pilot should be given an authority to proceed for relief engine/train in to an obstructed block section on prescribed form no. T/A 602. In addition the token/tablet/expired line clear ticket etc. already in his possession of the same engine if sent to bring the portion, to be remained with the Loco Pilot and that will be returned only when the left portion is brought and block section is clear.*

6.09. PORTION OF TRAIN LEFT IN A BLOCK SECTION -

- (1) **When a train stopped in a block section has to be divided in consequence of an accident or the inability of the engine to take the whole train forward, the Guard of the Train shall immediately take steps to protect the rear portion of his train in accordance with Rule 6.03.**
- (2) **If the engine is capable of proceeding either with or without vehicles, the Guard shall, after taking action as provided for in sub-rule (1) and before uncoupling, put down the brakes and shall, if necessary, otherwise carefully secure the rear portion of the train to ensure its remaining stationary.**
- (3) **When the Guard has taken action as provided for in sub-rule (2), he shall give a written permission to the Loco Pilot to uncouple and proceed to the next station and may, if he thinks fit, give him written instructions to return on the same line.**
- (4) **On sections of the single line where token working is in force, the Loco Pilot shall, before leaving any portion of his train in a block section, hand over the token to the Guard from whom he shall obtain a written receipt. The Guard shall retain the token until the block section has been cleared of all vehicles of his train.**
- (5) **At night or in thick, foggy or tempestuous weather impairing visibility, as soon as the engine, whether with or without vehicles is drawn forward, the Guard shall -**
 - (a) **protect his train in the front also in accordance with Rule 6.03, and**
 - (b) **also see that a red light is shown on the front vehicle of the rear portion of the train.**

- (6) When the front portion of the train is taken forward, no tail lamp or tail board shall be placed on the rear vehicle of that portion of the train but the Guard shall give its number in full in the written permission referred to in sub-rule (3).
- (7) On entering a station with the knowledge that the block section in rear is obstructed, the first duty of the Loco Pilot is instantly to warn the station Master of this fact. If a cabin is passed on the way to the station, the railway servant in charge of the cabin shall also be informed of the fact.
- (8) When, under written instructions referred to in sub-rule(3), the engine is to be brought back, 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.

SR.6.09 :

- (a) *When a Loco Pilot finds it necessary to divide his train owing to inability of the engine to draw the full train or to detach his engine from a train and run into the next station for water or for any other purpose, he must obtain the Guard's written permission on prescribed form T/609 to leave the train, and on arrival at the station he must immediately report his arrival to the Station Master, telling him where the train has been left, and whether he will return, or if another engine must be sent out. The Loc Pilot must not leave the station to return to the train, without advising the Station Master.*
- (b) *In the event of the Loco Pilot of a goods train finding his train come to a stand on a gradient, he shall on no account back his train for the purpose of making a fresh start but must obtain written permission from the Guard to divide the train to proceed to the next station with the first portion and to return the remainder, which operations Loco Pilot shall then proceed to carry out. Before uncoupling, the Guard shall be responsible for seeing that the rear portion is sufficiently braked to ensure its remaining stationary. In the case of a load of empties, at least 50 percent of the brakes should be pinned down and in the case of a loaded train all the brakes should be pinned down These instructions apply only to goods trains and on no account is the Loc Pilot of a passenger train permitted to part his train on a gradient.*

- (c) (i) *Whenever a portion of a train is left on the line either in a block section or within station limits, no other train must be allowed to enter the section on the same line until the block section has been cleared either by bringing the remainder of the train to the station in advance or by pushing it to the station in rear depending upon the proximity of the remainder portion with the stations at either end of the block section.*
- (ii) *When the Loco Pilot is sent back either to bring the portion left behind to the station in advance or push the same to the station in rear, he should be given an 'Authority to proceed for Relief Engine/Train in to an obstructed Block section on prescribed form T/A 602*
- (d) *When the front portion of a train is taken forward the Guard shall give on form T/609 referred to in sub-rule (3) clearly stating the number of vehicles and also the painted number and the owning railway of the last vehicle of the load attached to the engine.*
- (e) *The instructions on form T/609 mentioned in sub-rule (3) must be counter-signed by the Station Master before the Loco Pilot starts back to bring the rear portion of the train left on line. The Station Master must also ensure that front portion is complete.*
- (f) *In normal circumstances, a passenger carrying train not to be parted except when it is necessary to sent the front portion due to an accident after due care of the track and after getting permission to do so by a competent authority.*

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 Station Master shall take such action as may be prescribed by special instructions.**

SR.6.10:

- (1)** (a) *In the event of a vehicle on a train being on fire the train shall be stopped and the burning vehicle isolated; a distance of not less than 45 meters being left between it and the other vehicles on the train. If not protected by fixed signals the train shall be protected in accordance with G.R. 6.03. Should the fire be discovered when the train is near a tank or a watering station, the Loco Pilot and the Guard shall use their discretion as to proceeding there.*
- (b) *In case of a fire occurring in a passenger train, the safety of the passengers shall be first attended to and should a postal van be discovered to be on fire every effort shall be made to save the Mails.*
- (c) *In case of fire in a train, train on adjacent line must not be allowed to go till such time it becomes safe for the passage of other trains.*

(2) Fire on Electrical Multiple unit trains and Electric engines -

- (a) *When fire or continued fusing in any equipment occurs, the Loco Pilot shall at the earliest possible moment move the master controller handle to the "OFF" position and "trip" all circuit breakers. If fire still continues, he shall take immediate steps to cut off the power supply to the overhead equipment of the track on which the disabled train is standing. After power has been cut off and the pantograph lowered, the special fire extinguishers provided, or sand shall only be used in extinguishing the fire. The Loco Pilot shall arrange for the power supply to be restored as soon as it is safe to do so.*

- (b) *The Guard shall give the Loco Pilot every assistance in dealing with the fire and see to the safety of passengers as instructed in S.R. 6.10-1 (c). When the fire is finally put out, defective coach shall, if necessary be electrically isolated from the rest of the train. Should the coach affected be the leading driving compartment, the Loco Pilot will operate the train as instructed in General Rule 4.21.*
- (c) *Special type fire extinguishers shall be fitted in each multiple unit motor coach and also in each driving cab of all electric engines. Sand shall be provided in the luggage compartment of each motor coach, and at stations and other appointed places. The special type of fire extinguisher supplied on the electric rolling stock shall only be used in connection with fires in, or adjacent to, any electrical equipment under live conditions.*
- (3) (a) *In the event of a fire on any part of any traction electrical equipment, the affected part shall first be completely isolated from the distribution system, if this has not been done automatically. If arcing continues due to a feed from adjacent supply control posts, it shall be got interrupted either by remote or local operation of switches. The fire shall be extinguished by means of extinguishers provided. The Traction Power Controller shall be informed immediately of the nature of the fire and the extent to which it has affected supply.*

(b) *If an unauthorised person notices a fire on or adjacent to traction electrical equipment, he shall make to attempt to extinguish the fire but shall report the occurrence to the Traction Power Controller by means of emergency telephone or the nearest Station Master, Cabin Assistant Station Master or Switchman immediately. In the event of a Gangmate / Gangman noticing fire on or adjacent to traction electrical equipment he shall, in addition, inform any passing train or trolley. The Guard and /or Loco Pilot of the train or the occupant of the trolley shall then take action in accordance with General Rule 6.10 as the case may be. If there be more than one Gangman, the occurrence shall be reported to the Station Master or Cabin Assistant Station Master or Switchman on either side. A Station Master, Cabin Assistant Station Master or Switchman, on receipt of such information, shall immediately inform the Traction Power Controller. The Traction Power Controller shall arrange for isolation of the affected portion of the equipment and for extinguishing the fire in accordance with these rules. If necessary, the Station Master should prevent the movement of trains towards the affected Section.*
- (4) (a) *In the event of fire on an electric engine, the Loco Pilot shall immediately switch 'OFF' the circuit breaker and lower the pantograph. The train shall then be brought to a stop at once.*

(b) *After cutting off electric supply to the affected circuits the Loco Pilot shall take necessary action to put out the fire.*

(c) *If fire cannot be extinguished by the above means, the Loco Pilot shall advise the Traction Power Controller through the emergency telephone to arrange for the affected section of the overhead equipment to be made dead.*

(d) *The Guard shall give all possible assistance to the Loco Pilot in putting out the fire.*

(e) *Fire extinguisher of an approved type for use on electrical fires shall be provided on each electric engine and the Loco Pilot shall make himself familiar with the location and use of these extinguishers. During the periodical inspection of locomotive the extinguishers shall be examined by the locomotive inspection staff.*
- (5) *Ordinary fire extinguishers or water from a hose pipe or bucket shall on no account be used to extinguish fires on live electrical equipment. If the services of the fire brigade are required, the brigade shall not be allowed to commence operations until all electrical equipment in the vicinity of the fire has been made dead.*
- (6) *Fire extinguisher which have been used shall be replaced or recharged with the least delay.*
- (7) *Sand-bins are provided at switching stations, stations and signal cabins. The supervisory official in-charge must see that the sand is kept dry and clear of rubbish, and is not used for any other purpose.*

- (8) *When the failure of an equipment is likely to cause of an outbreak of fire, the Train lighting staff and Divisional Electric Engineer concerned should also be immediately informed about such incident.*
- (9) *Whenever station staff notice any abnormality in the running of a train and they fail to stop such a train by normal means is laid down in GR and SR, they must take steps to switch 'OFF' the power supply of OHE of the affected section by informing the Traction Power Controller immediately.*

6.11 VEHICLES ESCAPING FROM STATION - If any vehicle escapes from a station, the Station Master shall take immediate steps to warn the other stations or persons concerned, as far as practicable, to prevent an accident.

SR. 6.11 : Vehicles escaping -

(a) In the event of a vehicle escaping from a station, the Station Master must -

- (i) *Immediately advise the station in the direction in which the vehicle has escaped by sending the prescribed signals on the block instruments, where provided, and also advise him on the telephone. If the escaping vehicle contains passengers, this information must also be given. On controlled sections, the Controller must also be advised immediately.*
- (ii) *put back all signals to 'ON', stop any train proceeding in that direction until it has been ascertained that the line is clear.*
- (iii) *on a double line section, if the vehicle has escaped on the wrong line stop trains proceeding in that direction on the right road, until it has been ascertained that the escaped vehicle is not fouling the adjacent road.*

(b) The Station Master who has received the signal must act promptly as follows -

- (i) *He must immediately place all signals at 'ON' to stop any train proceeding in the direction from which the vehicle has escaped, until it has been ascertained that the line is clear.*
- (ii) *If there is an approaching train in the section in front of the runaway vehicle, he should admit the train in front immediately, if a line is clear, and then take steps to stop or divert the runaway vehicle.*
- (iii) *On a double line section, if the escaped vehicle is approaching on the wrong line, he must detain trains proceeding in that direction until it has been ascertained that the runaway vehicle is not fouling the adjacent line.*
- (iv) *He must also take such measures as may be most expedient under the circumstances for stopping the escaping vehicle.*
- (v) *As far as possible, the vehicle containing passengers should not be derailed or turned into a derailing siding. If the block section ahead is clear and the line is not on a falling gradient, the vehicle may be allowed to run through the station and the 'Vehicle running away' signal must be given to the station ahead.*
- (vi) *If the Station Master is unable to stop the runaway vehicle, he must repeat the 'Vehicle running away' signal to the next station in the direction in which the vehicle is escaping.*
- (vii) *If a portion of a train or a brake van has run away, the Station Master must place three detonators on the track to attract the attention of the Guard.*

- (c) *The Station Master at both ends of the section will depute competent railway servants to make a search for the vehicle and after it is ascertained that the vehicle has come to a stand and has been secured, send assistance into the section to bring the vehicle in accordance, as per rule.*



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 system of working detailed in these rules, except where otherwise provided.

SR. 7.02:

The system of working on different sections of this Railway are indicated in the Working Time Table of different Divisions.



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 up to 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) & (c) of sub-rule (1) shall not be less than –
 - (a) 400 metres in case of two-aspect lower quadrant signalling or two-aspect colour light signalling, and
 - (b) 180 metres in case of multiple-aspect signalling or modified lower quadrant signalling.

B. CONDITIONS FOR GRANTING LINE CLEAR.

8.02. CONDITIONS FOR GRANTING LINE CLEAR AT A CLASS 'A' STATION – At a class 'A' station on single line or double line, the line shall not be considered cleared 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 up to 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;
 - (b) all necessary signals have been put back to 'ON' behind the said train; and
 - (c) the line is clear -
 - (i) at stations equipped with two-aspect signalling - upto the Home signal, or
 - (ii) at stations equipped with multiple-aspect signalling or modified lower quadrant signalling - upto the outermost facing points or the Block Section Limit Board (if any).

(2) At a class 'B' station on single line, the line shall not be considered clear and Line Clear shall not be given, unless -

- (a) the whole of the last preceding train has arrived complete;
- (b) all necessary signals have been put back to 'ON' behind the said train; and
- (c) the line is clear –
 - (i) at stations equipped with two-aspect signalling - 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 not Shunting Limit Board or Advanced Starter,

Or

upto the outermost facing points if there is no Shunting Limit Board or Advanced Starter or Home signal;

- (ii) at stations equipped with multiple-aspect signalling or modified lower quadrant signalling –

upto the Shunting Limit Board or Advanced Starter (if any) at the end of the station nearest to the expected train,

Or

upto the outermost facing points if there is no Shunting Limit Board or Advanced Starter.

NOTE : At a class 'B' single line station, this rule does not forbid direct reception of a train from one side, when Line Clear has been given to the block station on the other side provided the distance between the Outer signal and outermost facing points in two aspect signalling, and between the Home signal and outermost facing point in multiple-aspect signalling, or modified lower quadrant signalling 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 Starter have not been provided as prescribed in sub-rule (1) of Rule 3.32.

See illustrative diagrams at the end of this chapter.

SR. 8.03 :

- (i) *In order to satisfy himself that the whole of the last preceding train has arrived complete, the station Master shall follow the procedure contained in GR & SR 4.17.*
- (ii) *The Station Master must , in addition, examine their Train Signal Register to satisfy themselves that the section is clear of train.*
- (iii) *Whenever in consequences of the line being under repair or for any other reasons, special precautions are necessary or special restrictions have to be observed , before granting Line Clear or authorizing the Cabin Assistant Station Master/Switchman to grant line Clear on the affected section, the Station Master concerned must receive acknowledgment to his message intimating imposition of the speed restrictions from the Station Master or Station Master who have been instructed to issue caution order.*

- (iv) *The Station Master must comply with General Rules 8.03 by observing the signal arm by day and its back light by night. In case of colour light, Station Master must observe the aspect of the signal indicated by the repeaters provided.*
- (v) *Such other conditions which are required to be fulfilled before granting Line Clear at a station as per Station Working Rules, must be complied.*

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 signalling the line shall not be considered clear and Line Clear shall not be given, unless –

- (a) the whole of the last preceding train has passed complete at least 400 meters 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 stations 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 approaching train on a line which is not isolated, no shunting movement shall be carried on towards the points over which the incoming train will pass.

SR. 8.05: *Shunting referred to in Rule 8.05(2) however, is not permitted on the line on which it is intended to receive the train in thick, foggy and tempestuous weather impairing visibility. Shunting on other lines, if any, may be carried on, provided such lines are isolated.*

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.
- (2) Shunting or obstruction for any other purpose shall not be permitted in the block section in advance unless it is clear and is blocked forward:

Provided that when the block section in advance is occupied by a train travelling away from the station, shunting or obstruction may be permitted behind the train under special instructions taking into consideration the speed, weight and brake power of trains and the gradients on the section, and as soon as intimation has been received that the train has arrived at the block station in advance, the line shall be blocked forward if it is still obstructed.

NOTE : See Rule 8.14 also.

SR. 8.06 :

- (a) *At stations, where shunting may be permitted under provision of Rule 8.06, detailed instructions must be included in the Station Working Rules.*
- (b) *Such shunting , however, shall not be permitted in thick, foggy or tempestuous weather impairing visibility.*

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 travelling away from the block station at which the shunting is to be performed which shunting may be permitted under special instructions taking into consideration the speed, weight and brake power of trains and the gradients on the section. As soon as intimation has been received that the train has arrived, the block section shall be blocked back, and
- (d) the Loco Pilot or other person in charge of the shunting operations has received distinct orders from the Station Master to shunt in a manner directed by special instructions.

D. 2. – CLASS 'B' STATIONS

8.09. OBSTRUCTION IN THE FACE OF AN APPROACHING TRAIN AT A CLASS 'B' STATION ON SINGLE LINE – The line outside the Home signal in two-aspect signalling territory or outermost facing points in multiple aspect or modified lower quadrant signalling territory in the direction of a train for which line Clear has been given, shall only be obstructed when a Shunting Limit Board or an Advanced Starter is provided and under special instructions which take into consideration the speed, weight and brake power of trains, the gradients, the position of the first Stop Signal and the distance from which that signal can be seen by the Loco Pilot of an approaching train.

SR. 8.09 : (i) *Shunting outside the Home Signal in two aspect signalling territory or outside the outermost facing points in multiple aspect signalling territory, up to the Shunting Limit Board or Advanced Starter if provided, in face of an approaching train is permitted only :-*

- (a) *at stations where such shunting is allowed in the Station working Rules after taking in to considerations the speed, weight and brake power of train, the gradients and the visibility of the first stop signal; and*
- (b) *While performing such shunting, conditions as mentioned in SR. 8.15 (7) to be followed, as the case may be.*

8.10. OBSTRUCTIONS 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.

SR.8.10: When line clear has been given for a train neither any shunting shall be carried out nor any obstruction permitted within the station section under the provision of Rule 8.09 in thick, foggy and tempestuous weather impairing visibility.

8.11. OBSTRUCTIONS OUTSIDE STATION SECTION AT A CLASS 'B' SINGLE LINE STATION EQUIPPED WITH TWO-ASPECT SIGNALS –

The line outside the station section and upto the Outer signal shall not be obstructed unless a railway servant specially appointed in this behalf by the Station Master is in charge of the operations, and unless –

- (a) the block section into which the shunting is to take place is clear of an approaching train and all relevant and necessary signals are at 'ON' position, or
- (b) if an approaching train has arrived at the Outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stand at the signal:

Provided that the line shall not be obstructed under clause (b) in thick, foggy or tempestuous weather impairing visibility or, in any case unless authorised by special instructions.

SR. 8.11: The Line may be obstructed under G.R. 8.11 (b) except at stations where the outer signal concerned is not visible from the Station Master's office and it is not possible to ascertain that the train has actually stopped or not.

8.12. OBSTRUCTION OUTSIDE STATION SECTION AT A CLASS 'B' SINGLELINE 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.

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.

SR.8.15:(1) *The written permission to shunt be issued by Station Master through a Shunting Order on prescribed form no. T/806. This will be prepared in three foils by carbon process. The first copy shall be given to Loco Pilot, second copy to Guard/person in charge of shunting and third copy shall be kept as record. The details of work to be done in sequence shall be mentioned on the order. The signal to pass in "ON" and block back/block forward if done shall also be specifically quoted in the space provided on shunting order.*

(2) *Shunting order on form T/806 is to be issued in all cases as an authority of shunting. However, where shunting is completely controlled by fixed signals and shunting if of regular nature, issuing of T/806 in the following cases is not required -*

- (a) *At stations where movement for engine changing or attachment or detachment of engine for changing traction or engine reversal is of regular nature.*
- (b) *Where shunting of engine only within the station section or to engine line or otherwise is a regular phenomenon.*
- (c) *In coaching or Goods yard, where shunting is done by shunter on a regular basis and shunting operation is supervised by yard shunting staff. At such places, the shunting instructions can be issued by SM/YM in writing or such instruction can be given orally as specified in the SWR of the station.*

(3) *When shunting is to be carried out, outside station section or in block section, in addition to T/806, a token or prescribed design (King token or other type which is in use) or Shunting Key or OCC Key to be handed over to the Loco Pilot as an authority of shunting.*

(4) *For passing a fixed signal at 'ON' position or passing a signal at 'ON' position which is defective or defective shunt signal, the authority to pass will be the shunting order T/806 in which the name of such signal must be entered in prescribed column. Before issue of T/806 in such cases, it must be ensured that points are properly set and locked.*

(5) *Loco Pilots during shunting shall be watchful while passing a signal at 'ON' position on the authority of shunting order T/806 regarding the setting and locking of points and must not pass such signal till such time hand signals are not exhibited by a competent Railway servant from the foot of such signal. In case of any doubt, the points must be checked before passing.*

(6) *Loco Pilots must not treat the authority of T/806 to pass any fixed defective signal/signal at 'ON' but see that hand signals are exhibited from the foot of such signal after ensuring its correct setting and locking. The person in-charge of shunting will ensure that points are properly set and locked for shunting purposes and authority to pass any fixed signal is given on the form T/806, hand signals must be exhibited at the foot of the signal in confirmation of setting and locking of points and also as an authority to pass a signal at 'ON' position/defective signal.*

(7) Area & conditions for shunting on a B class Single Line Stations are as follows:-

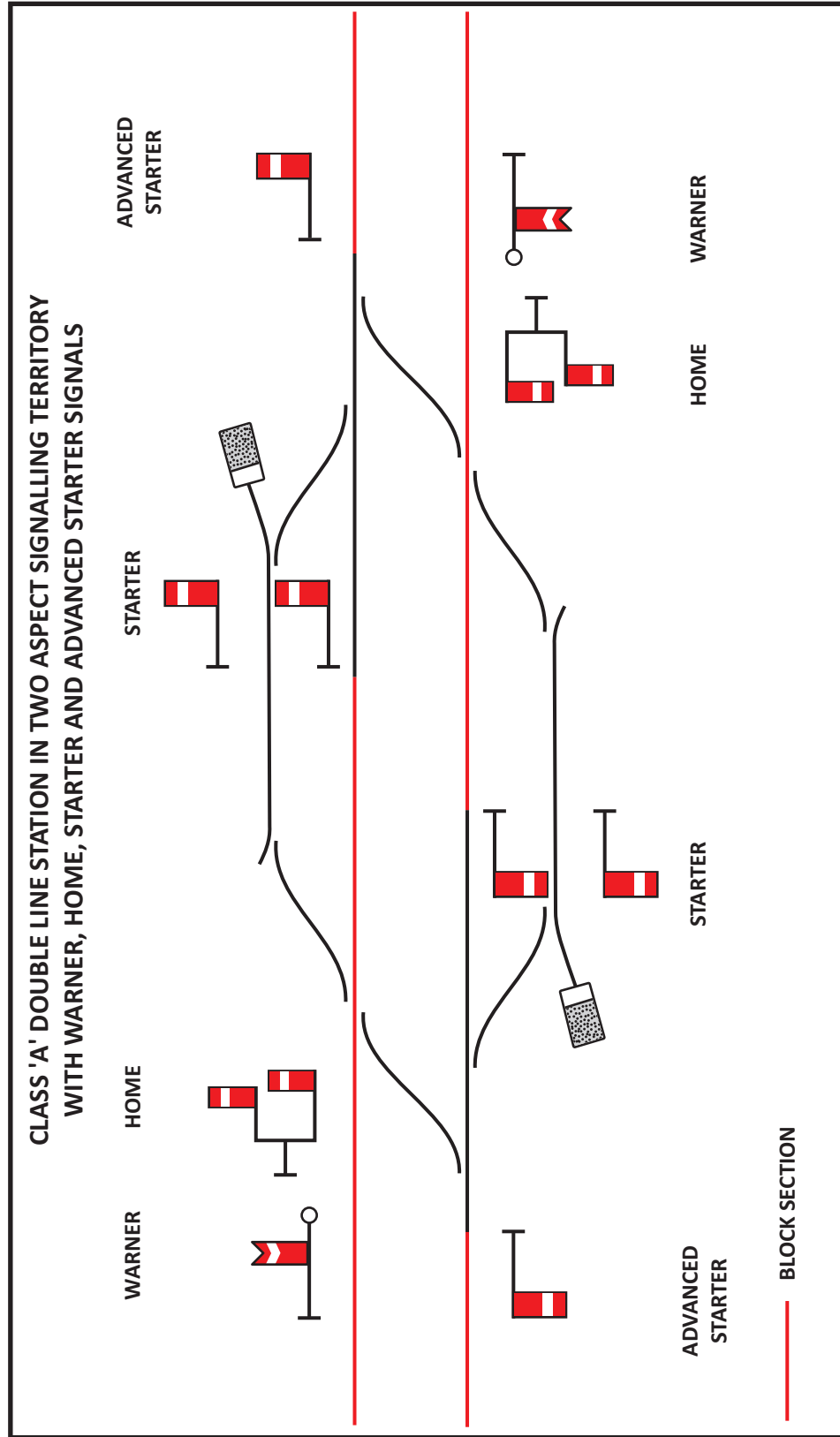
(i) 'B' Class Single line Stations with Two Aspect Signaling.

Area	Condition before granting line Clear	Condition after granting line clear
Up to Home Signal	1. Necessary signals are kept at 'ON'	1. Necessary signals are kept at 'ON' 2. Visibility is clear.
Up to Advanced Starter or SLB	1. Necessary signals are kept at 'ON'	1. Necessary signals are kept at 'ON' 2. Visibility is clear. 3. SWR permits.
Up to Outer Signal	1. Necessary signals are kept at 'ON' 2. SWR permits. 3. A Competent Railway Servant will Supervise the Shunting.	1. Approaching train must has stopped at the foot of the outer signal. 2. . Necessary signals are kept at 'ON' 3. Visibility is clear. 4. SWR permits. 5. A Competent Railway Servant will Supervise the Shunting.
Beyond Outer Signal	1. . Necessary signals are kept at 'ON' 2. Block back to be done.	Shunting is not permitted.

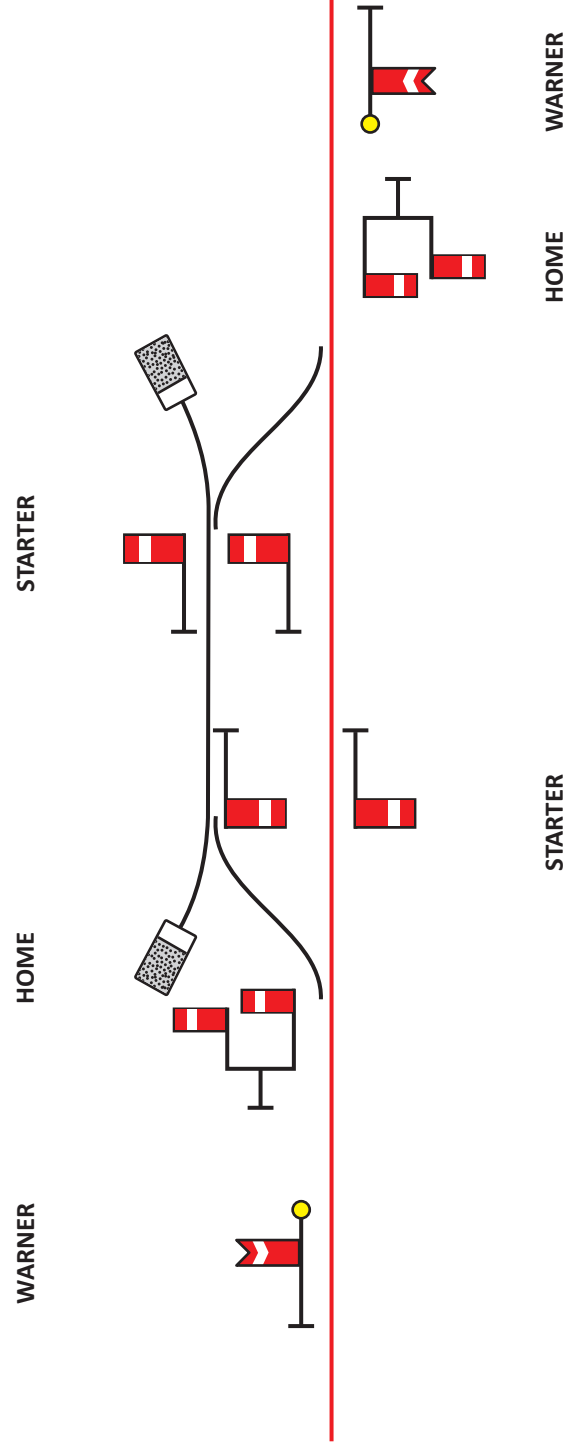
(ii) B Class Single line Stations with Multiple Aspect Signaling.

Area	Condition before granting line clear	Condition after granting line clear
Up to Outer most facing point	1. Necessary signals are kept at 'ON'	1. Necessary signals are kept at 'ON' 2. Visibility is clear.
Up to Advanced Starter or SLB	1. Necessary signals are kept at 'ON'	1. Necessary signals are kept at 'ON' 2. Visibility is clear. 3. SWR permits.
Up to Home Signal	1. Necessary signals are kept at 'ON' 2. SWR permits. 3. A Competent Railway Servant will Supervise the Shunting.	Shunting is not permitted.
Beyond Home Signal	1. . Necessary signals are kept at 'ON' 2. Block back to be done.	Shunting is not permitted.

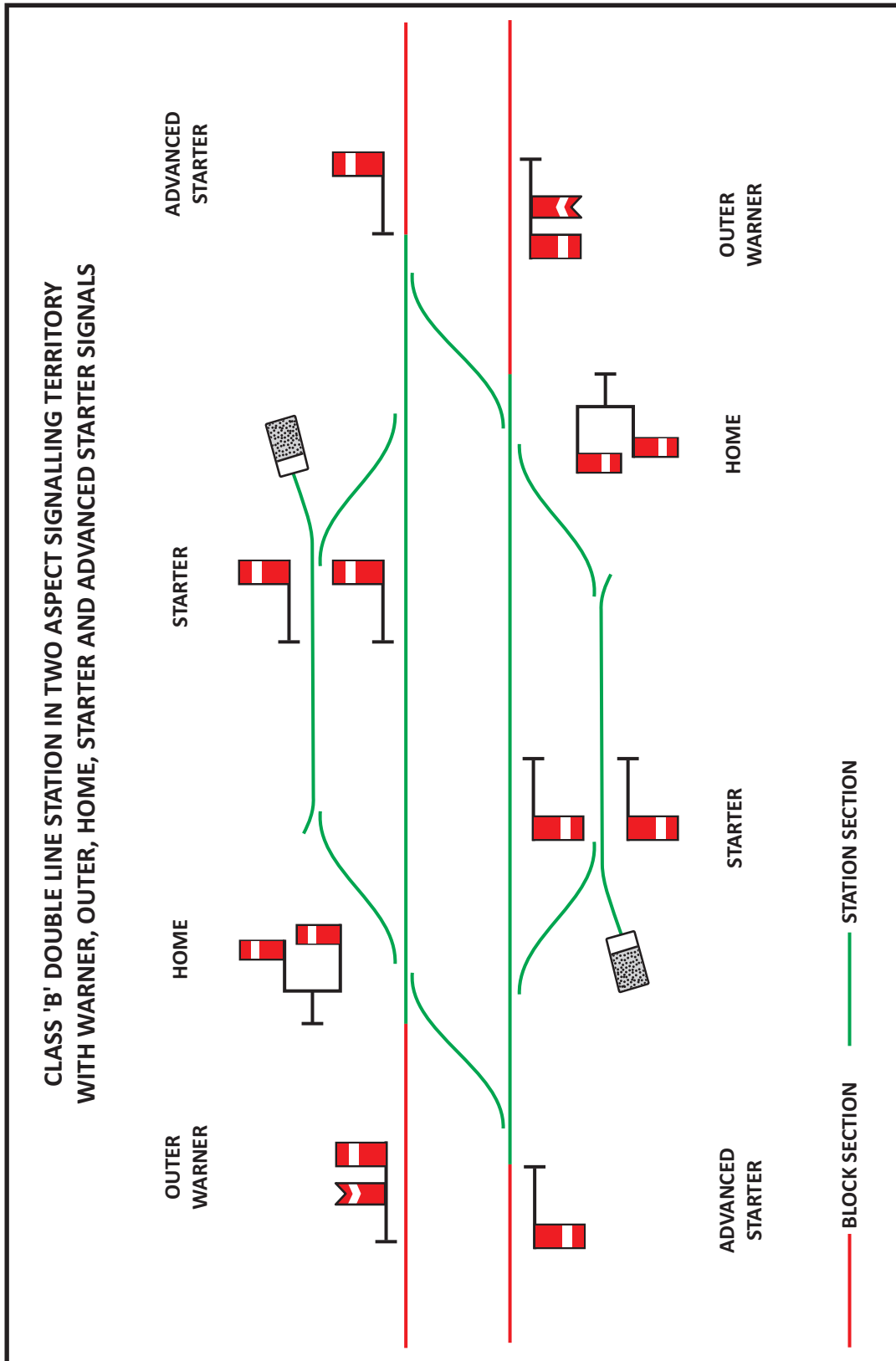
8.16. ILLUSTRATIVE DIAGRAMS:- Class 'A' 'B' and 'C' stations on single line and double line are illustrated in the following diagrams, which are not drawn to scale.

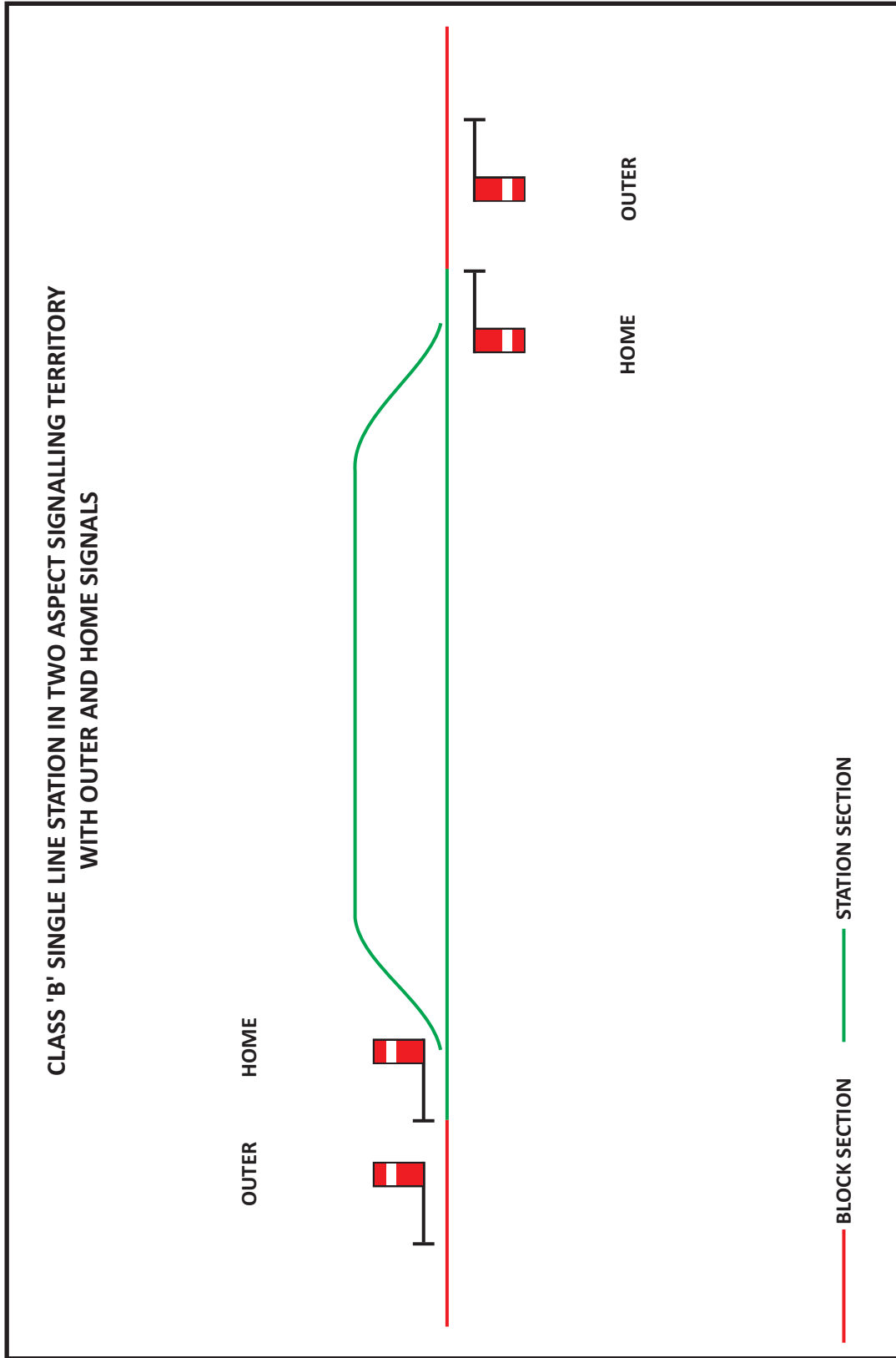


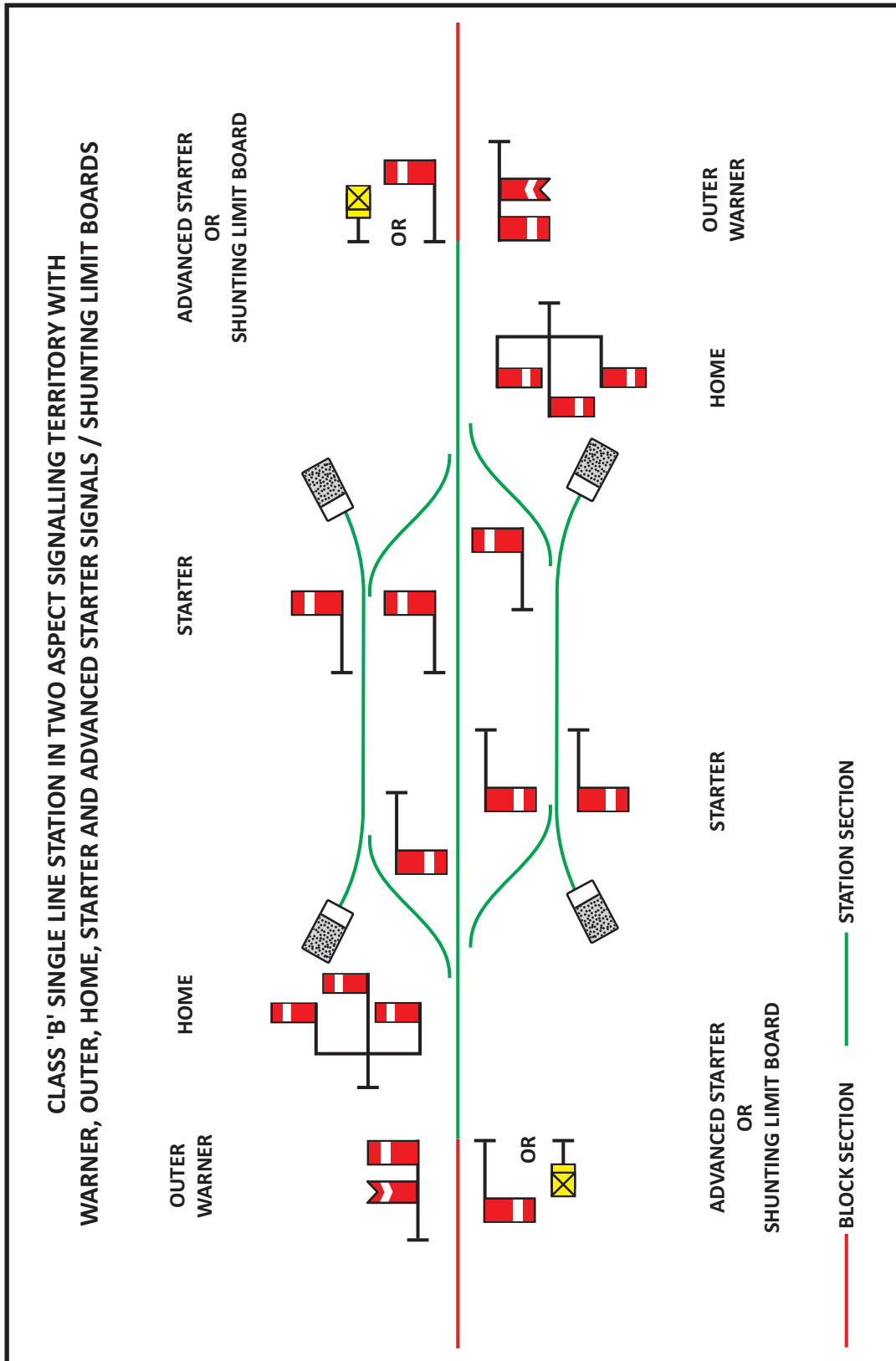
CLASS 'A' SINGLE LINE STATION IN TWO ASPECT SIGNALLING TERRITORY
WITH WARNER, HOME, AND STARTER SIGNALS

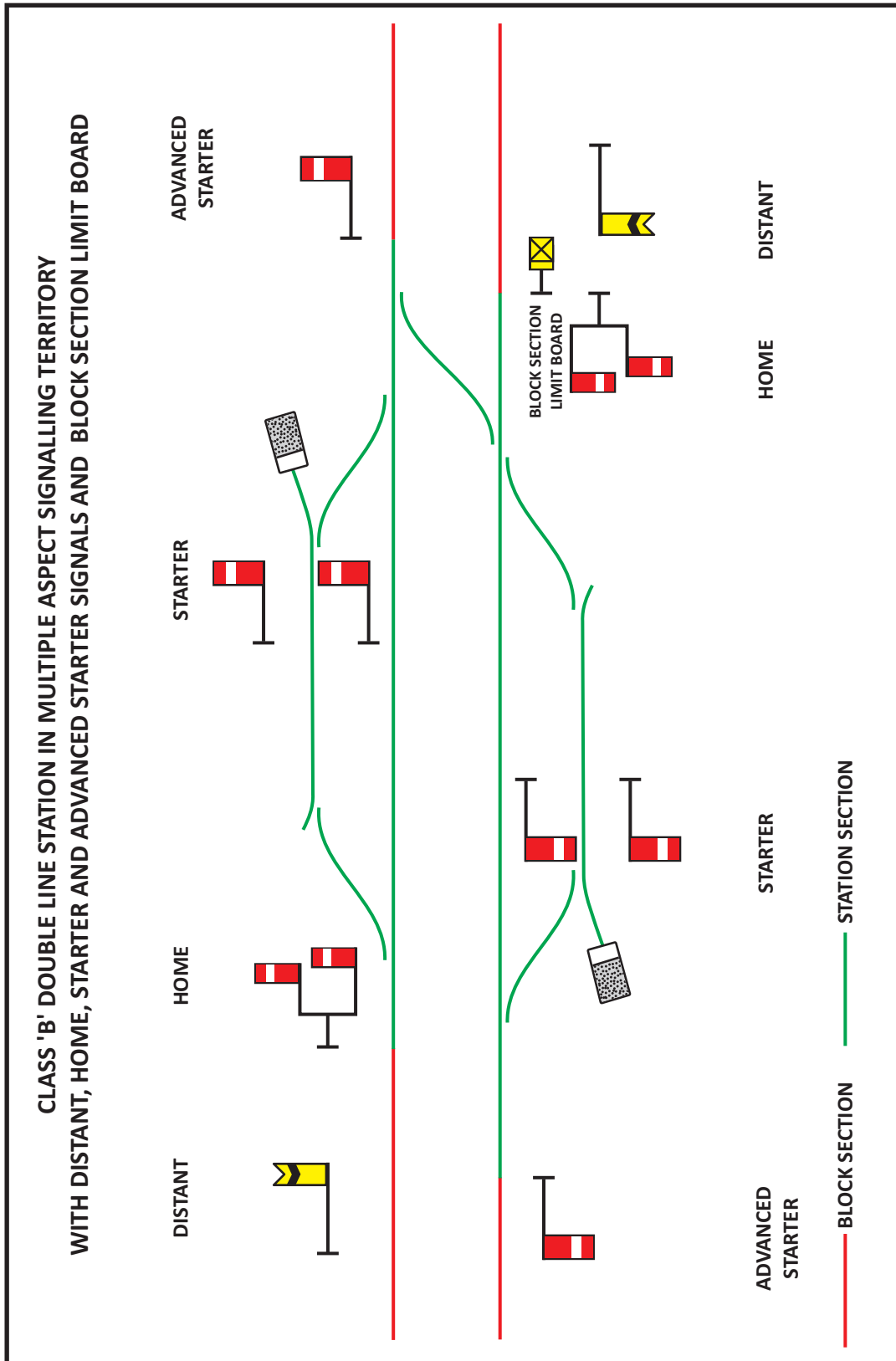


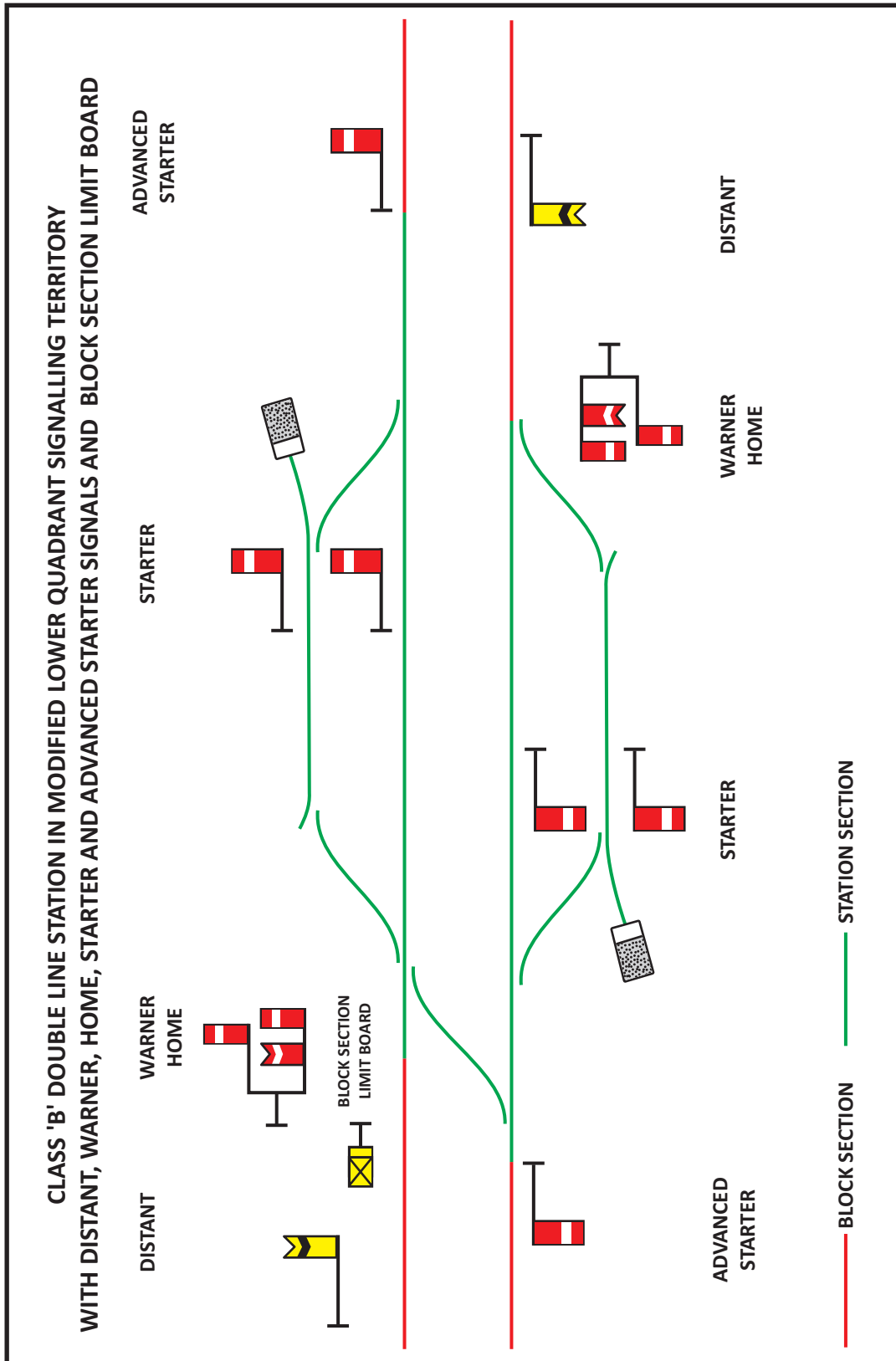
— BLOCK SECTION

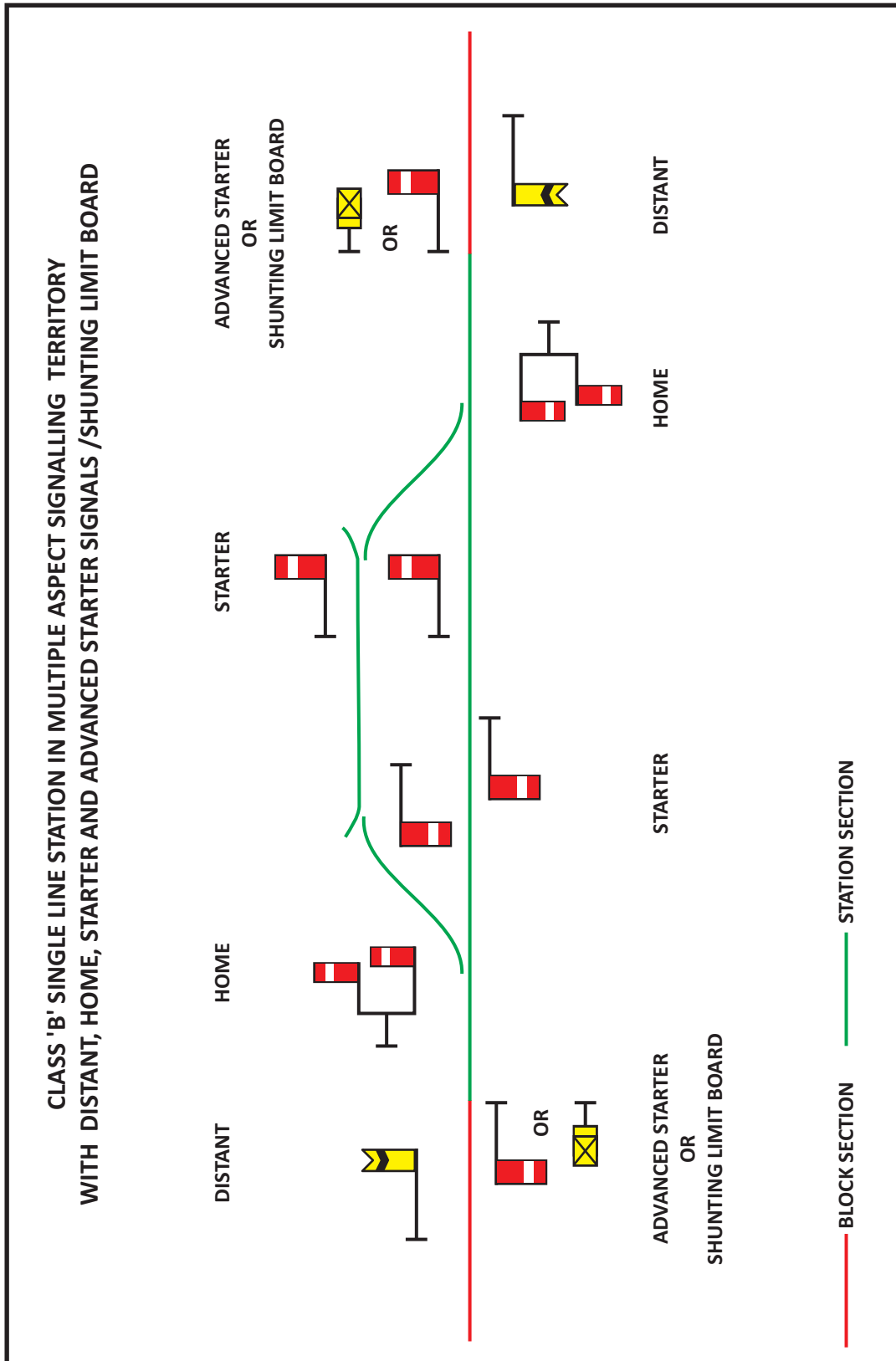


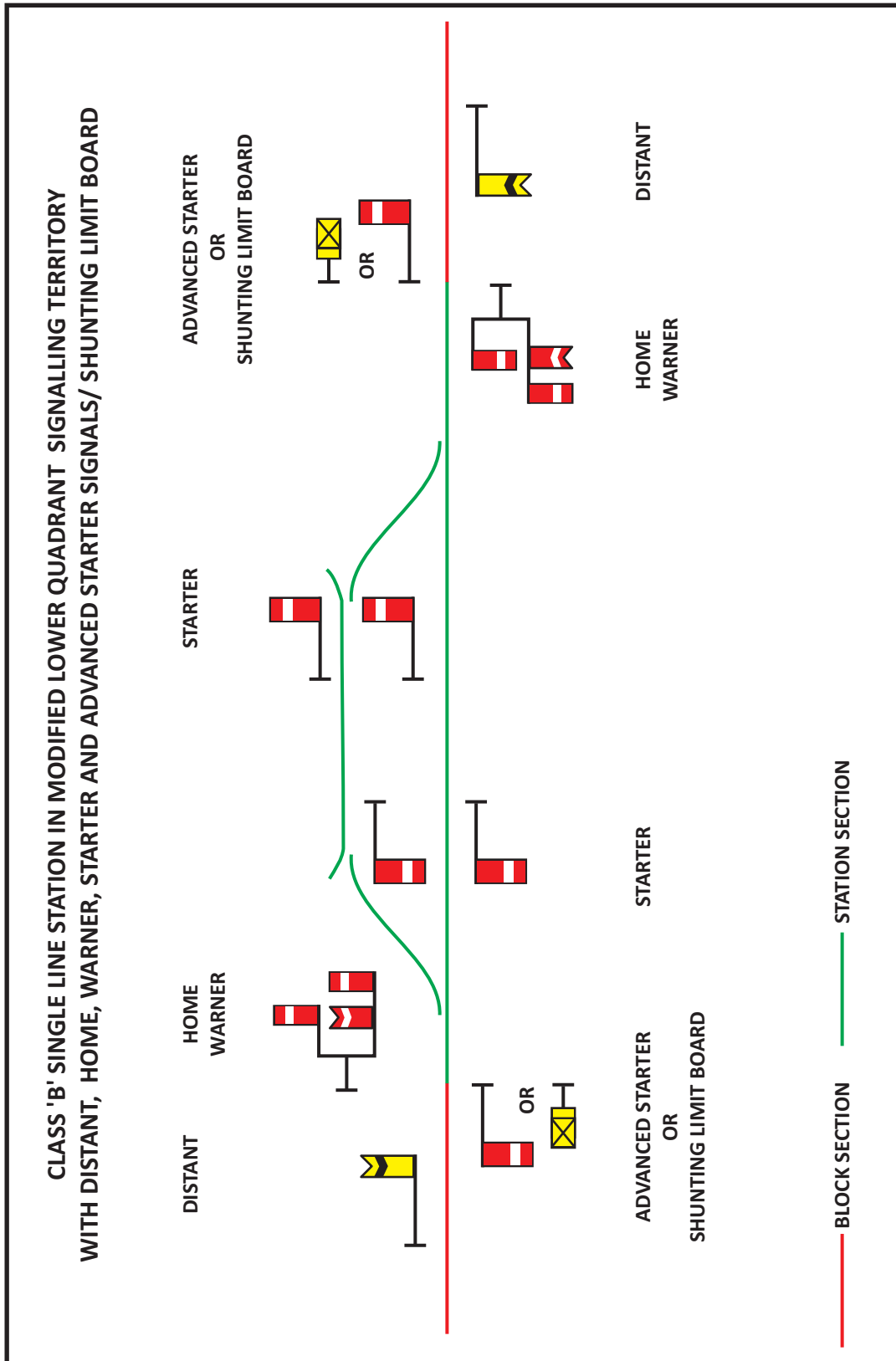


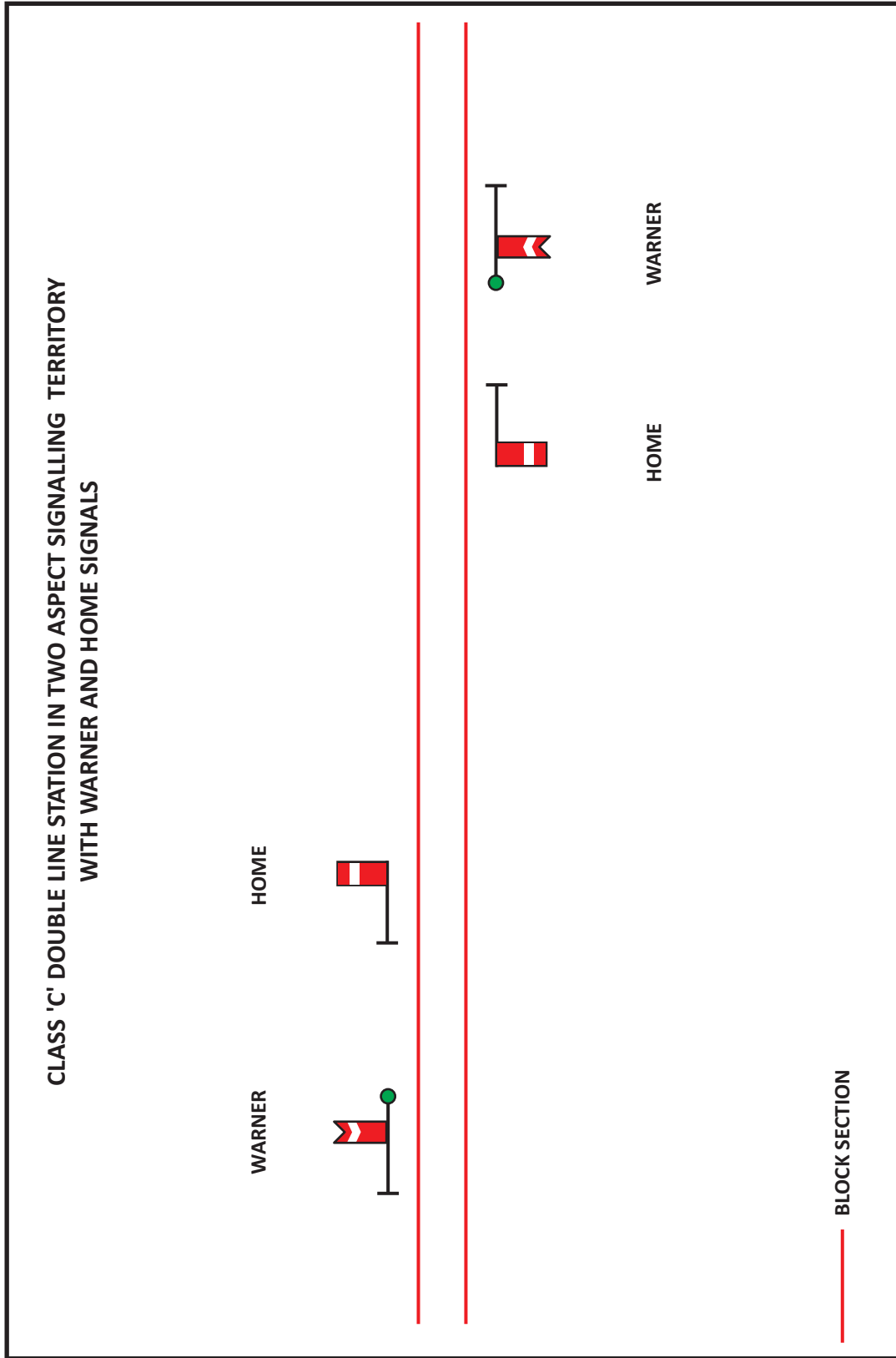


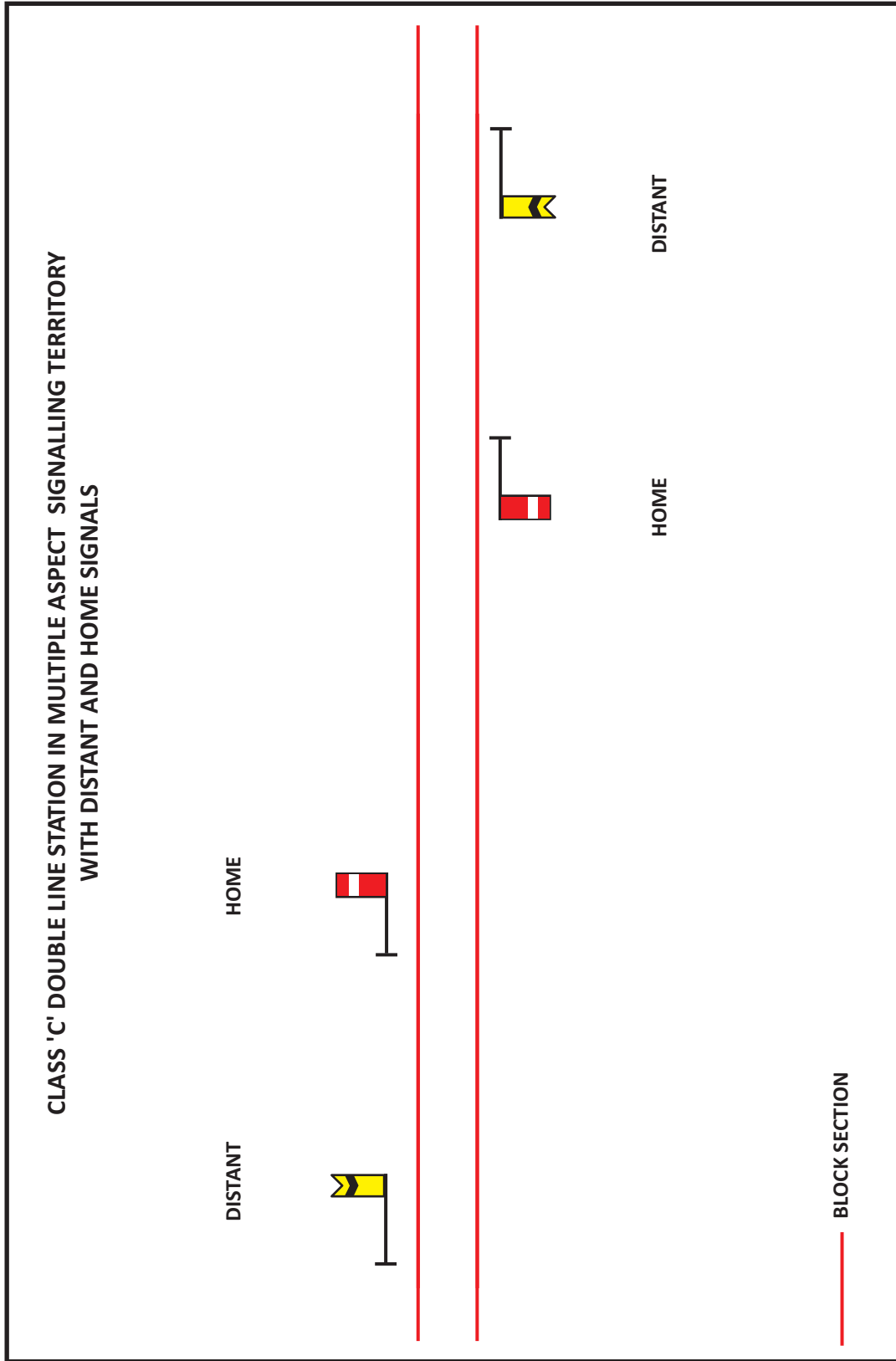


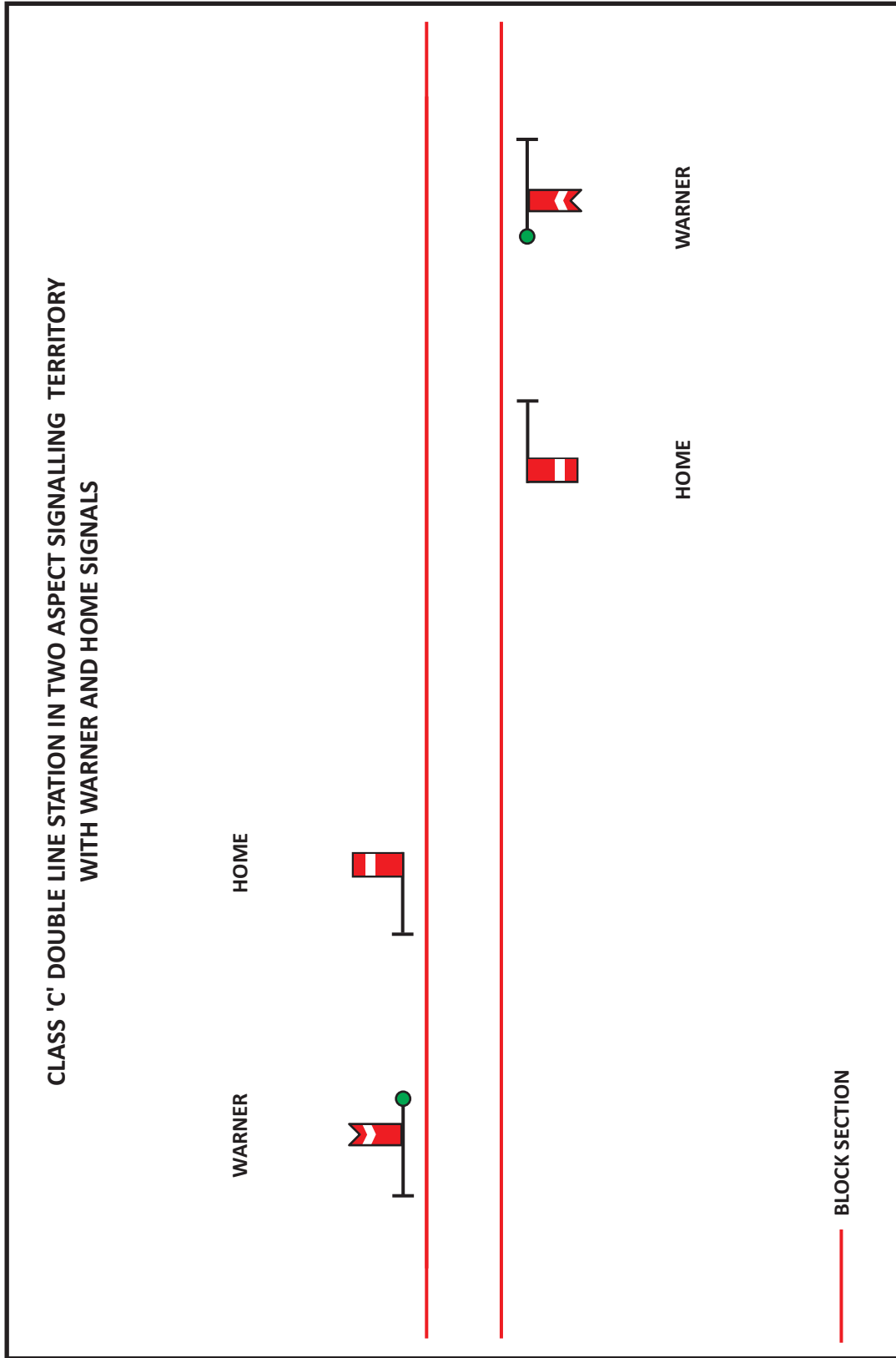


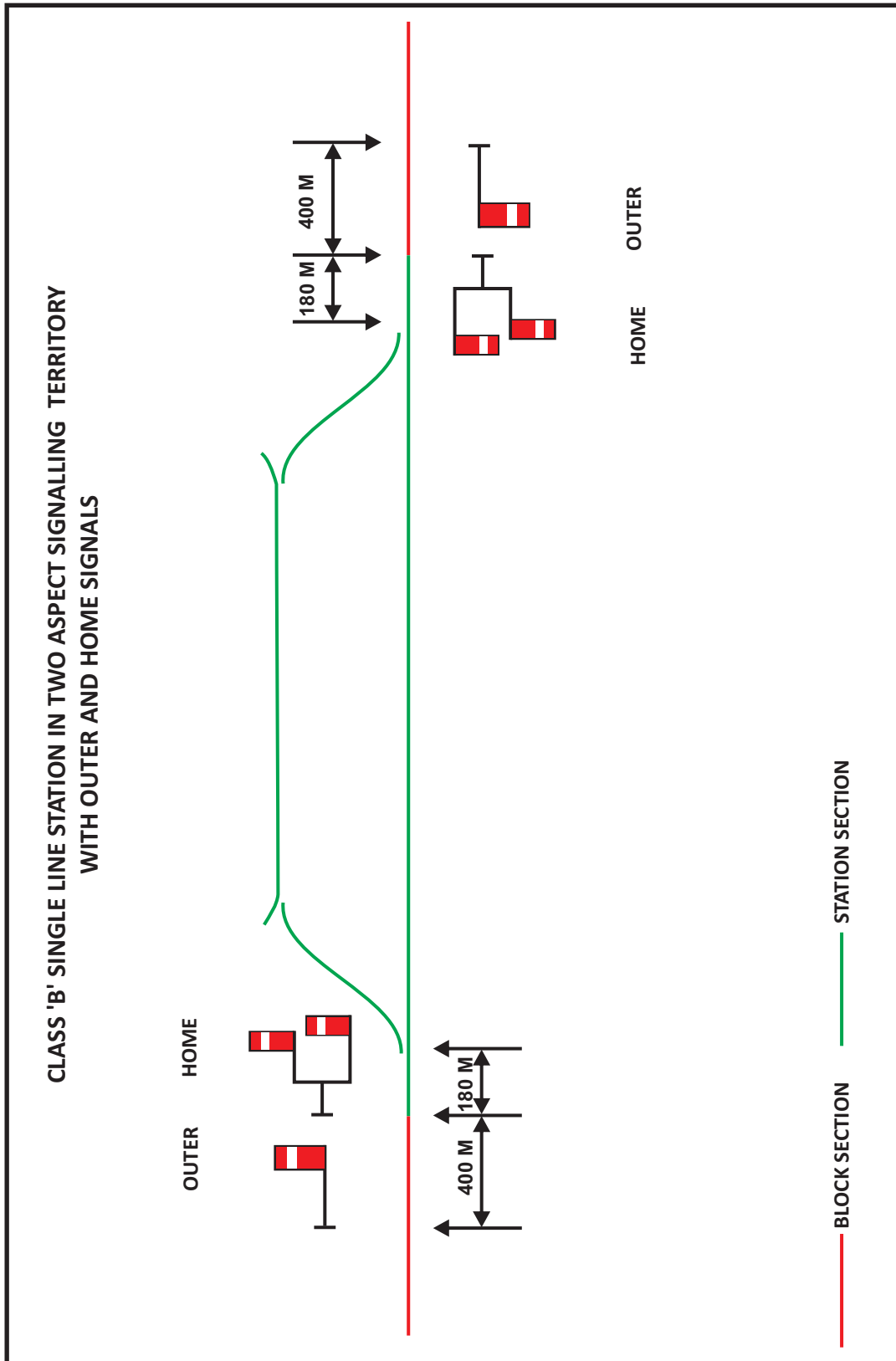


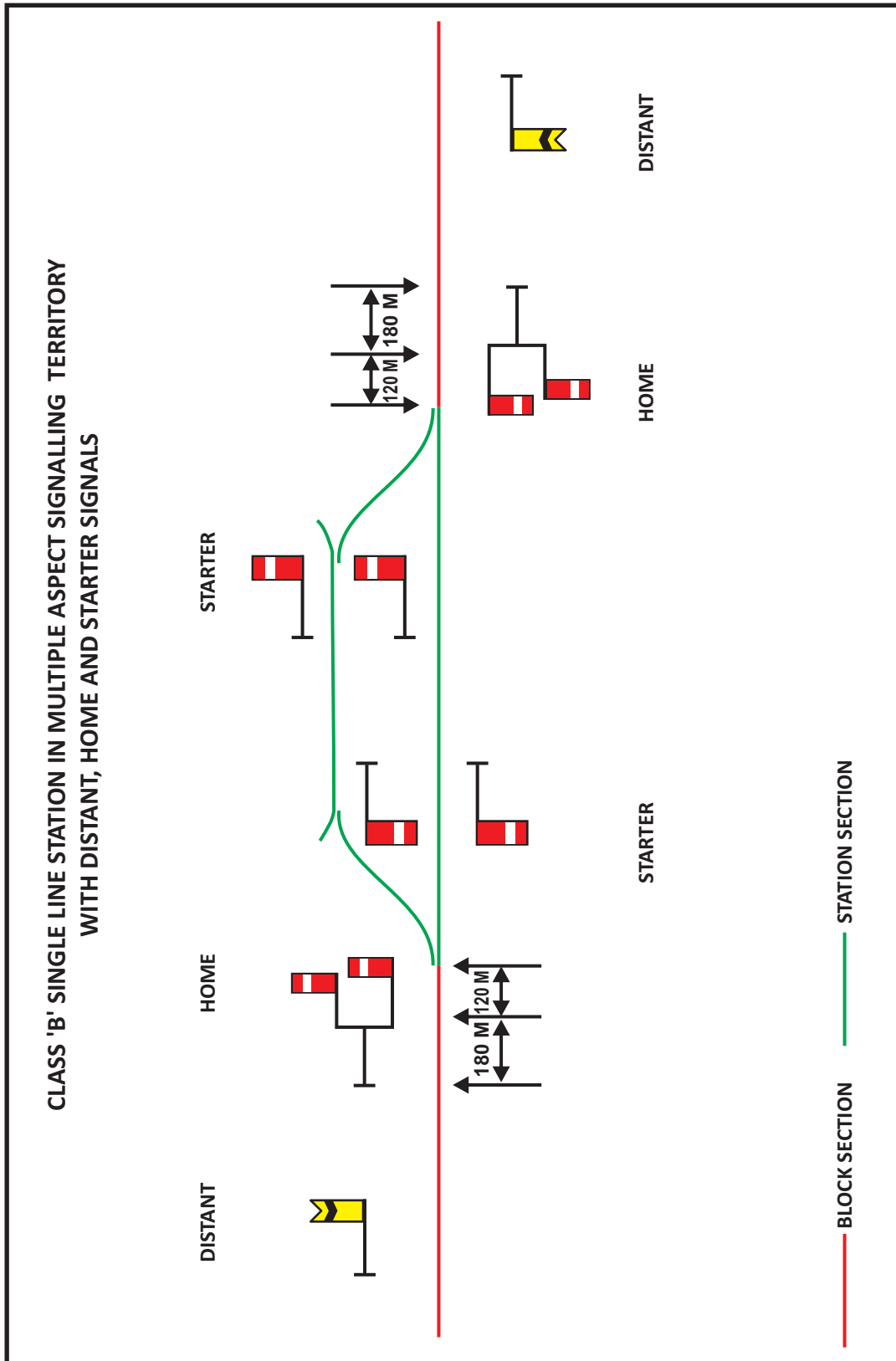


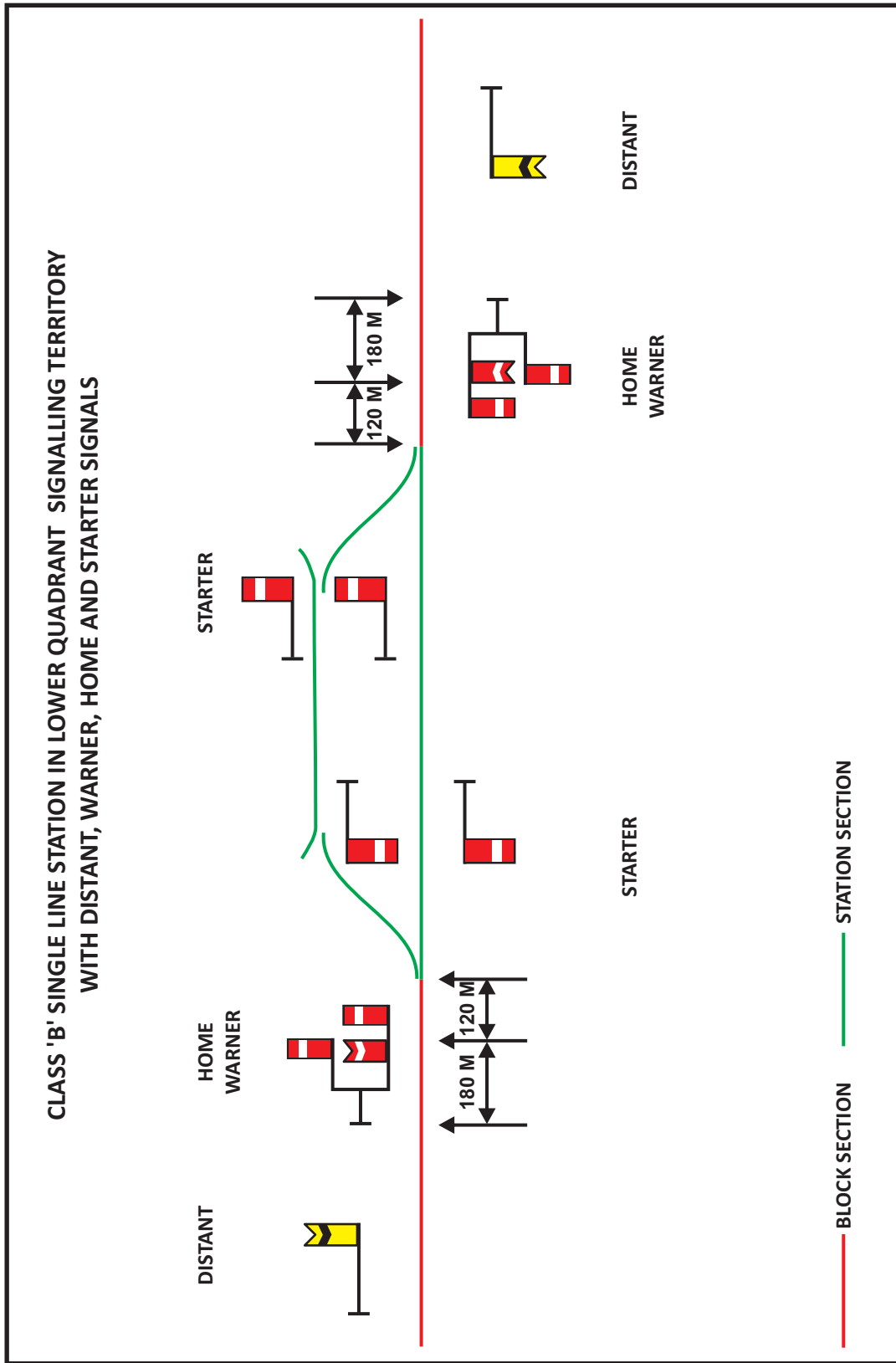












CHAPTER IX

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 Circuited or axle counters,
 - (b) the line between two adjacent block stations may, when required, be divided into a series of automatic block signaling 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 Signaling section that -
 - (i) the signal shall not assume an 'OFF' aspect unless the line is clear not only up to 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 mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled 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 Master at both the ends;
 - (c) Advanced Starter signal of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced Starter shall assume 'OFF' aspect or be taken 'OFF' only when the line is clear up to an adequate distance beyond the mid-section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume 'OFF' aspect automatically or be taken 'OFF' only when the line is clear up to an adequate distance beyond the Home Signal of the station ahead;
 - (d) During abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing A' marker in the manner prescribed under special instructions and this action shall also ensure that 'A' marker of the Advanced Starter signal of the station in rear and Home Signal of the station in advance shall also be extinguished;

- (e) The adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);
- (f) During normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.
- (4) (a) when the Loco pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'ON' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;
- (b) the Station Master of the station ahead may authorize the Loco pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'ON' position through approved means of communication after ensuring conditions and procedures 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 10 KMPH. up to the next signal and act as per aspect of this signal; and
- (d) The Loco pilot shall report the failure of mid-section modified semi-automatic stop signal to the Station Master of the station ahead.

9.02. DUTIES OF LOCO PILOT AND GUARD WHEN AN AUTOMATIC STOP SIGNAL ON DOUBLE LINE IS TO BE PASSED AT 'ON'

- (1) When a Loco Pilot finds an Automatic Stop signal with an 'A' marker at 'ON', he shall bring his train to a stop in the rear of the signal. After bringing his train to a stop in the rear of the signal, the Loco Pilot shall wait there for one minute by day and two minutes by night. If after waiting for this period, the signal continues to remain at 'ON', he shall give the prescribed code of whistle and exchange signals with the Guard and then proceed ahead, as far as the line is clear, towards the next Stop signal in advance exercising great caution so as to stop short of any obstruction.
- (2) The Guard shall show a Stop hand signal towards the rear when the train has been so stopped at an Automatic Stop signal, except as provided for in sub-rule (4).
- (3) Where owing to the curvature of the line, fog, rain or dust storm, engine working the train pushing it, or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 10 kilometres an hour. Under these circumstances, the Loco Pilot, when not accompanied by an Assistant Loco Pilot, and if he considers necessary, may seek the assistance of Guard by giving the prescribed code of whistle.
- (4) When so sent for by the Loco Pilot, the Guard shall accompany him on the engine cab, before he moves forward, to assist the Loco Pilot in keeping a sharp look-out.
- (5) When an automatic Stop signal has been passed at 'ON' the Loco Pilot shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'OFF' the Loco Pilot shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously upto that signal and shall act upon its indication only after he has reached it.

SR.9.02 :

- (i) *The 'ON' position of an Automatic Signal may be due to the presence of a train in the Automatic Signaling section ahead including the overlap or due to an obstruction on the track or a broken or displaced rail or any other cause.*

Therefore, When a Loco Pilot passes an Automatic Stop Signal at 'ON' either on double line or single line he shall proceed with great caution at a speed never exceeding 15 KMPH even if the visibility may be quite clear. He shall go on proceeding with such caution, looking out for any possible obstruction and be prepared to stop short of the same until he reaches near the obstruction or near the next automatic signal, as the case may be, even if the signal may from any distance be seen exhibiting 'OFF' aspect.

- (ii) *When a train has to stop at an Automatic Signal because of its being at 'ON' the Loco Pilot of the train shall draw his train as close as possible in rear of the signal, in order to provide maximum possible margin for a train following cautiously behind it in accordance with G.R.9.02.*
- (iii) *After passing a permissible stop signal at 'ON' either on double line or single line the Loco Pilot shall proceed with great caution and speed never exceed 15 KMPH even if the visibility may be quite clear. He shall go on proceeding with such caution looking out for any possible obstruction and be prepared to stop short of it, until he reaches near the obstruction or near the next automatic signal, as the case may be, even if the signal may from some distance be seen exhibiting 'OFF' aspect.*
- (iv) *Whenever any Automatic Signal is passed at 'ON' the Guard shall record in his Train Journal the time of passing the signal at 'ON' and the time of passing the next stop signal. All such cases of passing the Automatic Stop signal at 'ON' together with the timings of passing the two signals shall be recorded in a special register to be maintained in the Control office and this should be scrutinised by the operating officers to ensure that the Loco Pilots take not less than the minimum running time required for observing the speed restriction and cautions driving.*
- (v) *Every Loco Pilot passing an Automatic Signal at 'ON' must proceed cautiously up to the foot of the next signal even if the 'OFF' aspect of the same is visible as the line between those two signals may be obstructed.*
- (vi) *After passing an Automatic stop signal at 'ON' the Loco Pilot of a following train shall ensure that minimum distance of 150 metres or two clear OHE masts is maintained between his train (in clear weather) and the preceding train, if any, or any obstruction on the line ahead. However, in the case of EMU trains the minimum distance of 75 metres or one OHE mast shall be maintained between EMU train and preceding train, if any, or any obstruction on line ahead. However, during dense fog, after passing an Automatic 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. In case of foggy weather the Loco Pilot may control the speed of the train /EMU, MEMU, DEMU etc. so as to be able to stop adequately short of the train or obstruction.*

NOTE: *Where the fixed Red Light of SLRs in the train, after its modification to an LED Red Light, are provided with switch available with the Guard to put the light to 'on' position, the Guard of the train should put the light 'on' when train is held up in Automatic territory (on double line and multiple line sections) in abnormal situations including fog. This will be in addition to the Flashing Tail Lamp.*

- (vii) *All Guards, Loco Pilots, Diesel Asstt/Asstt. Loco Pilot who are required to work on Automatic Signalling section shall be imparted one days intensive course once in every six month about the rules pertaining to this system and competency certificate issued/renewed in token of their knowledge and proficiency in these rules. A record of such competency certificate issued shall be maintained by Divisional Safety Officer and Divisional Mechanical Engineer concerned. No Guard, Loco Pilot, Diesel Asstt/Asstt Loco Pilot shall be put on duty on such section unless he possesses such a certificate.*
- (viii) *After passing an Automatic Stop Signal at 'ON' the Guard of a train shall watch that the Loco Pilot does not exceed the speed prescribed. In case of EMU trains if the Motorman exceeds the speed prescribed Guard (When not travelling with the Motorman) shall give three pause three (000 pause 000) rings on the bell code to warn the Motorman and take action as prescribed in GR-4.45. In case of other trains also, if the Loco Pilot exceeds the speed prescribed, the Guard shall take action as per GR 4.45.*

B. RULES APPLICABLE TO SINGLE LINE

9.03. ESSENTIALS OF THE AUTOMATIC BLOCK SYSTEM ON SINGLE LINE –

- (1) **Where trains on a single line are worked on the Automatic Block System -**
- (a) the line shall be provided with continuous track circuiting or axle counters.
 - (b) the direction of traffic shall be established only after Line Clear has been obtained from the block station in advance.
 - (c) a train shall be started from one block station to another only after the direction of traffic has been established.
 - (d) it shall not be possible to obtain Line clear unless the line is clear, at the block station from which Line clear is obtained, not only 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 signaling 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 signaling 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 mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled 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 Master at both the ends;

- (c) Advanced Starter signal of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced Starter shall assume 'OFF' aspect or be taken 'OFF' only when the line is clear up to an adequate distance beyond the mid-section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume 'OFF' aspect automatically or be taken 'OFF' only when the line is clear up to an adequate distance beyond the Home Signal of the station ahead;
 - (d) During abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure that 'A' marker of the Advanced Starter signal of the station in rear and Home Signal of the station in advance shall also be extinguished;
 - (e) The adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);
 - (f) During normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.
- (4) (a) when the Loco pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'ON' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;
- (b) the Station Master of the station ahead may authorize the Loco pilot to the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'ON' position through approved means of communication after ensuring conditions and procedures 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 10 KMPH. Up to the next signal and act as per aspect of this signal; and
- (d) The Loco pilot shall report the failure of mid-section modified semi-automatic stop signal to the Station Master of the station ahead.

9.04. MINIMUM EQUIPMENT OF FIXED SIGNALS IN AUTOMATIC BLOCK TERRITORY ON SINGLE LINE - The minimum equipment of fixed signals to be provided for each direction shall be as follows –

- (a) Manual Stop signals at a station -
 - (i) a Home,
 - (ii) a Starter.
- (b) An Automatic Stop signal in rear of the Home signal of the station.

NOTE: Under approved special instructions, the Automatic Stop signal may be dispensed with.

SR. 9.04 : *Automatic Stop Signal in rear of the Home signal on sections where Automatic Block System on Single line is in operation, shall be called Approach signal and may have either three or four aspects.*

9.05. ADDITIONAL FIXED SIGNALS IN AUTOMATIC BLOCK TERRITORY ON SINGLE LINE –

- (1) Besides the minimum equipment prescribed in Rule 9.04, one or more additional Automatic Stop signals, as are considered necessary, in between block stations, may be provided.
- (2) In addition, such other fixed signals as may be necessary for the safe working of trains may be provided.

9.06. CONDITIONS FOR TAKING 'OFF' MANUAL STOP SIGNALS IN AUTOMATIC BLOCK TERRITORY ON SINGLE LINE –

- (1) **Home signal** - When a train is approaching a Home signal, otherwise than at a terminal station, the signal shall not be taken 'OFF' unless the line is clear not only upto the Starter but also for an adequate distance beyond it.
- (2) **Last Stop signal** - The last Stop signal shall not be taken 'OFF' for a train unless the direction of traffic has been established and the line is clear upto the next Automatic Stop signal, or when the next Stop signal is a Manual Stop signal for an adequate distance beyond it.
- (3) The adequate distance referred to in sub rules (1) and (2) shall never be less than 120 metres and 180 metres respectively unless otherwise directed by approved special instructions. A sand hump of approved design, or subject to the sanction of the Commissioner of Railway Safety, a derailing switch shall be deemed to be an efficient substitute for the adequate distance referred to in sub-rule(1).

SR. 9.06 : (i) *when Home Signal is not taken 'OFF' after operation of station panel ,the Station master on duty shall personally ensure that all points over which the train will pass are correctly set, and pad locked and line over which train will pass are free from obstruction as required Vide G&SR 3.38 and 3.39.*

(ii) *The Station Master on Duty will then issue Authority to pass Defective Signals in “ON” position on prescribed from No. T/369 (3b).*

(iii) *In the event of failure of points machine, the points shall be set by means of crank handle the details of which are incorporated in the Station Working Rules.*

(iv) *The Station Master will issue written message to S&T staff for rectification of the defect/Failure and obtain his remarks in signals Failure Register after the S&T gear is put right.*

(v) *When Line Clear for train is obtain and Direction of the traffic has been established on station Panel and Station Master is unable to take 'OFF' the Starter Signal, he will ensure that all points over which train will pass are correctly set, clamped and pad locked . thereafter he will issue authority on prescribed form no T/D 912 to pass departure signal and other intervening signal at 'ON' observing other precaution and proceed to next station at speed not exceeding 25 KMPH. The subsequent train shall not be allowed to follow till the preceding train has reached the block station in advance.*

(vi) *When line clear for train is not obtained and Direction of traffic has not been established the train shall be worked on authority of Paper Line clear Ticket as described under chapter XIV and Absolute Block System will come into force. The Loco Pilot shall be issued authority to disregard Automatic Stop Signal on prescribed form no. T/A 912.*

(vii) *When a relief engine or train is required to be sent in the block section which is occupied due to obstruction the Station Master shall issue authority on prescribed form no. T/C 912 to enter into the block section up to place of obstruction.*

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 provided under special instructions.
- (3) If no telephone communication is provided near the signal or if the telephone communication provided near the signal is out of order and cannot be made use of, the Loco Pilot shall give the prescribed code of whistle and exchange signals with the Guard and then proceed past the signal as far as the line is clear, up to the next Stop signal in advance, exercising great caution so as to stop short of any obstruction.
- (4) The Guard shall show a stop hand signal towards the rear when the train has been so stopped at an Automatic Stop signal, except as provided for under sub-rule (6).
- (5) Where owing to the curvature of the line, fog, rain or dust storm, engine working the train pushing it, or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 10 kilometres an hour. Under these circumstances, the Loco Pilot when not accompanied by Assistant Loco Pilot, and if he considers it necessary, may seek the assistance of the Guard by giving the prescribed code of whistle.
- (6) When so sent for by the Loco Pilot, the Guard shall accompany him on the engine cab, before he moves forward, to assist the Loco Pilot in keeping a sharp look out.
- (7) When an Automatic Stop signal has been passed at 'ON', the Loco Pilot shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'OFF', the Loco Pilot shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously upto that signal and shall act upon its indication only after he has reached it.

SR.9.07:

- (i) *When a train has to stop at an automatic signal because of its being at 'ON', the Loco Pilot of the train shall draw his train as close as possible in rear of the signal, in order to provide maximum possible margin for train following cautiously behind it in accordance with GR 9.07.*
- (ii) *After passing an Automatic stop signal at 'ON' the Loco Pilot of a following train shall ensure that minimum distance of 150 metres or two clear OHE masts is maintained between his train(in clear weather) and the preceding train, if any, or any obstruction on the line ahead. However, in the case of EMU trains the minimum distance of 75 metres or one OHE mast shall be maintained between EMU train and preceding train, if any, or any obstruction on line ahead. 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. In case of foggy weather the Loco Pilot may control the speed of the train /EMU, MEMU, DEMU etc. so as to be able to stop adequately short of the train or obstruction.

Note: *Where the fixed Red Light of SLRs in the trains, after it's modification to an LED Red Light, are provided with switch available with the Guard to put the light to 'on' position, the Guard of the train should put the light 'on' when train is held up in Automatic territory (on double line and multiple line sections) in abnormal situations including fog. This will be in addition to the Flashing Tail Lamp.*

- (iii) *After passing an Automatic Stop Signal at 'ON' the Guard of a train shall watch that the Loco Pilot does not exceed the speed prescribed. In case of EMU trains if the Motorman exceeds the speed prescribed the Guard (When not travelling with the Motorman) shall give three pause three (000 pause 000) rings on the bell code to warn the Motorman and take action as prescribed in GR-4.45. In case of other trains also, if the Loco Pilot exceeds the speed prescribed, the Guard shall take action as per GR 4.45.*

9.08. PERSON IN CHARGE OF WORKING TRAINS IN 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 sections 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).**

SR. 9.08 :

- (i) *At stations worked on Automatic Block System on single line the following procedure shall be observed during shunting operation.*
- (a) *The line outside the first stop signal (Home signal) shall not be obstructed unless the line has been blocked back.*
 - (b) *The line outside the outermost facing points or beyond Advanced Starter signal where provided and up to first stop signal shall not be obstructed unless the block section into which the shunting is to take place is clear of an approaching train and a Railway Servant specially appointed in this behalf by the Station Master is incharge of shunting operation.*
 - (c) *The line outside outermost facing points shall not be obstructed in face of an approaching train.*

However, where Advanced Starter signal is provided, the line beyond outermost facing points and up to Advanced starter signal shall not be obstructed in such case unless the provisions contained under SR 8.09 (i) have been complied with.

- (ii) (a) *At stations worked on Automatic Block System four shunting tokens will be provided at each station. The token for different shunting purpose will be as under-*
- *Rectangular shape: Shunting between Dn. Home and Dn Approach signals.*
 - *Triangular shape: Shunting between Dn. Home and Up starter signals.*
 - *Rhombic shape: Shunting between Up Home signal and Up Approach Signals.*
 - *Pyramidal, Shape: Shunting between Up Home signal and Dn Starter Signal.*
- (b) *The Possession of Shunting token by the Loco Pilot authorises him to perform shunting on the instructions of the person incharge of shunting only at that end of the station for which token is intended, i.e. between Home signal or approach signal of that end and the Starter of the opposite end.*
- (c) *The shunting token shall be issued to the Loco Pilot through the Guard of the shunting train, or person incharge of shunting in case of yard shunting as an authority for performing shunting up to Up/Dn. Home signals or up to first Up/Dn. Automatic stop signals, as the case may be and also to pass the requisite starter signal at 'ON' if required to do so. Under no circumstances shunting should be performed unless shunting token or the Station Masters memo in lieu thereof is in personal custody of the Loco Pilot.*
- (iii) *All Guards, Loco Pilots, Diesel Asstt. /Asstt. Loco Pilots who are required to work on Automatic Signaling section shall be imparted one day's intensive course once in every six month about the rules pertaining to this system and competency certificate issued/renewed in token of their knowledge and proficiency in these rules. A record of such competency certificate issued shall be maintained by Divisional Safety Officer and Divisional Mechanical Engineer concerned. No Guard, Loco Pilot, Diesel Asstt. /Asstt. Loco Pilot shall be put on duty on such section unless he possesses such a certificate.*

C. RULES APPLICABLE TO BOTH DOUBLE AND SINGLE LINES

9.09. WORKING OF TRAINS ON CENTRALISED TRAFFIC CONTROL TERRITORY - On a section where Centralized 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 signaling 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 part, not less than 180 metres from the train or at such distance as has been fixed by special instructions.**

SR. 9.10: *In addition to GR 9.10 (1), the Guard will switch on the flasher tail lamp and Loco Pilot will switch on the flasher light of engine.*

9.11. LOCO PILOT TO REPORT FAILURES –

- (1) When a Loco Pilot has to pass an Automatic stop signal at 'ON', he shall stop his train at the next reporting station or cabin as prescribed by special instructions and report particulars of Automatic Stop signals passed at 'ON' by him.
- (2) The Station Master or person in charge of the reporting station or cabin shall promptly report the fact to the signal and operating officials concerned.

SR. 9.11 :

- (i) *The Divisional Railway Manager shall issue instructions specifying the stations or cabins where Loco Pilots will be required to report particulars of Automatic Stop Signals passed in the 'ON' position by them, particulars of the signals so reported along with date, train No., Loco Pilot's name, action taken etc. shall be recorded by the stations or cabins in the registers maintained for the purpose.*
- (ii) *The Automatic Signal failures shall also be recorded in the Divisional Office and checked to ensure that there are no hold ups and that failures, if any, are promptly attended to and requirements of safety are fully maintained.*

9.12. PROCEDURE DURING FAILURE OF AUTOMATIC SIGNALLING - When a failure of Automatic signaling 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.

SR. 9.12 :

- (i) (a) *If a Loco Pilot finds an Automatic Stop Signal 'Red' he shall follow G.R. 9.07.*
- (b) *Station Master, on being informed by the Loco Pilot of the second train that the particular Automatic Stop signal is giving stop (Red) indication, though there is no train in the signaling section concerned causing the said signal to assume 'Red' indication, will declare the signal as defective and advise Station Master of the station in rear and last stopping station to issue authority to pass Automatic Stop Signal at 'Red' aspect on prescribed form no. T/A912 to all Loco Pilots for passing the particular Automatic Stop Signal without following G.R. 9.07 upto the next signal ahead. Loco Pilots will be guided by the aspect of the next signal only after reaching it. Station Master after declaring the said Automatic Stop Signal as defective shall not allow any train to follow a preceding train in the same block section, as per G.R. 9.03 (f).*
- (c) *Station Master on being informed by a Loco Pilot about the Automatic Stop Signal being defective, will inform the Signal Maintainer to attend the site immediately for putting right the defect.*
- (d) *If, however, the failure of an Automatic Stop signal continues the procedure to issue authority to pass Automatic Stop signal at 'ON' as per S.R. 9.12 (i)(b) will continue to be issued till defective signal is put right.*
- (e) *After the defect has been rectified, all concerned who were previously advised, vide para (d) above, regarding the signal being defective will again be advised by wire that the defect has been put right and normal working has been resumed.*
- (f) *Detail of working is as under:-*

PART-I

I. Failures 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 Signaling & Telecommunication 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' T/D 912 as prescribed in Rule 5 (a) below. The 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) *Control telephone.*
 - (c) *VHF sets.*
- (3) *The Station Master on duty at the station in advance shall not give such 'Line Clear' (as per Rule 2 above) unless -*
 - (i) *the whole of the last preceding train has arrived complete,*
 - (ii) *the line on which it is intended to receive the incoming train is clear at least 180 metres beyond the Platform Starter or 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', TD/912 as prescribed in rule (5)(a) below shall proceed with utmost caution and must 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 Pilot of all subsequent trains shall also proceed with great caution, subject to other speed restrictions in force, and must continue to look out for any possible obstruction.*
- (5) *The Station Master shall give the Loco Pilot /Motorman of each train -*
 - (a) *An 'Authority to proceed incorporating the speed restriction to be observed as referred to in Rule (4) above on prescribed form T/D 912. Distinguishing number/numbers of Departures and Gate signal/signals required to be passed shall also be indicated on this Authority, authorising the Loco Pilot /Motorman to pass it/them.*

NOTE :- *To distinguish this authority from 'Authority to Proceed without Line Clear', T/C 912 it shall be crossed diagonally by 2 green lines.*

- (6) *Before handing over the 'Authority to Proceed' all the points over which the train will pass, shall be correctly set and facing points locked. Whenever any power operated points have to be operated for diverting trains, these must 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 provided.*
- (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 whistle. The Station Master after satisfying himself that all is safe 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.*
- (8) *Clearance of the section by each train shall be intimated to the station, in rear under exchange of Private Numbers.*
- (9) *Train Signal Register shall be brought into use and all entries regarding train working recorded there in. The Controller shall be kept advised of all train movements taking place in the affected section, if possible.*
- (10) *As soon as signals are put right by competent authority, normal working of trains on Automatic Block System may be resumed, after exchanging messages with Private Numbers by the Station Masters concerned, assuring that the section is clear. Controller's permission, if possible, should 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/Transportation Inspector of the section must scrutinise them and submit his report to the Divisional Railway Manager/Safety Officer within seven days of the resumption of normal working.*

II. Failure of all signals likely to last for some time and cause serious delay when no means of communication 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, or*
- (b) *Control telephone.*
- (c) *VHF sets*

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 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.

- (3) *Before any train is allowed to leave the station as prescribed in Rule (1) above, 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 -*
- (a) *An "Authority to Proceed without Line Clear" on the prescribed form. T/C 912 The counterfoil shall be retained by the Station Master and the foil given to the Loco Pilot.*
 - (b) *A Caution Order restricting the speed to 25 KMPH. over the straight with clear view and to 10 KMPH when approaching or passing any portion of line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause. Subject to the observance of other speed restriction imposed and speed over facing points being restricted to 15 KMPH.*
 - (c) *An authority on the prescribed form T/A 912 authorising the Loco Pilot/Motorman to pass the Automatic signals intervening the two nominated stations at 'ON', the Semi-Automatic signals 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 signals cautiously up to the level crossing where he must 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 Signal/signals shall be indicated on this authority.*
- (5) *No train shall be allowed to enter an affected section until there is a clear interval of 15 minutes between the train about to leave and the train which has immediately proceeded, 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 Assistant Loco Pilot or the Guard with hand signal must be sent in advance to guide the further movement of the train. A sharp lookout ahead should 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 head lights.*
- (b) *A tunnel shall be entered only after it has been ascertained that it is clear. If there is any doubt on this point, the train shall be piloted by a railway employee equipped with hand signal and detonators.*
- (7) *The Guard shall keep a sharp lookout in the rear and be prepared to exhibit a danger signal to prevent the approach of a train from the rear and to protect it, if necessary as per extant Rule. 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 Rule (1) above, the Loco Pilot shall bring his train to a stand outside the first Stop signal and sound one 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 this signal who shall obey hand signals if any relayed from the station platform manual /semi-automatic signal if any will how ever be passed 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 his personal custody for inspection by the Traffic/Transportation 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/Safety Officer within 7 days of resumption of communication.*

E.C.RAILWAY

- (10) A record of all trains passed over 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 Rule (1) above.
- (11) Trains must continue to work on this system 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 _____

Train (Number & Description) _____ arrived complete at _____ hours. Last train _____ (Number and Description) dispatched to your station _____ at _____ hours. Cancel the present method of working of trains. Permission to approach shall be obtain by means of _____ Acknowledge.

Private Number _____

On receipt of the above message, the Station Master at the other end of the affected section shall acknowledge in the following form –

From Station Master _____

To Station Master _____ No _____ Your No. _____

Understand that train (Number and Description) _____ which was the last train to leave by 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 / will be cancelled immediately after the complete arrival of train No. _____ Permission to approach for the next train will be obtained by means of _____ Private Number _____

- (13) Line clear shall not be obtained or given by any means of communication which has been restored until both the Station Master are satisfied that all trains and engines etc. Dispatched from their stations have arrived complete at the other station. When the trains referred to in Rule 12 above arrive complete at the stations, their number and their arrival time will be communicated to the other Station Master concerned under exchange of Private Numbers. Thereafter intimation about this shall be given to the Section Controller, if possible.

PART-II

Rules and Regulations for working of trains under the Automatic Block 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 –

I. On the Double line section when one line is obstructed :

- (1) When it is desired 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 the Section 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 official not below the rank of an Inspector has inspected that section and certified that the road is safe for the passage of trains.*
- (3) The movement of trains on the affected section shall be controlled by such stations 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 Control telephone or VHF sets, as the case may be. "Line clear" shall not be given unless the line on which the train is to be received is clear at least 180 metres beyond the point opposite the train usually come to a stop. For each first train running in the wrong direction, permission to approach shall neither be asked for nor given unless the two Station Masters 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 indications, 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 Register shall be introduced at the stations on affected section.*
- (6) Loco Pilots of all trains on the affected area must 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 should 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 prescribed Line Clear Tickets 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 on 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 Rule (3) above.*
- (9) *On receipt of acknowledgment from the Station Master at the other end confirm by a private number, single line working may be introduced. "Line clear" shall be obtained on Inter-cabin/ Station Group telephone, VHF sets or Control telephone, as the case may be, and trains run on the procedure set out above.*
- (10) (a) *A Caution Order shall also be handed over to the Loco Pilot of each train on 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 restriction of speed which may have been imposed and*
 - (iv) *the instructions that Automatic signals in the wrong direction should 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/A 912 authorising the Loco Pilot /Motorman to pass the Automatic signal intervening non governing (i.e. relating to the opposite direction) Semi-Automatic and Manually operated signals on being hand signaled past by a Pointsman or any other railway servant in uniform deputed for the purpose and the gate signals cautiously upto the level crossings where he must ascertain that the gates are locked and hand signals are displayed by the Gateman before he proceeds further. He must 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 at the signals. The individual distinguishing number including number of each Automatic, Semi-Automatic, Manually operated and gate signals shall be indicated 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 Gangmen on the way about the introduction of temporary single line working. The road on which the trains shall run is also to be specified.*
- (12) *The speed of all trains running in the wrong direction shall not exceed 25 KMPH.*
- (13) *When approaching the next station nominated under special instructions under Rule (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, and sound one 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 this signal, who shall obey hand signals, if any, relayed from the station platform. Manual/Semi-Automatic signals, if any, shall, however, be passed on a written authority on the prescribed form to be issued by the Station Master.

(14) Resumption of normal working –

- (a) On receipt of written certificate from a responsible engineering official that the obstructed track is free for passage of trains, the Station Master will issue a message to other station or stations, as the case may be, under exchange of Private Numbers and decide, in consultation with Section Controller, the train after the passage of which the 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 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/Transportation Inspector of the section must scrutinise them and submit his report to the Divisional Railway Manager/Safety officer within seven days of the resumption of normal working.*

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 lines under normal system of working and will be diverted on to their proper lines where possible.*
- (ii) Suburban trains running on through lines 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 the Down lines are obstructed -

- (i) **On the local line** - On the local line trains will continue to run in the right 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 crossovers between unobstructed lines.*
 - (2) All facing points on the line on which the trains will run shall be clamped and locked for the movement of the trains on the line and an assurance to this effect shall be obtained on the telephone from 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 intervals as may be prescribed by special instructions*

- (4) *Trains shall run on 'Authority to proceed without Line Clear' applicable up to 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 lines). In order to ensure that a minimum time interval of 15 minutes is kept between two consecutive following trains, the Divisional Railway Manager/Safety officer shall prescribe the stations in between the affected section from where a written authority shall be given to the Loco Pilot of the train authorising him to leave the station. This authority shall be in addition to the Authority to proceed without Line Clear' already issued and shall not be 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 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 loudspeakers or other means at convenient stations.

- (5) *Trains shall run at a speed not exceeding 25 KMPH. when the view is clear and 10 KMPH. when the view is not clear subject to other speed restrictions in force. Speed over facing points will be restricted to 15 KMPH.*
- (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 will be worked on the unobstructed line in accordance with rules prescribed in Part-II (1).*

(D) Resumption of normal working -

- (i) *On receipt of a written certificate from a responsible engineering official that the obstructed track/tracks is/are free for passage of trains, the Station Master will issue a message to either station or stations as the case may be, under exchange of Private Numbers and decide, in consultation with the Section Controller, the train after the passage of which 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 station and the Traffic/Transportation Inspector of the section must scrutinise them and submit his report to the Divisional Railway Manager/Safety Officer within 7 days of the resumption of normal working.*

PART-III

Rules and Regulations for working of trains under the Automatic Block System during obstruction of one or more lines when no communications are available and signals have also failed –

The following procedure shall be adopted for train passing –

I. On a double line section when one line is obstructed :

- (1) *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 one of the following means :*
 - (a) *Automatic Block,*
 - (b) *Inter-Cabin/Station Group telephone, or*
 - (c) *Control telephone.*
 - (d) *VHF sets.*

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 Rule 1 above, to enter the affected area, it shall be brought to a 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.*
- (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 EMU stock/Diesel car has to be sent to open communications all passengers must be detrained before the train is despatched. The relevant provisions of the rules for single line working on double line during total failure of communication shall be adhered to.*
- (5) *Loco Pilot of all trains approaching the affected area must be advised in writing by the first controlling station prescribed under Rule (1) above about the stations between which and the line on which temporary 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 station immediately in rear of the affected section and proceed further only on receipt of the prescribed authority to proceed.*
- (6) *The Station Master will handover to the Loco Pilot opening the communication the following documents -*
 - (i) *“An Authority to proceed without Line Clear” on prescribed form TB/912”*
 - (ii) *A Caution Order restricting the speed to 25 KMPH. over the straight with clear view and to 10 KMPH. 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, subject to the observance of other speed restrictions imposed and speed over facing points being restricted to 15 KMPH.*

The Caution Order shall contain :

- (a) *The line on which the train or light engine is to run.*
- (b) *The kilometres between which the obstruction exists.*

- (iii) *An authority on the prescribed form T/A 912 authorising the Loco Pilot / Motorman to pass the Automatic signals intervening the two nominated stations at 'ON' the Semi-Automatic signals and Manually operated signals on being signalled past by a Pointsman or any other railway servant in uniform deputed for the purpose and Gate signals cautiously upto the level crossing where he must 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 signal/signals shall be indicated on this authority.*
 - (iv) *A conditional line clear message for a train to enter the affected section from the other end.*
 - (v) *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.*
- (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 Gangmen on the way about the introduction of temporary single line working. The road on which the trains 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 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 signals Maintainers are available.*
- (9) (a) *After sending forward a train engine/empty EMU 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 EMU 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 EMU train/motor trolley /Tower wagon proceeding to open communications shall proceed at a speed not exceeding 25 KMPH. over the straight with a clear view and 10 KMPH. when approaching or passing any portion of the line by night or when the view ahead is not clear making free use of the engine whistle. In thick 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 other carrying fog signals ready for immediate use. One of these men will be provided by the Station Master from his Group 'D' 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 would 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 EMU train meeting any other engine, Tower wagon etc. sent from the other end in the mid section, the two Loco Pilot shall, taking into consideration the importance of the trains waiting, the distance from the nearest station, gradients to be encountered, the presence of catch siding etc., decide which engine/unit etc. should push back so as to allow the other to go through.*
- (12) *On arrival of the train at the next station nominated under special instructions, under Rule (2) above, the Loco Pilot shall hand over the Conditional Line Clear and Line Enquiry Message to the Station Master who shall record it in the Line Clear Message book.*

- (13) *The Station Master on the authority of the Conditional Line Clear shall dispatch 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.*
 - (iii) *A Caution Order on which shall be clearly stated -*
 - (a) *The line on which 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 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 rule (2)above, the Loco Pilot 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, and should sound one 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 this signal who shall obey hand signals, if any, relayed from the Station Platform. Manual Semi -Automatic signals, if any, shall however, be passed on a written authority on the prescribed form 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, 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 with the Loco Pilot of the preceding train.*
- (18) *The arrival and departure time of all trains must be carefully recorded in –*
- (a) *Line Clear Enquiry and Reply Books,*
 - (b) *Counterfoil of the "Authority to proceed without Line Clear" (this applies to the first train only), and*
 - (c) *The Train Signal Register.*
- (19) *If the Station Master, at one end has more than one train to dispatch in the same direction before another train is normally expected from the opposite direction, he shall mention in the 'Line Enquiry Message' the numbers of trains he wants to send and also state there in that the latter trains will be dispatched after the first train at interval of 15 minutes or full running time whichever is more.*

After the receipt of Line Clear for the required number of trains the Station Master while dispatching the first train shall endorse on the Line Clear ticket that a particular train (giving its number and description in full) shall follow at a 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: *if line clear is granted for a train or trains, no other train should be dispatched from the opposite end until the arrival of the train or trains or the cancellation of the line clear.*

(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 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 above in Rule (1) 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 train shall be worked in accordance with the instructions prescribed in Part –I (II)*
 - (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 Part II (1) shall be observed.*
 - (c) *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.*
- (21) *All the records in connection with the train working under this system shall be retained at the station and the Traffic/Transportation Inspector of the section must scrutinize them and submit his report to the Divisional Railway Manager/Safety officer within 7 days of the resumption of the normal working.*

II. On a Quadruple line section :

- (i) **When one or two lines (one Up and one Down) are obstructed** - *The Trains shall continue to work on proper unobstructed line/lines as in the case of “Total interruption” under rules prescribed in Part - I.*
- (ii) **When both the Up and both the Down lines are obstructed -**
 - (1) **On local line-** *trains shall continue to run on their proper line as in the case of “Total Interruptions” vide rules prescribed in Part - 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-over 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 locked for the movement of the trains on that line.*
 - (d) *To ensure that all trains running on the through line in the right direction 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 should 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 Masters 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 dispatch 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 acknowledgment obtained. The Guard shall deliver a copy each of the memo to the Station Master of intermediate stations and station 'A' and obtain their acknowledgment. On receipt of the memo the Station Masters 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 T/B 912
 - (2) A Caution Order restricting the speed to 25 KMPH over the straight with clear view and to 10 KMPH 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, subject to the observance of other speed restriction imposed and speed over facing points being restricted to 15 KMPH. The Caution Order shall indicate the kilometres between which the obstruction exist, if known.
 - (3) An authority on the prescribed form T/A 912 authorising the Loco Pilot/Motor-man to pass the Automatic signal intervening the two nominated stations at 'ON', the Semi-Automatic signals 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 signals cautiously upto the level crossing where he must 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 signal/ signals shall be indicated on this authority
 - (4) 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 'A' shall dispatch 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 will 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 interval of 15 minutes or at such intervals as may be prescribed by special instructions.
- (f)** 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 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 loudspeakers or other means at convenient stations.

- (g) *Trains shall run at a speed not exceeding 25 KMPH. when the view is clear and 10 KMPH when the view is not clear subject to other speed restriction in force. Speed over facing points will be restricted to 15 KMPH.*
- (h) *All movements on the through line, other than the normal complements 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 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 official that the obstructed track/tracks is/are free for passage of trains, and*
 - (b) *The signals are put right.*

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 under Part-I (II).*

(ii) *In case when obstruction is removed but signals continue to be inoperative and one of the means of communications (as listed in Part –III (I) above) is available the trains shall be worked as per rules prescribed under Part-III.*

(iii) *In case where either signal are put right or any one of the means of communications is available but the obstruction continues, the instructions as prescribed in Part-II (II) will 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.*

(v) *All the records in connection with train working under this system shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Divisional Railway Manager/Safety officer 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 is not permitted. When in an emergency it becomes unavoidably necessary to move a train against the established direction of traffic, this shall be done only under special instructions which shall ensure that the line behind the said train up to the station in rear is clear and free from obstruction.

SR.9.13 :

- (i) *If a train has to be backed due to unavoidable circumstances the Loco Pilot under such circumstances shall proceed cautiously at a speed not exceeding 10 kilometers per hour and make frequent use of Engine whistle. The Guard shall remain in the brake van exhibiting proceed hand signals to the Loco Pilot, keeping a sharp look out for approaching trains. He shall also be ready to apply his brakes, if necessary. The Guard shall also depute any other qualified person to proceed ahead on foot with hand signals with instructions to exhibit danger hand signals towards any approaching train. In thick or foggy weather or when the visibility is poor, the Guard shall depute an additional qualified person with fog signals ready for immediate use. If the train has come to a stop just in advance of an Automatic stop signal then the train shall be backed slowly so as to bring the rear brakevan in rear of the automatic stop signals. In order to ensure the protection of the signal in rear.*
- (ii) *In the event of accident or any break down in a block section, the movement of trains in that section will be governed under the provision of Absolute Block systems.*

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 authorized to pass a Semi-Automatic Stop signal at 'ON' by taking 'OFF' the Calling-on signal fixed below it, he shall follow the precautions stipulated in Rule 9.02 or 9.07 as the case may be.

9.15. PASSING A GATE STOP SIGNAL AT 'ON' IN AUTOMATIC SIGNALLING TERRITORY -

if the Loco Pilot finds a gate Stop signal at 'ON' in an Automatic signaling territory-

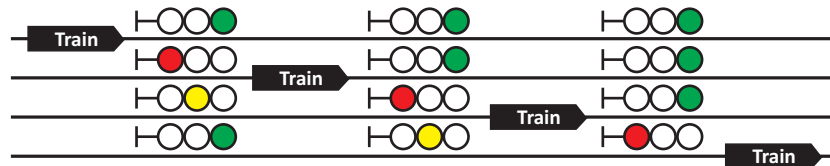
- (a) he shall comply with the provisions of Rule 9.02 or 9.07 as the case may be, if the 'A' marker is illuminated, or
- (b)
 - (i) if the 'A' marker light is extinguished, he shall sound the prescribed code of whistle to warn the Gateman and bring his train to a stop in rear of the signal, and
 - (ii) If after waiting for one minute by day and two minutes by night, the signal is not taken 'OFF', he shall draw his train ahead cautiously 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 GR 9.02 or 9.07 as the case may be.

SR. 9.15 :

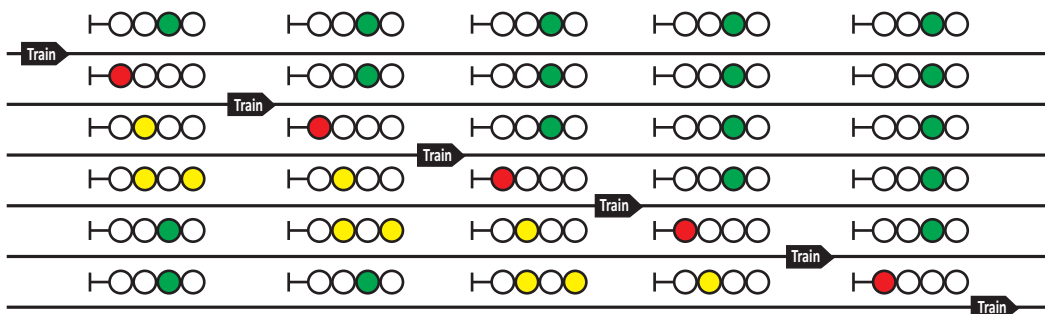
- (i) While passing a gate signal with 'A' marker at 'ON' or its light extinguished in Automatic Signaling territory, the Loco Pilot should sound one long whistle and proceed continuously whistling from the whistle Boards up to the level crossing.
- (ii) Passing a Semi-Automatic Gate Stop Signal, provided with illuminated 'A' and illuminated 'AG' markers, at 'ON' in Automatic signaling territory - If the Loco Pilot finds a gate signal provided with illuminated 'AG' marker at 'ON' in an Automatic signaling territory –
 - (a) he shall comply with the provisions of General Rules 9.02 or 9.07 as the case may be, if the 'A' marker is illuminated but the 'AG' marker light is extinguished, or
 - (b) If the 'A' marker light is extinguished but the 'AG' marker light is lit he shall comply with the provisions of clause (b) of General Rule 9.15; or
 - (c) If both the 'A' marker and 'AG' marker light are extinguished, he shall sound the prescribed code of whistle to warn the Gateman and bring his train to a stop in the rear of the signal. Thereafter, he shall proceed further only in accordance with the procedure laid down under special instructions.

9.16. ILLUSTRATIVE DIAGRAMS - Automatic change of sequence of aspects being behind the train in three aspects and four aspects signaling is illustrated in the following diagrams which are not drawn to scale.

Automatic change of sequence of aspects behind the train in three aspect signaling territory



Automatic change of sequence of aspects behind the train in four aspect signaling 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 Trains system unless the Station Master of the block station in advance has exchanged messages regarding his readiness to receive the trains and has, in addition, given his assurance that no train will be allowed to leave his station for the station from which the following trains are to be dispatched, until the latter have all arrived at his station and until he has received permission to dispatch trains in the opposite direction.

10.02 REPORT TO THE COMMISSIONER OF RAILWAY SAFETY - When the Following Trains System is introduced on any portion of a railway under Rule 7.01, a report shall be sent by telegram to the Commissioner of Railway Safety.

10.03. CONDITIONS TO BE OBSERVED IN WORKING TRAINS ON THE FOLLOWING TRAINS SYSTEM – When the Following Trains System is adopted, the following conditions shall be observed, namely –

- (a) no train shall start until the Loco Pilot has been given 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 instructions,
- (f) the actual time of the departure of each train shall at once be intimated to the block station in advance and the actual time of arrival of each train shall at once be intimated to the block station in rear, and
- (g) the number of following trains running at the same time between any two Block stations shall not be more than one for each 5 kilometres of station interval and unless permitted by special instructions, shall never exceed four, whatever may be length of the station interval.

10.04. DELIVERY OF AUTHORITY TO PROCEED TO LOCO PILOT OR GUARD ON THE FOLLOWING TRAINS SYSTEM -

- (1) Every authority to proceed shall be delivered to the Guard or Loco Pilot by the Station Master, or by some railway servant appointed in this behalf under special instructions.
- (2) When such authority to proceed is delivered to the Loco Pilot under sub-rule (1), a duplicate shall be given to the Guard.
- (3) When an authority to proceed is delivered to the Guard under sub-rule (1), it shall be either -
 - (a) handed personally by the Guard to the Loco Pilot, or
 - (b) countersigned by the Guard and then handed to the Loco Pilot either by the Station Master or by some railway servant appointed in this behalf by special instructions.
- (4) An authority to proceed shall not be handed to the Loco Pilot under sub-rule (2) or (3) -
 - (a) until the train is ready to start, and
 - (b) if the train is waiting to pass another train, until the whole of the later train has come in and is clear of the running line for the former train.

10.05. AUTHORITY TO PROCEED ON THE FOLLOWING TRAINS SYSTEM - The written authority to proceed for use on the following Trains System shall be in the following form -

S.NO. _____	_____ RAILWAY
THE FOLLOWING TRAINS SYSTEM	
AUTHORITY TO PROCEED	
UP (OR DOWN)	
Train No. _____	Up (or Down) _____
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 _____ kilometers an hour.	
Signed _____	
Station Master at _____	
(Station stamp)	
Signature of Guard at _____ station.	
*Strike out whichever is inapplicable.	
This ticket shall be given up by the 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 Rule 10.04, he shall satisfy himself that the authority to proceed delivered to him has been correctly and completely prepared in the form prescribed for the purpose and he shall not proceed with his train until he has done so and the mistake, or omission, if any, has been rectified.
- (3) When an authority to proceed is delivered to the Guard of the train under sub-rule (3) of Rule 10.04, he shall, before it is handed to the Loco Pilot, satisfy himself similarly.

10.07. OBSTRUCTION IN FACE OF APPROACHING TRAIN OR TRAINS ON THE FOLLOWING TRAINS SYSTEM - The line shall not be obstructed outside the outermost facing points in face of an approaching train as long as this system of working is in force.

10.08. CESSATION OF WORKING ON THE FOLLOWING TRAINS SYSTEM - When it is intended that no more following trains shall be dispatched 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 dispatched between the two stations until the last train has arrived at the block station in advance and the line has been cleared between the two stations.

10.09. PROTECTION OF TRAINS ON THE FOLLOWING TRAINS SYSTEM -

- (1) When a train is stopped between stations and if the detention exceeds or is likely to exceed five minutes, it shall be protected in accordance with the provisions of Rule 6.03, except that the Guard going back to protect the train shall place one detonator, at 250 metres from the train on the way out, and two detonators, 10 metres apart, at 500 metres from the train, irrespective of gauge.
- (2) In case the train stopped between stations, is unable to proceed on account of accident, failure, obstruction or any other exceptional cause, the Loco Pilot shall also arrange to protect the train in the front in the manner laid down for the Guard.

(This system is not in use on East Central Railway)



CHAPTER XI

THE PILOT GUARD SYSTEM

11.01. ESSENTIALS OF THE PILOT GUARD SYSTEM - Where trains are worked on the Pilot Guard System –

- (a) a railway servant (hereinafter called a pilot Guard) shall be specially deputed to pilot trains; and
- (b) no train shall leave a station except under the personal authority of the Pilot Guard.

11.02. CONDITIONS TO BE OBSERVED FOR FOLLOWING TRAINS ON THE PILOT GUARD SYSTEM - Trains shall not follow one another in the same direction between stations, unless –

- (a) the Loco Pilot has been properly warned of the time of departure of the preceding train and of the place at which it will next stop;
- (b) all the trains are timed to run at the same speed, and such speed shall not exceed 25 kilometres an hour except under special instructions; and
- (c) an interval of fifteen minutes has elapsed since the departure of the preceding train.

11.03. PILOT GUARD'S DRESS OR BADGE - The pilot Guard shall be distinguished by 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 station, the Guard and the Loco Pilot shall take action to protect the train in accordance with the provisions of Rule 10.09.

(This system is not in use on East Central Railway)



CHAPTER XII

THE TRAIN STAFF AND TICKET SYSTEM

12.01. ESSENTIALS OF THE TRAIN-STAFF AND TICKET SYSTEM - Where trains are worked between two stations on the Train staff and Ticket System –

- (a) a single Train-staff shall be kept at one of such stations, and
- (b) no train shall start from either of such stations to the other unless the said Train staff is at the station from which the train starts and has either been handed to or shown to the Loco Pilot by the Station Master when giving such permission.

12.02. SYSTEM WHERE APPLICABLE - Trains may be worked on the Train staff and Ticket system only when the line is single and only between such stations as have been declared by special instructions to be Train staff stations.

12.03. CONDITIONS TO BE OBSERVED FOR FOLLOWING TRAINS ON THE TRAIN STAFF AND TICKET SYSTEM - Trains shall not follow one another in the same direction between Train staff stations, unless –

- (a) the Loco Pilot has been properly warned of the time of departure of the preceding train and of the place at which it will next stop;
- (b) all the trains are timed to run at the same speed, and such speed shall not exceed 25 kilometres an hour except under special instructions; and
- (c) an interval of fifteen minutes has elapsed since the departure of the preceding train.

12.04. LOCO PILOT TO HAVE TRAIN STAFF OR TRAIN-STAFF TICKET - No train shall be started from a station unless the Loco Pilot has in his possession to be carried with him on the journey, either the Train staff or a Train staff Ticket, for the section of the line over which the train is about to travel.

12.05. TRAIN-STAFF OR TRAIN-STAFF TICKET : BY WHOM TO BE DELIVERED TO LOCO PILOT - The Train staff or Train Staff Ticket shall be delivered to the Loco Pilot by the Station Master or by some railway servant appointed in this behalf by special instructions.

12.06. TRAIN-STAFF OR TRAIN-STAFF TICKET : WHEN TO BE DELIVERED TO LOCO PILOT–

- (1) When no other train is intended to follow before the Train staff will be required for a train running in the opposite direction, then subject to the provisions of sub-rule (3), the Train staff shall be delivered to the Loco Pilot.
- (2) When other trains are intended to follow before the Train staff can be returned, then, subject to the provisions of sub-rule (3), a Train staff Ticket indicating that the Train staff is following, shall be delivered to the Loco Pilot of each train except the last; and the Train staff shall be delivered to the Loco Pilot of the last train.
- (3) When a train is assisted by a second engine in the rear, a Train staff Ticket shall be delivered to the Loco Pilot of the front engine and the Train staff shall be delivered to the Loco Pilot of the rear engine :

Provided that if both the engines attached to the train travel over the entire length of line to which the Train staff applies, and the train is to be followed by other trains, a Train staff Ticket shall be delivered to the Loco Pilot of each of the engines attached to the first mentioned train.

- (4) When a train is assisted by a second engine in the front, the Train staff or a Train staff Ticket, as the case may be, shall be delivered to the Loco Pilot of the leading engine.
- (5) When a material train has to stop between stations, the Train staff shall be delivered to the Loco Pilot.
- (6) The Train staff or a Train-staff Ticket shall not be delivered to the Loco Pilot of any train until the train is ready to start.
- (7) The Loco Pilot shall not accept a Train staff Ticket unless he sees the Train staff at the same time in the possession of the person who delivers the Train staff Ticket to him.

12.07. TRAIN-STAFF TO BE KEPT ON ENGINE - When the Train-staff is delivered to the Loco Pilot of a train, he shall place it in a conspicuous place provided for the purpose on the engine.

12.08. TRAINS NOT TO BE STARTED UNTIL TRAIN STAFF RETURNED – When the Train staff has been taken away from a station by the Loco Pilot of a train, no other train shall be started from that station to follow the first mentioned train until the Train staff has been returned to the station.

12.09. TRAIN STAFF OR TRAIN STAFF TICKET TO BE GIVEN UP AND TICKET TO BE CANCELLED ON ARRIVAL OF TRAIN –

- (1) Upon the arrival of a train at the station to which the Train staff or a Train staff Ticket extends, the Loco Pilot shall immediately give the Train staff or Train staff Ticket to the Station Master, or to some railway servant appointed by special instructions to receive it.
- (2) The person to whom any such Train staff Ticket is so delivered shall immediately cancel the same.

12.10. PROCEDURE WHEN ENGINE IS DISABLED ON THE TRAIN STAFF AND TICKET SYSTEM -

- (1) If an engine which carries the Train staff breaks down between two stations, the Firemen shall take the Train staff to the staff -station in the direction when 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 Fireman 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 it applies.
- (2) The Train staff and Train staff Tickets and boxes for the different portions of the line shall be distinguished by different colours.
- (3) 'UP' and 'DOWN' Train staff Ticket shall also have distinguishing marks.

12.14. FORM OF TRAIN STAFF TICKET - EVERY TRAIN STAFF TICKET SHALL BE IN THE FOLLOWING FORM –

Ticket.NO. _____	_____ RAILWAY
TRAIN - STAFF TICKET UP(or Down)	
Train No. _____	
Time _____ Hours _____ Minutes	
From _____ To _____	
To Loco Pilot and Guard.	
You are authorised to proceed from _____ station to _____ station and the Train staff will follow.	
Train No. _____ in front left at _____ 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 authorized 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.

(This system is not in use on East Central Railway)



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.



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.

SR. 14.01: Use of walki-Talkie Sets: *Walkie – Talkie is a communication instrument which can be easily carried for making conversation between various officials involved in train working. This shall be used in the following instances:*

- (i) *In case a train has come to an out of course halt in Automatic Signalling Territory between two stations and is not in a position to move ahead and requires a relief engine, the Guard of that train shall guide the crew of a relief engine when it is to come to pick- up the train, except in suburban sections.*
- (ii) *Station Master may communicate on Walkie-Talkie for advising abnormalities that require immediate attention by Loco Pilot/Guard for controlling/stopping their train.*
- (iii) *Use of Walkie-Talkie sets should in no way contravene conditions required to be satisfied for reception/dispatch of trains as per mentioned in this manual.*
- (iv) *Walkie – Talkie sets should not be used as an alternative to written authority to proceed, authority to pass a defective signal at danger etc.*
- (v) *These sets shall not be used for communicating the aspect/position of any signal by Station Master to Loco pilot/Guard. The loco Pilot / Guard may advise if the aspect of any signal is 'ON'.*
- (vi) *Walkie-Talkie sets should not be used as an alternative to or replace physical exchange of signals. However in case of full length trains, in following circumstances, walkie- talkie sets may be used for exchange of signals between Loco Pilot and Guard when it is not possible to exchange signals physically and the conditions for exchange of signals have been fulfilled :-*
 - (a) *To Dispatch/start the train from a station;*
 - (b) *To start a train stopped in curvatures/tunnels in block section and*
 - (c) *On run, when it is not possible due to curvatures or due to geographical lay outs.*
- (vii) *In all the above cases where the Station Master or Loco Pilot or Guard uses the Walkie-Talkie, he will clearly mention his identity along with station name/train number while communicating and also confirm the identity of the speaker at the other end.*

14.02. PROVISION OF INSTRUMENTS –

- (1) Electrical communication instruments shall be provided at every station, except at class 'D' stations where they may be provided under special instructions.
- (2) (a) The electrical block instruments, where provided, and electrical communication instruments at any station shall be of a type approved by the Commissioner of Railway Safety and shall not be brought into use in the first instance unless they have been passed by him.

(b) The person in charge of the maintenance of electrical block instruments 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).

14.03. CONSENT REQUIRED BEFORE INTERFERING WITH BLOCK WORKING EQUIPMENT -

No railway servant shall interfere with the block working equipment, or their fittings for the purpose of effecting repairs, or for any other purpose, except with the previous consent of the Station Master.

SR.14.03 :

1. *Whenever block instruments or their fittings are to be interfered with for testing, repairs or replacement, the competent S&T staff shall issue a Disconnection Memo on the prescribed form S&T(T/351) to Station Master clearly specifying the various signals which shall be affected during such repairs or replacement of block instruments. The Station Master shall not give his consent for this purpose unless the block section is clear of trains and the block instruments, where provided, have been brought to Line Closed position.*

If a train is waiting at station to proceed, the block instruments or signals shall not be tested by S&T staff, unless it has been so authorized in writing by the Station Master, who, before giving such permission, shall inform the Loco Pilot of the waiting train in writing to treat signal/signals as defective. After the testing of the block instruments and signals has been completed and the Reconnection Memo received from S&T staff, the block instruments and signals shall be brought in use and normal working resumed. The Loco Pilot of the waiting train shall also then be advised to this effect.

**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.

SR.14.04 :

- (i) *No person should be permitted to operate a Block instrument unless he has satisfactorily passed the prescribed examination and holds a duly authorized certificate of competency.*

E.C.RAILWAY

This certificate shall be valid for a period of 3 years, Principal/Zonal Rail Training Institute shall issue the necessary certificate of Block competency to the staff concerned undergoing training after the initial, Promotional and Refresher Course.

Where, however, for any reason staff are not sent for Refresher Course within the period of 3 years, the validity of the Competency Certificate issued by the Principal/Zonal Rail Training Institute may be extended locally for a period of one year only after jointly re-examining the staff by TI(M)/Station Manager and Section Engineer (Signal) concerned. After extension of the validity has been certified by the TI(M)/Station Manager and Section Engineer(Signal), it shall be countersigned by the Sr.DOM/DOM or an Assistant Operations Manager duly authorized on this behalf.

- (ii) *The TI(M)/Station Manager and Section Engineer (Signal) must also have valid competency certificate from Sr. DSTE/DSTE/Principal, Zonal Rail Training Institute for Block competency for the purpose of discharging their duty under SR 14.04 (i).*
- (iii) *In case of staff holding authorized certificate of competency, if they do not have to operate Block Instrument for a period exceeding one year, then a fresh certificate of competency will have to be obtained by them before they can operate the block instrument. Such certificate issued by TI/Station Manager and section Engineer (Signal) concerned. While issuing such certificate SR 14.04 (ii) must be complied with.*
- (iv) *The competency certificate issued by Principal/Zonal Rail Training Institute must cover Panel/RRI working and first aid training in addition to block competency.*

14.05. BELL CODE - For the signaling 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 signaled	How acknowledged
1.	CALL ATTENTION, OR ATTEND TELEPHONE	O	One stroke or beat	One stroke or beat
2.	IS LINE CLEAR, OR LINE CLEAR ENQUIRY	OO	Two	Two
3.	TRAIN ENTERING BLOCK SECTION	OOO	Three	Three
4.	(A) TRAIN OUT OF BLOCK SECTION (B) OBSTRUCTION REMOVED	OOOO	Four	Four
5.	(A) CANCEL LAST SIGNAL (B) SIGNAL GIVEN IN ERROR	OOOOO	Five	Five
6. (A)	OBSTRUCTION DANGER SIGNAL (GENERAL)	OOOOOO	Six	Six
6. (B)	STOP AND EXAMINE TRAIN	OOOOOO - O	Six pause One	Six pause One
6. (C)	TRAIN PASSED WITHOUT TAIL LAMP OR TAIL BOARD	OOOOOO - OO	Six pause Two	Six pause Two
6. (D)	TRAIN DIVIDED	OOOOOO - OOO	Six pause Three	Six pause Three
6. (E)	VEHICLES RUNNING AWAY IN WRONG DIRECTION ON DOUBLE LINE OR INTO THE BLOCK SECTION ON SINGLE LINE	OOOOOO - OOOO	Six pause Four	Six pause Four
6. (F)	VEHICLES RUNNING AWAY IN RIGHT DIRECTION ON DOUBLE LINE	OOOOOO - OOOOO	Six pause Five	Six pause Five
7.	TESTING.	OOOOOOOOOOOO OOOO	Sixteen	Sixteen

- NOTE : (1) 'O' INDICATES A STROKE OR A BEAT AND '—' INDICATES A PAUSE.
 (2) EACH SIGNAL SHALL BE GIVEN SLOWLY AND DISTINCTLY.
 (3) Exchange of bell code under reference no. 3 & 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.

SR.14.05 :

- (1) *It must be clearly understood that telephone attached to block instrument does not do away with the necessity for the use of the authorized code of Bell Signals.*
- (2) *In cases where block instruments are placed in cabins, the operator must, whenever the code signals for the following are given or received, immediately advise the Station Master at the station -*
 - (a) *Obstruction danger signal.*
 - (b) *Stop and examine train*
 - (c) *Train passed without tail-lamp or tail board*
 - (d) *Train divided.*
 - (e) *Vehicles running away on wrong line.*
 - (f) *Vehicles running away on right 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 instrument and the timings of receipt and dispatch 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.**

SR.14.07:

- (a) *The Station Master, Assistant Station Master, Cabin Assistant Station Master or Switchman, as the case may be, who makes any entry for a train, shall continue on duty till all entries affecting that train are completed. By this is meant that the man who gives line clear for a train to enter the block section shall remain on duty till the train has arrived and the "Train out of section" signal has been given and acknowledged. The man who receives line clear for a train to enter the block section shall remain on duty till the "train out of section" signal is received and acknowledged.*

Shunting Jamadar / Line Jamadar / Points man / Gateman and staff of other category related with train passing duty/ Shunting who have been personally intimated of the arrival/departure of a train and whose duties are directly concerned with the safe passage of train into or out of the Station or who they are associated with the shunting operation shall not go off duty unless properly relieved..

- (b) When the Station Master, Assistant Station Master, Cabin Assistant Station Master or Switchman, as the case may be, change duty, a line must be drawn across the Train Signal Register Book underneath the entry of the last train. The person going off duty must note the state of Train Signal Register, record the time and sign his name above the line and similarly the reliever must do likewise below the line.*
- (c) In the case of a train working in the Block Section and in exceptional circumstance like accidents, engine-failures, OHE failures etc. where, abnormal delay to the train is apprehended sub-rule(a) need not be observed, but the entry in the train signal register with details of the train must be initiated by both men. An entry to this effect must also be made in the Station Diary and initialed by both Station Masters.*
- (d) Station Master at Stations where another person maintains the Train Signal Register must examine the book for its correctness by signing it. All irregularities noticed therein to be reported to the Sr. Divisional Operating Manager and Sr. Divisional Safety Officer. The Train Signal Register must not be taken out of office or Cabin in which the Block instruments is/are placed for any purpose whatsoever without the authority of Divisional Railway Manager/Principal Chief Operations Manager. Any other official while inspecting should check the train signal register also*
- (e) The Train Signal Register must be preserved by the Station master for one year after the completion.*
- (f) Train Signal Register to be maintained properly avoiding any correction. Alteration, if any, in Train Signal Register must be initialed in ink.*
- (g) The number of the token given to and received from each train must be entered in the Train Signal Register.*
- (h) The number of any token obtained from or returned to the instrument owing to cancellation, testing or transference must be entered in the Train Signal Register.*

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 double line, by the taking 'OFF' of the last Stop signal, and**
- (b) on the single line, either -**
 - (i) by a token for the block section, taken from an electrical block instrument, or**
 - (ii) by a Line Clear Ticket duly signed by the Station Master, or**
 - (iii) by any document prescribed in this behalf by special instructions, or**
 - (iv) by the taking 'OFF' of the last Stop signal in lieu of tangible authority as mentioned in sub-clauses (i) to (iii) on sections provided with electrical block instruments of tokenless type or track circuits or axle counters.**

SR. 14.08 : (1) Different authority to proceed are as follows:-

(A) Double Line- *“Taking 'OFF” of the Last Stop Signal.*

In case of failure of last stop signal or block instrument, T/369 (3b) to be issued quoting the private number so obtained from the station in advance in confirmation of line clear.

(B) Single Line-

- (a) Token/Tablet along with the “taking OFF” of the last stop signal i.e. Advanced Starter or Starter as the case may be.*
- (b) Taking “OFF” of the last stop signal i.e. Advanced Starter or Starter as the case may be where Tokenless Block Instrument is provided.*
- (c) Where there is no departure signal, Paper Line Clear Ticket to be issued as an authority to proceed if token or tablet is not given as an authority to proceed.*
 - (i) In case of failure of Single Line Block Instrument, Paper Line Clear Ticket to be issued as an authority to proceed in addition to the authority for passing the last stop signal i.e. Advanced Starter or Starter as the case may be.*
 - (ii) Where Block Instrument is in working order and line clear can be obtained on the block instrument and token or tablet can be extracted, only T/369 (3b) to be issued if advanced starter or starter as the case may be is defective.*
 - (iii) In case of failure of tokenless block instrument where provided, Paper Line Clear Ticket to be issued in addition to the authority for passing last stop signal i.e. Advanced Starter or Starter, as the case may be, on form T/369 (3b).*
 - (iv) In case tokenless block instrument is in working order and Line Clear can be obtained on the block instrument but last stop signal i.e. Advanced Starter or Starter, as the case may be, is only defective, form T/369 (3b) only to be issued.*

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.**

SR.14.09 : (i) *A damaged token/tablet must not be accepted as an authority to proceed by the Loco Pilot.*

- (ii) The Loco Pilot must not accept an Authority to proceed when it is in writing, if any erasures or corrections have been made therein. When any mistake has been made in writing out the authority to proceed, a fresh one must be prepared and issued.*

14.10. CONDITIONS FOR CLOSING THE BLOCK SECTION –

- (1) When the block section has been cleared by the arrival of the train or by the removal of the cause of blocking, the block section shall be closed by the block station in advance by giving the prescribed bell code signal.**

- (2) Before such signal is given, the Station Master shall satisfy himself as per the prescribed special instructions -
 - (a) that the train has arrived complete, or the cause of blocking the section has been removed, and
 - (b) that the conditions under which Line Clear can be given, are complied with.
- (3) The provision of clause (b) of sub-rule (2) may be relaxed at class 'A' single line crossing stations. In such cases, the Station Master shall satisfy himself that the train is standing at its Starter clear of 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.

SR.14.10 :

- (i) *In cases where the Block Instruments are not located in the Cabins, before the line clear signal is sent, the Station Master shall obtain an assurance from the Cabin staff that the conditions under which line clear may be given have been complied with. The assurance shall be confirmed by exchange of Private Number.*
- (ii) *At stations where Block Proving Axle Counter or continuous track circuiting between two block stations is provided, closing of Block Section is done automatically and if it shows clear indication; clearance of Block Section is ensured. In case of any eventuality when section is showing clear but there is chance of any blockade/obstruction etc., SM must turn LCB key to 'OUT' so that the Line Clear cannot be obtained by station in rear. Further action for granting Line Clear to be taken only when clearance /safe passage of train is ensured. In case BPAC is defective, action as mentioned in SWR to be taken.*

14.11. RESPONSIBILITY OF STATION MASTER AS TO AUTHORITY TO PROCEED –

- (1) An authority to proceed shall not be given to the Loco pilot until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.
- (2) An authority to proceed shall not be given to the Loco Pilot except by the Station Master or by some railway servant appointed in this behalf by special instructions.
- (3) The Station Master shall see that the authority to proceed given to a Loco Pilot is accurate and that, when it is in writing, it is complete and is signed in full and in ink.
- (4) If the train stops at the station and is waiting to cross another train, the authority to proceed shall not be given to the Loco Pilot until the whole of the latter train has arrived and is clear of the running line for the former train.
- (5) If two engines are coupled together or if one engine is in front and another in rear of the train, the authority to proceed shall be given to the Loco Pilot of the leading engine.

14.12. SPECIAL RESPONSIBILITY AS TO ELECTRICAL TOKEN INSTRUMENTS AND TO THE TOKEN -

- (1) The Station Master shall be responsible to ensure that –
 - (a) no one but himself operates the electrical block instruments,
 - (b) the procedure regarding bell signals and in addition any Communication made by electrical communication instruments including the use of a private number, as laid down under special instructions, is correctly carried out,
 - (c) in the case of stopping trains, the incoming token is surrendered by the Loco pilot before an outgoing token is delivered to him,
 - (d) When he receives the token of an incoming train, it is put in the electrical block instrument immediately, and
 - (e) no one except the person 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.

14.13. FAILURE OF ELECTRICAL BLOCK INSTRUMENTS OR TRACK CIRCUITS OR AXLE COUNTERS -

- (1) If the electrical block instruments, track circuits or axle counters or their electric connections fail. Line Clear shall be obtained through the electrical communication instruments.
- (2) When Line Clear has been so obtained, an entry to that effect shall be made in the Train Signal Register, and the train may be allowed to proceed on the issue of a written authority to proceed, which shall also bear a remark to that effect.

14.14. CLOSING OF INTERMEDIATE BLOCK POST - If the electrical block instruments provided at the stations on either side of an Intermediate Block Post or the track circuiting provided beyond the Last Stop signal, or the axle counters provided at either end of block section fail, the Intermediate Block Stop signal shall be treated as defective and the Intermediate Block Post shall be deemed to be closed and the section between the stations on either side of the Intermediate Block Post shall be treated as one block section.

C. BLOCK STATIONS AT WHICH ELECTRICAL BLOCK INSTRUMENTS ARE NOT PROVIDED.

14.15. TRANSMISSION OF SIGNALS - For the working of trains at such stations where electrical block instruments are not provided, signals as prescribed under special instructions shall be transmitted, as occasion may require, on the electrical communication instruments.

14.16. TRAIN SIGNAL REGISTER - The Train Signal Register referred to in Rule 14.07 shall also be maintained at block stations where block instruments are not provided.

14.17. FORMS FOR MESSAGES AND WRITTEN AUTHORITY TO PROCEED –

- (1) All messages dispatched 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 dispatched in connection with the working of a train shall distinctly describe the train to which it relates.
- (2) For every train a separate inquiry and reply shall be sent.

14.19. WRITING AND SIGNING OF MESSAGES AND WRITTEN AUTHORITIES TO PROCEED –

- (1) All message dispatched 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 dispatch or issue the same.
- (2) No messages 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 dispatched 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.

SR. 14.21:

- (i) (a) *Train Signal Register, Line clear Enquiry and Reply Books and counterfoil of Caution orders and Authority to proceed without Line clear must be preserved for one year by the Station Master.*
- (b) *Paper Line clear Ticket, Authority to Proceed without Line clear Tickets and Caution Orders must be preserved by the Mechanical Department for one year.*

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.

SR.14.23 :

- (i) *If a Loco Pilot finds, the Token cannot be extracted from the Token Exchanger Box in a siding in mid-section he must proceed with his train as usual at the normal running speed prescribed over the section to the block station and report the matter to 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. (1)** When owing to failure or non -provision of electrical block instruments the authority to proceed is a Line Clear Ticket, it shall be in prescribed format.
- (2)** Each such ticket shall bear a serial number which shall be recorded in the Train Signal Register, the numbers for the Down direction being clearly distinguished from those for the UP direction.
- (3)** The ticket referred to in sub-rules (1) and (2) shall be printed on white paper with blue font. To distinguish paper Line Clear Ticket for Up and Down direction, water mark arrow pointing Up and Down will be printed on the ticket.

E. USE AND OPERATION OF BLOCK WORKING EQUIPMENT.

14.26. USE AND OPERATION OF BLOCK WORKING EQUIPMENT - The use and operation of electrical block instruments shall be governed by special instructions to be issued with the prior approval of the Railway Board.



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 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 actions as may be necessary to prevent accidents.

SR.15.02 : A Section Engineer (P.Way), who receives a report that a locomotive has received a lurch, shall immediately inspect the track and take all possible measures to remove the defect. Until the repairs are completed, he shall take such precautions for protection as are necessary.

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.

SR. 15.03 : Permanent Way Materials and Tools - Loose permanent way material, tools, etc. must not be left by the side of the line where they might be made use of by ill-disposed persons to form dangerous obstructions. Such material must be collected at gate lodges or gang huts and subsequently taken into stations at the earliest opportunity. This does not apply in the case of remodeling of yards doubling and relaying where special watchmen are engaged.

15.04. INSPECTION OF PERMANENT WAY AND WORKS –

- (1) Every portion of the permanent way shall be inspected daily on foot by some railway servant appointed in this behalf by special instructions:

Provided that the interval between such inspections may, under approved special instructions, be increased to once in two days in the case of lines with light and infrequent traffic.

- (2) All bridges and works including signals, signal wires, interlocking gear, points and crossings, overhead equipment and any other equipment affecting the safety and working of trains shall be inspected regularly in accordance with special instructions.

SR. 15.04 : (1) The Keyman of each gangs must walk over his length at least once daily in each direction proceeding along one rail and returning along the opposite rail inspecting the permanent way and bridges. He must tighten or replace any loose keys or fastenings and generally examine the state of the track. If he finds that the line is unsafe for the normal passage of trains he must immediately protect the line and exhibit danger signals in accordance with the rules, and must either stop trains or allow them to proceed cautiously as circumstances may require. He must report the matter without delay to the Mate and nearest Station Master who, in addition to taking such other action as necessary must immediately communicate the same to the Section Engineer (P.Way) by telegraph, if these officials are not readily available at the station.

- (2) *Section Engineer (P .Way)must trolley over their lengths at least once a week. When unavoidably prevented in doing so, a report must be sent at once to the Engineer in charge.*
- (3) *During inspections by trolley the provisions of the Indian Railway Way and Works manual para 206 must be complied with along with the instructions issued by the Principal Chief Engineer from time to time. The Permanent Way Inspector should inspect the entire section by push trolley at least once a week or more than as necessary and shall:-*
 - (i) *Take note of Kilometres requiring immediate or early attention and instruct the Mates concerned.*
 - (ii) *Check each gangs works as per para 627 (a) of Indian Railway Way and Works Manual and ensure prompt action on items requiring attention.*
 - (iii) *Ensure systematic work to the 'round the year' schedule for track maintenance.*
 - (iv) *Instruct men in methods of works.*
 - (v) *Mark and initial musters of Gateman, Watchmen, Patrolmen, Artisans and staff.*
 - (vi) *Check the correctness of Gauges and spirit levels with Gangs once a month.*
 - (vii) *Replace an unserviceable tools and plants and defective or perished equipments for protection of the line.*
 - (viii) *Ensure that Mate/Keyman, Gangmen, Artisans and Helpers, Patrolmen and Watchmen have a correct knowledge of the rules in which they should be examined periodically and on appointment, promotion or transfer.*
 - (ix) *Check once a month the imprest of tools and materials with Gangs Gatemen and other staff and ensure that they are as per the sanctioned scales and in good condition.*

(I) Patrolling of line during the monsoon months -

- (a) *During Monsoon season ,when mobile patrolling between stations to station from 16 hrs to 08 hrs or during both day and night as the case may be, is to be done, Sr divisional Engineer or Divisional Engineer concerned will notify the same and Station Masters concerned will be informed.*
- (b) **Patrol Chart :-** *Patrol charts, prepared by Divisional Engineers for the different sections, will be distributed to the Assistant Engineers, Permanent Way Inspectors and Controller and a copy of the relevant portion of the chart will be supplied to each Station Master with instructions to -*
 - (i) *Record timings of arrival and departure of Patrolmen in the Patrol Books and initial them, and*
 - (ii) *Record timings of arrival and departure of patrolman and their names in the station diary.*

(II) Copies of the patrol charts shall be sent to the loco shed Foreman by the Divisional Engineer.

- (III) (a)** *The Patrolman, whose beat commences at Station 'A', will present the patrol book in his possession to the Station Master A, who will enter therein the date and time of arrival and departure of the patrolman and sign the book and return it to him. He will then walk over his beat and hand over the patrol book to the patrolman of the next beat, and so on, until the book from station- 'A' continues its journey to Station- 'B'. In a similar manner, a patrol book from Station- 'B' will be transmitted to station- 'A'. The Station Master at 'A' is to enter the*

date and time of arrival of patrolman in the book from Station- 'B', sign it and hand it back to the patrolman for re-transmission to Station-' B'. The Station Master at Station-' B 'will enter the date and time of arrival of the Patrolman in the book from station-'A', sign it and hand it back to the patrolman for re-transmission to station –'A'. In this manner, each patrol book makes one journey in each direction per night.

- (b) If a Patrolman, on arrival at the end of the beat, does not find the next Patrolman waiting to take over his book, he must not wait, but must walk on until he meets him and should report the absence of any man from his beat, to the Gang mate in the morning.*
 - (c) Where stations are close together, the patrol books may be passed through one or more intermediate stations before it is returned to the original station. The Station Master of each intermediate station will enter the date and actual time of arrival and departure of the Patrolman and sign the book.*
 - (d) In order that the movement of the Patrolman can be checked accurately, it is essential that the Station Master on duty should record in the patrol book, the actual timings of the arrival at and the departure from the station. He should also record in his station diary the name of the Patrolman and the actual time of his arrival and departure from the station.*
- (IV) (a)** *Station Masters will see that the Patrolmen come on duty sober.*
- (b) if a Patrolman does not turn up within 15 minutes of his scheduled arrival, the Station master on duty will take the following action –*
 - (i) He must stop run-through trains proceeding into the block section.*
 - (ii) He must advise the Station Master at the other end of the section to take similar action and also advise the Controller.*
 - (iii) He must issue a Caution Order Form T/409 to all trains proceeding into the block section advising the Loco Pilot to be on the alert and specify a speed restriction of 40 KMPH during the day when the visibility is also clear, and 15 KMPH. during the night or during the day when visibility is not clear.*
 - (iv) He shall also initiate action to ascertain the reason for the Patrolman not turning up by either sending a Gangman or a Points man, if available, in the concerned section.*

The Caution Orders referred to under item (iii) above will be issued until the Patrolman has arrived and reported that the line is safe for passage of trains.

(V) Immediately danger is apprehended or when damage is observed, the Patrolman should protect the line, as indicated below –

- (a) In case where one Patrolman is employed on a single line section,**
 - (i) Place a red light in a prominent position to warn a train which may be approaching from one direction; then run in the opposite direction and fix one detonator at 600 metres in case of Broad Gauge and 400 metres in case of Meter/Narrow Gauge and 3 detonators, 10 metres apart at 1200 metres in case of Broad Gauge and at 800 metres in case of Meter/Narrow Gauge from the affected point. If, while on his way to fix detonators, the Patrolman finds a train approaching the affected point, he should immediately place detonators on the line and stop the train by showing a danger signal.*
 - (ii) Return to the affected point and protect the other side with detonators similarly.*

- (iii) *in the event of it being impossible to get to the other side or the affected point (as in a wash away), place a red light so that it can be seen from as great a distance as possible, and also display the flare signal, if supplied, for the approaching train from that direction.*

(b) In cases where one Patrolman is employed on a double-line section -

- (i) *Place the red light in a prominent position, so as to warn an approaching train on one track, then run along the other track towards a possible approaching train and place detonators, as in sub Para (a) (i) above; displaying the ignited flare signal, if provided.*
- (ii) *Run back and protect with detonators the other line on which the red light was shown; displaying ignited flare signal, if provided.*

(c) In cases where two Patrolmen are employed -

- (i) *the second light should be lit and danger signals shown at once in both directions;*
- (ii) *the two Patrolmen should then proceed in opposite directions, showing hand danger signals and displaying ignited flare signals, if provided, and when at 600 metres in case of Broad Gauge and 400 metres in case of Meter/ Narrow Gauge from the point of danger each should clip one detonator on the rail; they should then proceed to a distance of 1200 metres in case of Broad Gauge and 800 metres in case of Meter/ Narrow Gauge from the point of danger and fix 3 more detonators on the rail, 10 metres apart.*

On the double line, the detonators must be placed on each line so that the approaching trains on both the directions are protected.

- (iii) *should the nature of the obstruction be such as to render it impossible for either of the Patrolmen to get across the gap, as for instance, wash away with a strong flood, one of them should show a danger signal and displaying ignited flare signal, if provided, and endeavor to stop trains approaching the gap from the other side, while the other man should act as per para (6) below.*

(VI) After protecting the line, as described above in para (5), in places where two Patrolmen are employed, one of the Patrolmen shall act as follows –

- (a) *Proceed with all haste away from the affected point in the direction of the nearest station or if cut off by an impassable obstruction, to the station in the opposite direction and report the occurrence to the Station Master who will -*
 - (i) *stop trains entering the block section,*
 - (ii) *advise the Station Master at the other end of the block section, and*
 - (iii) *advise the Controller and all concerned.*
- (b) *If on his way to the station, he passes gang quarters, report the occurrence to the Gangmate, who should proceed with his gang to the kilometreage and ensure proper protection and attend to repairs as necessary.*

Where a single Patrolman is employed, the Patrolman shall remain at the place where he has fixed three detonators and send word about the danger through the first Railway employee or other person he is able to contact at the spot itself.

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.

SR. 15.05 :

- (i) *Patrolling of track to be arranged during summer, winter and monsoon season or otherwise in the sections where it is felt necessary.*
- (ii) *Detail guideline for such Patrolling to be issued for the sections where Patrolling is required to be arranged and the same to be circulated to all concerned staff by the division.*
- (iii) *Instructions as contained in SR. 15.04 to be also taken into account as it deem fit while arranging such Patrolling and circulating the instructions.*

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.

SR. 15.06 :

- (1) *When it is necessary to block any portion of the open line for engineering purpose which can be foreseen, the Divisional Engineer or Engineer in charge should arrange beforehand with the Divisional Operating Manager so that the traffic may not be interfered with. At least four days notice in writing should be given. The Divisional Operating Manager will advise the Divisional Mechanical Engineer, Loco Foreman/Crew controller and Station Master concerned.*
- (2) *When it is necessary to block the open line for engineering purposes that could not have been foreseen in time to give the notice referred in S.R. 15.06 (1), the Divisional Operating Manager, Divisional Mechanical Engineer, Loco Foreman/Crew controller and Station Masters on either side of the block should be advised by telegraph, by the Divisional Engineer or Assistant Engineer or Engineer in charge at least 24 hours previously. This case should rarely occur and Traffic should not be interfered with. If possible the probable duration of the block should be given in the telegram.*

- (3) *When in a sudden emergency the line becomes unsafe for traffic, or an engineering work becomes necessary to ensure the safety of the line or to maintain communication, the Divisional Engineer or Assistant Engineer or Permanent Way Inspector may block the line. In this case the Divisional Operating Manager, Divisional Mechanical Engineer, Loco Foreman/ Crew Controller and Station Master concerned shall be advised by telegram and on controlled section also by control phone. The reason for the block must be given in the telegram.*
- (4) *In all cases of the line having been blocked for engineering purpose, advise must be sent by wire by the Engineering Department Officials of the removal of the block to all the officers and Station Master who were in the first instance advised. The line must be considered as blocked until such advice is received by the Station Master.*
- (5) *No work on the permanent way, or signals and interlocking, which while in progress will interfere with normal working and thereby introduce an element of danger in the passage of trains must be undertaken except with the knowledge and consent of the Permanent Way Inspector or of the Signal Inspector of the section. While such work is being executed, either the Permanent Way Inspector or the Assistant permanent Way Inspector must be present if the work concerns the permanent way and either the Signal Inspector or the Assistant Signal Inspector or Mechanical Signal maintainer/Electrical Signal Maintainer must be present if work on signalling or interlocking gear is concerned. Such work should be carried out with the least interference with train movements.*
- (6) *In the case of long continued repairs not previously foreseen, the Divisional Engineer concerned will notify the Principal Chief Engineer who will arrange to include the work in the speed Restriction Notices issued in the Monthly Gazette.*
- (7)
 - (i) *If a running line, or a line on which trains or vehicles stand, within station limits, is under repairs, banner flags by day and red lights by night must be exhibited at both ends of the line if it is a through line and near the facing points, if it is a dead end.*
 - (ii) *If the line on which repairs are to be carried out involves danger to trains and if the same is interlocked and signalled, the signal for that line must be disconnected until the repairs are carried out. The Permanent Way Inspector must give a Written notice to the Station Master concerned, advising him of the time when and place where the repairs will commence and when they are completed. He should also advise the Signal and interlocking Inspector.*
- (8)
 - (i) *No work necessitating interference with track, points, lock bar, detector, Signals and interlocking gear etc., which is likely to involve the safety of trains or traffic shall be commenced, except with the knowledge and consent of the Signal Inspector/Block Inspector/permanent Way Inspector, as the case may be. While such work is in progress, the Inspector authorising the execution of the work must be present to superintend the work and ensure compliance with the provisions of General Rules 15.06, 15.08 and 15.09 personally.*
 - (ii) *A Signal Maintainer whether Block, Electrical or Mechanical who has been granted a certificate of competency by Artisan school or as a temporary measure by the Signal Inspector declaring that he understands all the relevant rules and instructions pertaining to his duties and is competent to undertake the work which may necessitate interference with points, Lock bars, detectors, Signals etc. independently may also undertake such work except for interference with the locking arrangement in an interlocked lever frame. This certificate of competency shall be valid for a period of five years when issued by Artisan School and for a period not exceeding three years if issued by Signal Inspector.*

E.C.RAILWAY

- (iii) *The Signal Inspector or the person in-charge of the work shall, before taking in hand any disconnection of points, Signals, lock bars or detectors, etc. will advise the Station Master in writing on prescribed form and obtain a receipt in the space provided in the above form. After the work has been completed and the disconnected gear reconnected, he will again give written notice on the prescribed form to the Station Master and obtain his written acknowledgment in the space provided in the form mentioned above.*
- (iv) ***In the interval between disconnection and reconnections, if it is necessary to pass a train or perform any shunting movement, the Station Master on duty must advise the Signal Inspector or the person In-charge of the work by a memo in the prescribed form (given below) stating in which position the points are to be set. The Station Master or other authorised staff on his behalf, shall, with the permission of the Signal Inspector, or the person incharge of the work, arrange to set and clamp the points in the desired position, making it safe for the passage of the trains. It shall be the duty of the Station Master or any authorised person on his behalf to see that the points are set and clamped for the correct route and then put his padlock on the clamp so as to prevent any interference there with subsequently until the completion of the train or shunting movement as the case may be. The padlock or clamp should be removed by the Station Master or the authorised person after completion of the train or shunting movement, and then the Signal Inspector or the person incharge of the work can resume work on the gear.***

To, _____ Serial No _____

The S.I./Maintainer In-charge at,

Points No _____ Station _____

Points No _____ is required to be set in Normal position for passage of Train No _____ Through.

Line No _____ which may please be permitted.

Time _____ hrs

Date _____

Station Master

Station Master

_____ Station _____ Serial No _____

Work on points No _____ has been stopped and the setting of the points is permitted for the passage of _____ train through line No _____

Time _____ hrs

Date _____

(S.I./Maintainer incharge at points No _____)

- (v) *Where the work is to be done on railway track in the electrified sections the supervisors incharge shall ensure compliance with the provision of G.R. 17.04, 17.05 & 17.06 and their Subsidiary Rules.*
 - (vi) *In case of Rail fracture (except when the fracture is on girder bridges without ballasted deck and tunnels) trains may be passed by a Gangmate/Key man/patrolman (Working in Keyman's grade) after doing emergency repair at a restricted speed (10 kmph or 15 kmph as permitted under Rules) as indicated by the above staff until the permanent way Inspector replace the rail and restores full speed. Necessary caution order should be issued. The Gangmate/Keyman/Patrolman shall ensure that provisions of GR 15.09 regarding showing of Signals are observed.*
- (9) *Whenever any work in regard to the overhauling or alteration to locking frames not involving disconnection of points, detectors and points locks from the lever operating them is to be undertaken, the following procedure shall be adopted:-*
- (i) *If the nature of work is such as will last for more than three days, 'Temporary Working Instructions' shall be prepared jointly by the DOM/DSO and the DSTE concerned and issued to the staff.*
 - (ii) *When the work is expected to be completed within three days no such working instructions need be issued.*
 - (iii) *A lever pull chart showing the levers to be kept pulled for each train movement shall also be prepared by the DSTE for the guidance of Traffic staff working in the cabin.*
 - (iv) *Before the work is commenced an official of the Signal Tele-Communication Department not below the rank of signal inspector will advise the Station Master on duty in writing about the work to be done indicating the date and time of the commencement of the work, its probable duration and instruction for the Station Master to impose speed restrictions for Loco Pilots of all incoming and outgoing trains.*
 - (v) *On receipt of the advice from the Signal and interlocking Inspector the Station Master on duty will impose a speed restriction of 15 KMPH while the work is in progress and shall cause Caution Orders to be issued to Loco Pilots of all trains.*
 - (vi) *The Transportation staff shall be responsible for pulling the appropriate levers as per pull chart provided for the correct setting and locking of the points before permitting any movement over the same. The Signal and interlocking staff in-charge of the work shall be responsible to ensure that the working of points and points locks by appropriate lever is not interfered within any manner and that all points over which the movement is to take place are left undisturbed.*
- NOTE:-** *In all cases involving any disconnection of points, detectors, lock bars etc. while undertaking the work of overhauling, instructions contained in S.R. 15.06 (8) shall apply.*
- (10) *When at a station the signal and interlocking arrangements are rendered inoperative as a consequence of remodeling of the yard, overhauling of the gears or alterations to locking frames involving disconnection of points, detectors and points locks from the levers operating them and this condition is expected to continue for more than 24 hours, the following procedure shall be adopted:-*
- (i) *The approach signals shall be disconnected from the points and then shall be worked as non-interlocked stations.*

- (ii) *In the case of large stations or yards a suitable number of Zones (Viz. Zone A, Zone B, Zone 'C' etc.) consisting of a set or group of points should be set up in charge of separate SMs and Pointsmen, Telephone communications should be provided between the Station Master on duty and the cabin SMs posted in these Zones.*
 - (iii) *Caution orders to Loco Pilots of all trains approaching such station shall be issued detailing the precautions to be observed.*
 - (iv) *Temporary Working instructions for each phase of the work shall be issued by Divisional Safety Officer/Divisional Operating Manager concerned.*
 - (v) *The correct setting and locking of the points in each Zone shall be ensured by the ASM in charge of the Zone and he shall confirm the same to the Station Master on duty at the station or the Cabin on phone by exchange of private number. Necessary entries shall be made in the register at both the places. Clear cut responsibility of each ASM for safe working of the Zones shall be laid down in the Temporary Working Instructions.*
 - (vi) *For the purpose of reception or dispatch of trains and allotment of line, exchange of private numbers between the Station Master on duty and the Cabins and the ASM at the Zones, issue of instructions and confirmation of their compliance shall be done on telephone with exchange of private numbers. Exchange of Line labels or Pointsman/Line Jamadars Badges or use of line receptions and intimation books can be dispensed with.*
- (11) *When the track has to be lifted or lowered in the ordinary course of maintenance the Gangmate is authorised to do this after displaying the necessary caution signals. Heavier lifting or lowering of the track must be supervised by the permanent Way Inspector or Assistant permanent Way Inspector.*
- (12) (i) *Whenever any position of the running line on Automatic Block system single line section is to be blocked with the permission of Station Master or under unavoidable necessity without any prior notice, the SM concerned after receiving the message from the PWI or SI, in emergency by a ganger, must also relay the message to the Section Controller on duty. Section Controller, if he agrees to the block being given, should give permission to the SM on duty, confirming the same by giving a private number. Thereafter, SM concerned must insert the lever stop plug on the station panel as per procedure in the Station Working Rule of the station concerned.*

The Engineering official then will be permitted to block the line concerned.

- (ii) *An entry in red ink should also be made in the Train Signal Register and other concerned Register at station and Control office. The section Controller should make a suitable entry in the Control chart. The section Controller/Station Master on duty, if the block continues beyond their duty hours should make a diary entry before making over charge. In case page of Train Signal Register or control chart are required to be changed, suitable entry on the top of the same should be made and signature of the reliever obtained below this at station and in the Controller officer.*

15.07. WORK IN THICK, FOGGY OR TEMPESTUOUS WEATHER IMPAIRING VISIBILITY - In thick, foggy or tempestuous weather impairing visibility, no rail shall be displaced and no other work which is likely to cause obstruction to the passage of trains shall be performed, except in cases of emergency.

15.08. 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 under taken without traffic block, except as provided in sub - rule (3).
- (3) In emergent cases, the engineering official not below the rank of Permanent Way Inspector grade – III under taking such operations shall first bring the train to stop and advice the Loco Pilot of the train about the need to stop the train through a written memorandum. The engineering official shall simultaneously arrange to send a message to the Station Master for the need to block the track and obtain a written confirmation of the same. In such emergent cases, work shall be commenced only after advising the Loco Pilot and bringing the train to a stop.

SR. 15.08 :

- (1) *In all cases of relaying or renewal of track on a bridge, on the approach to a bridge or on a high embankment where risk involved in case of an accident is of a very high order or where opening of the track for long periods is involved, the line on either side must be blocked in accordance with the system of working in force.*

It would be preferable to block the line even for renewal of rails etc. involving breaking of road for short durations, but should blocking of line not be possible for any reasons, such renewals may be carried out under the supervision of an official not lower in rank than an A.P. W.I./J.E. (p way) who should be equipped with field telephone to keep in touch with control and to ascertain position of trains on the section.

- (2) *Permanent Way Inspectors and Assistant Permanent Way Inspectors must consult, with care, the working Time Tables and Special Train Notices in regard to the running service, so that they may be thoroughly conversant with the running of trains.*
- (3) *If the nature of the work to be done is such as will entail the imposition of a speed restriction for more than three days or a temporary cessation of traffic, and in all cases where additions and alterations to permanent signalling arrangements are to be made, the Divisional Engineer or Divisional Signal and Telecommunication Engineer will notify the Divisional Operating Manager/Divisional Safety Officer, who will cause a 'Traffic Working Order' to be issued to the staff concerned.*

- (4) When a block section has to be obstructed for a certain period for engineering purpose under a 'Traffic Working Order' the Station Master on duty on either side of the block section must on receipt of the wire from the Divisional Operating Manager or from the Permanent Way Inspector or the Signal Inspector of the section or from the Assistant Permanent Way Inspector or the Assistant Signal Inspector, bring the Traffic Working Order into force. If the Inspector cannot be present, make an entry in red ink in the Station Diary and in the remarks column of the appropriate section of the Train Signal Register as follows:-

.Vide working Order No _____ dated _____ no trains except those required by the Engineering Department must be allowed to enter the block section between _____ hours and _____ hours on _____ date/dates.

As soon as the wire is received a remark must be made by the Station Master on duty in the remarks column of that page of the register which was in use on the date the block was imposed

- (5) Before the work is commenced the Permanent Way Inspector or the Signal Inspector of the section, or in their absence the Assistant Permanent Way Inspector or Assistant Signal Inspector must give written or telegraphic notice to the Station Master concerned stating the nature of the work to be done, the special precautions to be taken by Loco Pilots, the kilometerage between which such special precautions are necessary and the speed at which also have received an acknowledgment in writing or by wire from the Station Master concerned before permitting the work to commence.
- (6) In cases of emergency the Permanent Way Inspector, Assistant Permanent Way Inspector, Signal Inspector or Assistant Signal Inspector concerned must similarly give written notice as prescribed in SR. 15.08 (5) to the nearest Station Master. The Station Master will at once communicate full particulars and precautions etc. necessary to the Station Master at the other end of the block section and will obtain his acknowledgment before giving line clear for a train to enter the block section.
- (7) In case of rail/weld failures or other unusual occurrences such as accident where through communication of traffic is blocked, the J.E.(P.Way) after carrying out the necessary repairs shall issue track fit certificate and send it to the nearest Station Master for his acknowledgment. In the meantime he shall also hand over a copy of the track fit certificate to traffic official if any present at site of work and pass the verbatim of track fit certificate to Section Controller who will record the same on control chart. The J.E. (P.Way) shall give his Private Number and obtain the Section Controller's Private number as an acknowledgment. For this purpose J.E. (P.Way) and Section Train Controller shall have in their possession a Private Number book signed by AEN and AOM (M) respectively J.E. (P.Way) after issuing fit certificate shall not leave the site till the first train is passed safely in the presence.
- (8) (a) **When the Permanent Way Inspector is about to undertake operations which involve danger to a train, he shall issue advise to Station Masters concerned in one of the following three forms-**
- ECR-4 (Yellow) -** Advice of work to be undertaken within station limits involving total block of a line.
 - ECR-4A (Red) -** Advice of work to be undertaken outside station limits involving total block of a line.
 - ECR-5 (White) -** Advice of work to be undertaken within or outside station limits involving restriction of speed.

(b) When work involving total block of a line to be taken in hand within stations limits-

- (i) When work has to be taken in hand within station limits which involves danger to trains or vehicles requiring total block of a line, the Permanent Way Inspector or the Asstt. Permanent Way inspector shall give a notice in Form ECR-4 to the Station Master and obtain acknowledgment for the same. The Station Master shall not acknowledge receipt of Form ECR-4 until he has obtained permission from Control (on controlled sections) and has blocked the affected line as per SR 5.19 (5) (ii) b and c. The Permanent Way Inspector shall not commence any work before obtaining permission to do so from the Station master whose signature on the acknowledgment foil will be constructed as the said permission.
- (ii) If it is possible to protect the line on which the work has to be carried on by setting and locking the points against the same, this shall be done. If it is not possible to set and lock the points against the line under repairs it shall be protected by hand signals as well as by securing at 'ON' the necessary manually controlled stop signals. Where applicable, the Permanent Way Inspector may obtain and obtain possession of the key of the locked points till the work is completed and block is removed.
- (iii) On completion of the work, the Permanent Way Inspector shall cancel the notice by issuing the requisite foil of Form ECR-4 to the Station Master.

(c) When work involving total Block of a line to be taken in hand outside station limits-

- (i) Double or Multiple line-When work involving total block of a line has to be undertaken outside station limits on the Double/Multiple line the SE (P.way) shall give notice in Form ECR-4 A to the Station Master of the block station nearest to the site of work in the direction, from which trains will approach, acknowledge receipt of Form ECR-4A until he has obtained permission from Control (on controlled sections) and take action as prescribed in SR 15.08 (c) (iii) below. In case the work necessitates introduction of single line working on a double line section further action shall be taken as per Rule S.R. 6.02.

In cases where the station nearest to the site of work in the direction, from which trains will approach, happens to be a Block Hut in charge of a Cabinman, Master of the block station at the opposite end and it shall be the responsibility of the receiving Station Master to take the action prescribed in SR 15.08 (c) (iii) below.

NOTE- If, however, in the opposite direction also there happens to be a Block Hutting charge of a Cabinman, the procedure described in SR 15.08 (c) (i) above should be followed, that is, the Form ECR-4A shall be handed over by SE(P.way) to the Station Master of the block station nearest to the site of the work in the directions from which trains will approach and obtain the acknowledgment for the same.

- (ii) **Single Line-** On the Single Line, the SE(P.way) shall similarly issue Form ECR-4A in each case to the Station Master of the block station on one side and obtain the prescribed acknowledgment for the same. The Station Master receiving the advice shall communicate it immediately to the Station Master at the other end of the block section under exchange of Private numbers followed by telegram also.

The Station Master shall not acknowledge receipt of Form ECR-4A until he has obtained permission from control (on controlled sections) and advised the Station Master at the other end of the block section under exchange of Private Numbers.

- (iii) **Double Line sections where Block Instruments are in use-** At station where block instruments are in use, the Station Master concerned will, on receipt of the permanent Way Inspectors advice on Form ECR-4A either Block back or Block Forward, as the case may be, and turn the needle in the Block Instrument to Train on Line according to the instructions contained in the Block Working Manual.

Where Block Instruments are located in the cabins, the Station Master, on receipt of advice from the permanent Way Inspector, shall advise the cabins concerned of the taking necessary action as prescribed above, shall give a Private Number to the Station Master in confirmation of the same.

- (iv) **Sections where Paper Line Clear and Single Line Block Instruments are in force-** The Station Master should attach the advice in Form ECR-4A and any other advice in connection with the block to the Line Clear Enquiry Book and Block back according to the rules in force. This block must not be removed until the requisite foil of the Form ECR-4A indicating the removal of the block imposed by the SE(P.way), is received by the Station Master.
- (v) Slide Collar or Safety Collar shall be fixed on the slot slide or the signal lever of the last stop signal controlling entry into the affected block section.
- (vi) On completion of the work, the Permanent Way Inspector shall cancel the notice by issuing the requisite foil of Form ECR-4A to the Station Master.

(d) **When work involving restriction of speed to be taken in hand within or outside station limits-**

- (i) **Double or Multiple Line-** When work involving restriction of speed is to be taken in hand within or outside station limits on the Double/Multiple line, the SE(P.way) shall hand over a notice in Form ECR-5 to the Station Master of the block station (other than a Block Hut) controlling entry into the affected line block section and obtain acknowledgment for the same.
- (ii) **Single Line-** On the Single Line the SE (P.way) shall similarly issue Form ECR-5 in each case to the Station Master of any of the two block stations controlling entry into the affected line block section. The Station Master receiving the advice shall communicate it immediately to the Station Master at the other end of the block section under exchange of Private Numbers followed by a telegram.

The Station Master shall not acknowledge receipt of Form ECR-5 until he has advised Control (on controlled sections) (and the Station master at the other end of the block section, except in case of emergency).

- (iii) On both Double and Single Lines the Station Master on receipt of Form ECR-5 from the SE(P.way) shall act according to SR. 4.09.
- (iv) On sections where Train Control working is in force, the Station Master must also immediately advise control, who will also be responsible for giving instructions for the issue of Caution Orders in Form T/409 by the stations concerned as prescribed in sub paragraph (ii) above.
- (v) On receiving an acknowledgment on the requisite foil of Form ECR-5 from the Station Master, the SE(P.way) may proceed to the site of the work and place hand signals, banner flag, detonators, indicators etc. as detailed in G.R. and S.R. 15.09.
- (vi) On completion of the work, the SE(P.way) shall cancel the notice by sending the concerned foil of Form ECR-5 to the Station Master.

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 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 Driver 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 metres from the place of obstruction and again a caution indicator at a distance of at least 800 metres from the place of obstruction. The distance of 800 metres shall be suitably increased by special instructions, where required. In addition, termination indicators shall be provided at the place where a Loco pilot may resume normal speed.

(2) IN CASE THE PLACE OF OBSTRUCTION IS WITHIN STATION LIMITS -

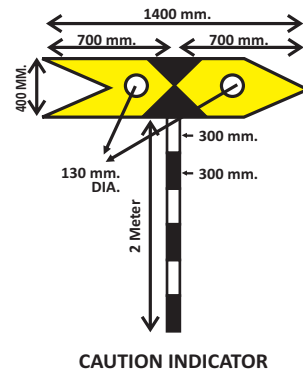
- (a) the provision of sub-rule (1) may be dispensed with if the affected line has been isolated by setting and securing of points or by securing at 'ON' the necessary manually controlled Stop Signal or signals, and
- (b) approach signals shall not be taken 'OFF' for a train unless the train has been 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 (1) may be dispensed with.
- (4) The shapes and sizes of the indicators referred to in clauses (b) and (d) of subrule-(1) may be prescribed by special instructions.

SR.15.09:

- (1) The hand signal flags, referred to in G.R. 15.09 above, shall be not less than 60 centimeters(2 feet) square and of clean bright colour. The indicators to be displayed by the staff of Engineering Department to protect the site of work obstruction are described below-

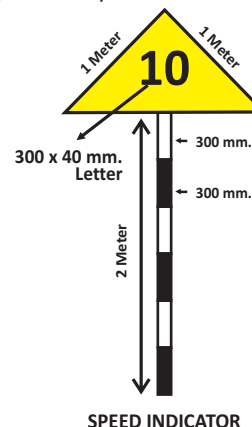
- (2) **CAUTION INDICATOR:-** Caution indicator shall be fixed at 1200 meters on BG or at 800 metres on MG/NG section from the point where speed restriction is to commence. This shall be exactly to the diagram as shown in the margin and shall consist of a horizontal board 1400 m wide by 400 mm deep fishtailed to the left and pointed to the right, and painted yellow and black. This board shall be fixed on a 2 meters high above the rail level to the bottom of the board and painted with 300 mm high bands of white and black. The indicator board for temporary restriction shall display at night two yellow lights horizontally displayed towards incoming train. At site of permanent restrictions the speed ahead will be painted on the caution indicator board.



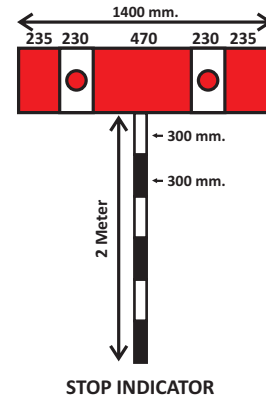
In the case of temporary restriction speed will be indicated by small detachable number plates which can be changed. Luminous paint shall be used in both the cases. In the case of stop Dead Restriction, the figure 'o' will be painted on Caution Indicator Board. In the case of multiple speed restrictions in series as in case of TR works, only first speed restriction shall be indicated on the caution indicator Board

- (3) The second indicator shall be either a speed indicator or a stop indicator and shall be fixed 30 mts. from the point of danger.

- (a) **SPEED INDICATOR :-** In the case of restrictions without stop dead a speed indicator shall be provided. This speed indicator shall be exactly to the diagram as shown in the margin and shall consist of a yellow equilateral triangular board with 1 mt. sides an 300 mm high 40 mm thick black figures indicating the speed at which a train may proceed. The board shall be fixed on a 2 mts. High post (from the rail level to the bottom of the board) painted with 300 mm high bands of white and black. This indicator shall be provided both for permanent and temporary restrictions and illuminated by night for temporary restriction only by fixing a lamp in front of it by a steel flat frame of 400 mm X 10 mm as shown in the diagram.



- (b) **STOP INDICATOR:-** In the case of restriction with stop dead stop indicator, exactly to the diagram as shown in the margin shall be provided. This indicator shall consist of a horizontal board, 1400 mmX 400 mm rectangular in size and painted with red and vertical stripe. This board shall be fixed on a post 2 mts. High (above rail level to the bottom of the board) painted with 300 mm high bands of white and red.

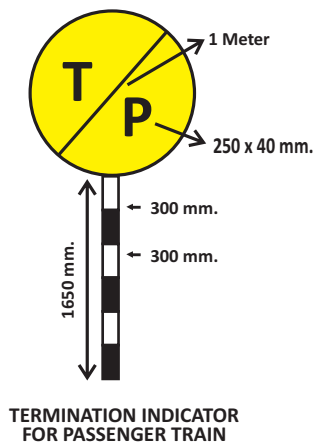


This indicator shall display two 130 mm red lights with white back lights by night. A signalman shall be provided for signalling. As soon as the train stops, the signalman shall obtain signature of the Loco Pilot on the "Restriction Book" (Specimen given below) and allow the train to proceed by showing green hand signal light by night and green hand signal flag by day. The "Restriction Book" will be printed in the following form:-

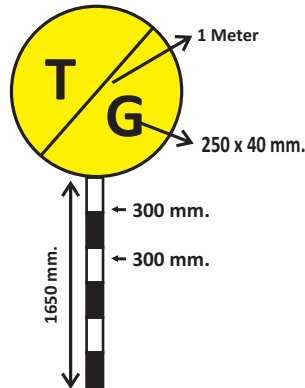
Date	No. Of the train	Time	Signature of Loco Pilot

(4) **TERMINATION INDICATORS:-**

- (i) **Termination Indicator for passenger Train:** Termination indicator board shall have letter **T/P** to indicate to the Loco Pilots of passenger trains when normal speed may be resumed. It shall be located at a distance equal to the length of the longest passenger train operating on the section from the place where speed restriction zone ends.



- (ii) **Termination Indicator for Goods Train** : Termination Indicator Board shall have letter T/G to indicate to the Loco Pilots of Goods trains when normal speed may be resumed. It shall be located at a distance equal to the length of the longest goods train operating on the section from the place where speed restriction zone ends.



**TERMINATION INDICATOR
FOR GOODS TRAIN**

Train Loco Pilot of passenger or goods trains shall look out for Guards signal before reaching the T/P or T/G board for resumption of normal speed. This termination indicator boards shall be exactly the same as shown in the margin above.

The termination indicator consists of 1 meter diameter disc painted yellow and 25 mm black border. The letter on the disc will be of 250 mm high and 40 mm thick. This will be fixed on a post of 1650 mm high from rail level to the bottom edge of disc painted with 300 mm high bands of white and black. For temporary restrictions the termination indicator should be illuminated at night by fixing a hand signal lamp as in the case of speed indicator.

- (5) The non-reflective type indicator for temporary speed restriction shall be illuminated by night by fixing a hand signal lamp in front of it. However, reflective type indicator for temporary speed restriction need not be lit.
- (6) The lamp of the indicators shall be lit and extinguished at the time prescribed for fixed signals.
- (7) On single line the signals and indicators described above shall be shown on either side of the site of speed restriction.
- (8) On sections or parts of the line, where the view is obstructed or where there is a gradient steeper than 1 in 500 falling towards speed restricted zone, the distance given above shall be increased to such an extent as may be necessary to ensure absolute safety and if necessary, the number of signals may be increased.
- (9) (i) The Temporary Engineering fixed signals shall be illuminated during night except where reflective types Engineering fixed signals are provided.
- (ii) Caution Orders must be issued at the stations named in the Traffic Working Order.
- (iii) Loco Pilots must reduce speed at the Caution Indicator and be prepared to stop 800 metres ahead if a Stop Indicator is exhibited, or proceed at indicated speed if a speed indicator is exhibited. After stopping at a Stop Indicator, Driver must proceed on hand signals at the restricted speed of 8 Kilometres per hour to the Termination Indicator from where normal speed may be resumed.

15.10. ASSISTANCE IN PROTECTION OF TRAINS - Every railway servant employed on way or works shall, on the requisition of the Guard of a train or the Loco pilot thereof, render assistance for the protection of the train.

15.11. GANGMATE IN EACH GANG - Each Inspector of Way or Works shall see that in every gang employed in his length of line there is a competent Gangmate.

15.12. KNOWLEDGE OF SIGNALS AND EQUIPMENT OF GANG - Each Inspector of Way or Works shall see –

- (a) that every Gangman and Gangmate employed under him has a correct knowledge of hand signals and detonating signals; and
- (b) that every gang employed in his length of line is supplied with a permanent way gauge, two sets of flag signals, two hand signals lamps and twelve detonators, in addition to such other tools or implements as may be prescribed by special instructions.

SR.15.12: (i) *The equipment of every Gangmate employed under Inspector of Way and Works will include 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.

SR.15.13:

- (i) *The Permanent Way Mates are personally responsible for their tools and implements which must be kept by them in safe custody in the Gang Tool Box provided. Permanent Way Inspector and Assistant permanent Way Inspector in charge must check the equipment once a month.*
- (ii) *The inspecting officials must record a certificate every month in the Tool Register kept with the Gang Mate that he has inspected all items specified in G.R. 15.13 and has taken action to repair or replace items found defective or missing*

15.14. RESPONSIBILITY OF GANGMATE AS TO SAFETY OF LINE – Each Gangmate shall –

- (a) see that his length of line is kept safe for the passage of trains;
- (b) that the signals supplied to him under clause (b) of Rule 15.12, are kept in proper order and ready for use;
- (c) that the men in his gang each have a correct knowledge of hand signals and detonating signals;
- (d) endeavor to prevent any trespassing by persons or cattle on his length of line or within the fences thereof, and
- (e) when repairing, lifting or lowering the line or when performing any other operation which shall make it necessary for a train to proceed cautiously, himself be present at the spot and be responsible that the caution signals prescribed in Rule 15.09 are shown.

15.15. BLASTING - No railway servant employed on the way or on any works shall carry on any blasting operations on or near the railway except as permitted by special instructions.

15.16. PUTTING IN OR REMOVING POINTS OR CROSSINGS - Except in cases of emergency, no railway servant shall put in or remove any points or crossings otherwise than as permitted by special instructions.

SR. 15.16: (i) *Before putting in any points or crossings the written permission of the Divisional Engineer of the Division must be obtained. The Divisional Engineer before giving such permission must inform the Divisional Operating Manager of the work to be done.*

(ii) *Each set of points on or leading directly on to a running line must be provided with a locking apparatus of approved type, the key of which will be kept by the Permanent Way Inspector/Signal Inspector until the points are made over to the Traffic Department.*

(iii) *No points must be laid in unless protected in the manner laid down in General Rule 15.08.*

(iv) *When points are put into the main line outside station limits, they must be locked and spiked, and Engineering Temporary Speed Restriction Indicators for day and night erected at the points, a man provided with flags and lamp must also be placed at the points, and remain in charge of them until the Permanent Way Inspector responsibility with regard to the manning of such points ceases by their transfer to another department. The speed of train over such points is limited to 15 KMPH.*

(v) *When a set of points is laid inside station limits, the points must be disconnected from the working lever, locked and spiked, and placed in charge of a Permanent Way Gang man, until they are formally made over to the Traffic Department.*

15.17. DUTIES OF GANGMATE AND GANGMAN WHEN APPREHENDING DANGER - If a Gang mate 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.

SR.15.17: (1) *If a rail is badly fractured, danger signals must be exhibited until it can be renewed or until the following precaution had been taken. If the rail is broken between two sleepers, the nearest sleeper must be shifted under the fracture, so that the sleeper or chair will be taken both ends. Trains can then be run slowly over the rail, until the Inspector replaces it but the inspector must get the rail renewed as rapidly as possible.*

(2) *The necessity for patrolling the line may arise during periods of normally fine weather due to sudden storms occurring. In these circumstances Mates are empowered at all times to put on their Gangs to patrol the line at night if they consider that such a step is necessary.*

(3) *As soon as the Mate/ Keyman/ Gangman/ Patrolman notices or is informed of a rail/ weld fracture, he should immediately protect the track as per GR 15.09. thereafter immediately send information to SE (P.way) and nearest SM. The Mate/ Keyman will take the following action depending upon the type of track and extent of gap :-*

(A) Fish-plated /SWR Track :-

(i) When the gap is less than 50 mm -

(a) *The fractured portion should be supported on wooden block or by shifting the adjoining sleeper. In case of weld fracture, in SWP track, joggled fish plates and clamps will be used.*

(b) *After doing the emergency repairs as mentioned in (a) above, he may allow to pass the trains at the speed up to 20 KMPH and shall observe the fracture till SE (P. Way) comes and permanent repairs are completed.*

(ii) When the gap is more than 50 mm -

- (a) A closure of suitable length should be used along with one meter long fish plates and clamps and the fractured portion should be supported on wooden block or by shifting the nearest sleeper. In case of weld fractures, in SWP track joggled fish plates and clamps should be used.*
- (b) After doing emergency repairs, as mentioned in (a) above, he may allow to pass the trains at the speed up to 20 KMPH and shall observe the fracture till SE (P. Way) comes and permanent repairs are completed.*

(B) CWR/LWR Tracks :-

(i) When the gap is less than 50 mm -

- (a) The fractured portion should be supported on wooden block or by shifting the nearest sleeper. The fractured rail shall be clamped by using one meter long special fish plates. In case of weld failure joggled fish plates and clamps will be used.*
- (b) After doing emergency repairs, as mentioned in (a) above, he may allow to pass the 1st train at 'STOP DEAD' and then the speed up to 10 KMPH and subsequent trains at the speed up to 20 KMPH. He will continue to observe the fracture till SE (P. Way) comes and permanent repairs are completed.*

(ii) When the gap is more than 50 mm -

- (a) A closure of suitable length should be used with one meter long fish plates and clamps and fractured portion should be supported on wooden block or by shifting the nearest sleeper. In case of weld fractures, joggled fish plates and clamps should be used.*
- (b) After doing emergency repairs, as mentioned in (a) above, he may allow to pass 1st train at 'STOP DEAD' and then the speed up to 10 KMPH and subsequent trains at the speed up to 20 KMPH. He will continue to observe the fracture till SE (P. Way) comes and permanent repairs are completed.*

- 4. In cases where a small portion or piece of rail has come off or in case of multiple fractures, the rail has to be changed by SE (P.Way). Traffic will remain suspended until the permanent repairs are carried out and cleared by SE (P.Way).*

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.**

SR. 15.18 :

- (1) (a) Every lorry or trolley shall be accompanied by not less than four men for working it.
- (b) When it is required to run a lorry or a light trolley loaded with materials in the section without block protection, it shall be the responsibility of the official in charge to see that it is accompanied by not less than five men on the double line and which trains may approach on the double line and on both sides on the single line in accordance with G.R. 15.27 (2) (a) & (b). The number of men, however, shall be increased according to circumstance to enable the lorry or loaded trolley and its contents to be removed readily off the line, when necessary.
- (c) In the case of a change from double to single line working on a double lines section, the fact shall be communicated by the Station Master to the official in charge of a lorry or trolley when he, before entering the Block Section, ascertain the where about of all initials of the Headquarters station of the person authorised to use it.
- (d) Each lorry or trolley shall have marked on it a number and the designation and the code initials of the Headquarters station of the person authorised to use it
- (e) On Sections provided with track circuits/axle counter only insulated type of trolley/lorry shall be used to prevent signal failure.
- (2) (i) **Rail Dolley:** Rail dolley is a device with two or more wheels, which in balanced condition can be moved manually on one rail of track and can carry rail/sleeper in suspended condition. When necessary the suspended material can be dropped and the rail dolley cleared off the track.
- (ii) **Use of Rail Dolleys :**
- (a) Manning of rail dolley-Every rail dolley shall be manned by not less than two able bodied men. The person incharge of the rail dolley shall be a railway servant not lower in rank than a Gangmate/Keyman. He should have passed in medical category A-3 and must hold a certificate of competency for working a rail dolley. Certificate of competency shall be issued either by an AEN or by a SE (P.Way) of the Section who must satisfy himself that the person to whom the competency certificate is being issued, is fully aware of the rules for working of rail dolley and is also well acquainted with the concerned section.
- (b) **Certificate of Competency shall be issued in the following form.**

Shri _____ S/O _____ designation _____
at (Station) _____ has been tested and is found fully
conversant with the section on which the Rail Dolley is to be used, all the relevant rules in
respect of protection of Rail Dolley and for working them, as well as the latest changes
made in them. He is authorised to work a rail dolley on _____ section
(each section to be mentioned separately).
This certificate is valid up to _____
Station _____ Signature _____
Date _____ (Authorised Official)
Designation _____

The certificate of Competency must be renewed for each calendar year after a fresh test.

(iii) **Working of Rail Dolley:-**

- (a) *The Railway servant in charge of rail dolley must inspect the section particularly in reference to heaping of ballast, girder, bridges and any other special features which make it difficult to drop the materials and remove the rail dolley. He shall get the ballast and heap cleared and work the dolley in such locations only when visibility is clear for at least 1200 metre and the rails can be dropped safely without affecting train safety.*
- (b) *Rail dolley shall not be worked on sections having gradients steeper than 1 in 200.*
- (c) *Not more than six rail dollies should be worked in a group in any one block section.*
- (d) *Normally not longer than three rail welded panels should be carried by rail dollies. The rail dolley must not be worked after sunset and before sunrise and in bad weather condition when the visibility is poor. Rail dolley should not be worked in deep cuttings, steep grades, sharp curves and heavily built up area where the visibility is not clear for 1200 metres on BG and 800 metres on MG. In such locations the rail dolley should be worked under block protection.*
- (e) *In case a rail dolley is to carry rails longer than three rail panels or it is required to move over crossover in yard crossing more than one line, in deep cutting and curves then it should be worked under block protection.*

(iv) **Protection of Rail Dolley :-**

- (a) *No traffic block is necessary for working of rail dolley. Every rail dolley when on line shall exhibit a red flag in day and shall be protected by a flagman at a distance of 600 metres from the rail dolley, on a double line in a direction from which trains may approach, and by 2 flagman one in either direction on single line. Each flagman shall also carry a banner flag, two red and 2 green hand signal flag and a case containing 10 detonators for use in emergency.*
- (b) *The official in charge of the rail dolley shall keep a sharp look out for approaching trains and will get the rails dolley and material is cleared off the track as soon as an approaching train is sighted.*
- (c) *The official in-charge shall be fully responsible for the safe working of rail dollies.*
- (d) *While approaching level crossings the official in-charge shall look out for road traffic and ensure safe passage of rail dolley.*

- (3) (i) **Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley :-** Cycle trollies are trollies which 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 should be so designed as to be capable of being removed from the track by two men. A seat should 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 the rear continuously, to give adequate warning of approaching trains. Cycle trollies and moped trollies be treated as trollies in all respects for the purpose of those rules except where otherwise provided for.

- (ii) **Officials permitted to use Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley:-** Subject to their being competent to use Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley all Officers of the Engineering, Signal and Telecommunication and Operating Department and such Inspectors and staff of the Sign Telecommunication and Engineering Departments as are specifically authorised by the competent authority.

- (iii) *Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley be treated at par with Motor trolley and all the rules applicable for working of moto trolley as mentioned in SR. 15.25 will apply for Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley.*
- (iv) *No Railway servant shall use a Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley unless he is in possession of a permit signed by the Principal Chief Engineer/Principal Chief Operations Manager /Principal Chief Signal & Telecommunication Engineer / Divisional Railway Manager/Chief Engineer(Construction) / Additional Chief Engineer. The permit will only be issued after the person, in whose name it is issued, has been examined and declared to be conversant with the rules for running of cycle/moped trollies. The permit shall be valid for a period of one year from the date of issue. Thereafter, it shall be renewed annually after the person holding it has been examined as mentioned above.*
- (v) **Equipment of Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley:-** *The following equipment must be provided on a cycle/moped trolley when placed on a running line:-*
 - (a) *During the day a Red flag fixed to a staff placed in the trolley frame so as to be clearly visible.*
 - (b) *During the night, a light shall be placed to show conspicuously, on the double line, White to the front and Red to the rear and on single line, red both to the front and in the rear. Further a five cell electric torch shall also be carried and used to illuminate the track ahead.*
 - (c) *10 detonators, 2 Red flags, 1 Green flag, 1 Pad Lock and Chain and 2 Hand Signal Lamps.*
- (vi) *The total number of persons including the persons pedalling or driving, which can be carried on a cycle/moped trolley shall not exceed five.*
- (vii) **Working of Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley** *-At night time and during foggy or cloudy weather all Working of Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley shall invariably work under block protection. If the speed of the cycle/moped trolley is more than 15 KMPH. It should work under block protection when it is proposed to work cycle/moped trolley outside station limits without block protection, the official in charge of Working of Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley shall ascertain the where about of trains that he is likely to encounter on the section before he places cycle/moped trolley on the line.*
- (viii) **Ghat Section :-** *Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley is not permitted in ghat sections and on sections where a series of cuttings and curves restrict clear visibility in front or in rear to less than 800 metres and where observance of G.R. 15.26 would require more than a total of 2 men to protect the trolley from front or rear. The sections on which Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley are not permitted to work on the above basis on each division will be notified by the Divisional Railway Manager. On such sections, however, cycle/moped trollies may be worked as a train under the system of working in force over such sections.*

Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley shall invariably be worked on line clear under the system of working on sections where special precautions in accordance with G.R. 15.26 is necessary.

- (ix) **Spring Points:-***The official in -charge of Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley shall enquire about the location of the spring points before starting. He shall stop dead in the rear of the spring points and shall lift the cycle/moped trolley and place it beyond the spring points.*
- (x) **Adjacent running, lines not to be fouled:-** *When working Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley on the double linesection, if the trolley is removed from the track in the block section, it should be placed in such a way that the adjacent running lines are not fouled or infringed.*

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.

SR. 15.19:

- (a) *No lorry or trolley shall be placed on the line unless provided with both day and night signals, and a chain and padlock for securing the lorry or trolley when removed from line and also a case containing 10 detonators. Day Trolley Signals shall comprise of red flags fixed to a staff placed perpendicularly in a socket provided for this purpose on each trolley/lorry/Motor trolley so that they are conspicuously visible. During night or when visibility is otherwise impaired or when entering tunnels, the trolley signals shall comprise of red light in both directions on single line section. On double line section the red light shall be exhibited in the direction from which trains are expected and white in the other direction. But when standing within Home Signal the light shall display red in both directions.*
- (b) *No trolley/lorry/Motor trolley shall stand upon or run on a line unless it exhibits these trolley signals, but when a trolley/lorry/motor trolley is cut off clear of the line, these signals shall be removed.*
- (c)
 - (i) *On certain sections where owing to sharp curves, cuttings or other causes, the view of the line is obstructed, trolley signal stations have been established at such sites as command the best view in both directions for the use of flagman to enable necessary signal being conveyed to the trolley/lorry users. These trolley signal stations are provided with trolley ball or Revolving Disc signals working on a post of suitable height so that on single line section they exhibit in both directions and on double line sections in the direction of the approaching train. They are manned by Flagman only between sunrise and sunset. The raising of the ball or the exposure of the disc to an approaching trolley/lorry indicates that no train in sight on the line the ball of the disc refers to. The rapid raising and lowering of the ball or turning 'on' and 'off' of disc repeatedly indicates that a train is approaching and the trolley/lorry should be immediately removed from the track.*
 - (ii) *If the Flagman does not signal past a trolley, the same care should be taken as of no Trolley signal station is established on curve or cuttings, except where a motor trolley is following a train.*
 - (iii) *Where trolley stations are not provided and no indication of ball or disc is available the trolley user when passing through curve or cutting or when view is limited less than 800 meters shall protect his trolley by deputing one or more trolleyman with a whistle, hand and fog signals at such distance of not less than 350 meters and would enable them to relay the signals to the trolley users as and when required. The trolley men so posted shall whistle and exhibit hand danger signals immediately a train is in sight and place three fog signals on line. The fog signals will be removed if the trolley is cut off clear of the line. On single line section the men should be deputed both in front and in rear of the trolley whereas on the double line section the man shall proceed or follow at the case may be, so that they are in the direction from which trains are expected to approach.*

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.

SR 15.20:(a) *Whenever a trolley/lorry/motor trolley is to be put on line ,it shall also carry with it the following equipment in addition to what has been prescribed in GR 15.20-*

- (i) *One Torch light*
- (ii) *One Flare Signal for lorry only*
- (iii) *One Case containing 10 detonators*
- (iv) *One long strong rope ,only for sections where the gradient is 1:150 or steeper as in ghat section.*

NOTE- *In case of a traction motor trolley, it shall also carry with it ,an emergency portable telephone in working order.*

- (b) *It shall be the responsibility of the Head trolley man or the senior most trolley man to ensure that the equipments are complete in all respect when the trolley is put on line.*
- (c) *It will be the responsibility of the in-charge of the trolley/lorry/motor trolley for arranging the equipments and to see that his subordinates carry it as and when required.*

15.21. EFFICIENT BREAKS - No lorry or trolley shall be placed on the line unless it is fitted with efficient breaks.

SR.15.21 :

- (a) *The person in-charge of the lorry or trolley shall be responsible to see that the breakes are in proper working order, and shall test them on the commencement of each journey.*
- (b) *On Ghat Sections having falling gradient of 1 in 150 or steeper it shall be ensured that the brakes work efficiently on all the four wheels. In addition, lorries shall also carry with them a strong rope for holding them in case hand brakes prove inadequate or insufficient and the lorries shall also be fitted with screw down brakes of approved design in addition to the ordinary hand brakes.*

15.22. QUALIFIED PERSON TO BE INCHARGE 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.**

SR.15.22 :**(1) Running of Lorries:-**

- (a) A lorry shall normally be run during day light hours.
- (b) A lorry may be worked without block protection when the official in charge before putting a lorry on the line, has ascertained from the Station Master on duty whether Line clear can be obtained for the lorry without causing detention to a train, and if no detention would be caused, line clear should be obtained. If line clear cannot be obtained without causing detention to a train, the official in charge of the lorry, after considering the urgency of the work to be done, should decide whether to place the lorry on the line without Line clear being obtained or wait until Line clear can be obtained for it.
- (c) Notwithstanding the provision above, a lorry shall invariably be worked under block protection when.
 - (i) It is necessary during an emergency to run it at night.
 - (ii) It is loaded with rails or girders.
 - (iii) It is loaded with specially heavy materials which cannot be readily unloaded; and
 - (iv) On the following section having continuous steep grades or when visibility is restricted due to sharp curves or other features.

Narkatiaganj	-	Bhikhnathori
Sakri	-	Jainnager
Murliganj	-	Banmankhi

NOTE : For running lorries without block protection, see particularly SR 15.27 (3), (4), (5).

- (2) (i) No railway servant shall be permitted to work a lorry/trolley unless he has been examined and certified competent to be in-charge of a lorry/trolley being conversant with the rules for the running of the same. The controlling officer in-charge shall be responsible for examination and issuing competency certificate in the following form which shall be valid for a period not exceeding one year.

CERTIFICATE OF COMPETENCY FOR USE OF LORRIES/TROLLIES.

I, hereby, certify that I have examined Shri _____ (name and designation) in the knowledge of rules for the use of lorries/trollies and consider him competent to use the same in accordance with the rules and regulations affecting the working of lorries/trollies on line.

Controlling officer _____
_____(Designation)

Date _____

- (ii) All officers of the Engineering, Mechanical, Signal and Telecommunication, Electric and Traffic Departments and the following categories of class III officials are authorised to use lorries/trollies provided they are in possession of the prescribed competency certificate:-

- (a) SE (Works)/JE (Works)
- (b) SE (P.Way)/JE (P.Way)
- (c) SE (Signal)/JE (Signal)
- (d) Bridge Inspectors/Assistant Bridge Inspectors
- (e) Section Mates / Works Mistries / Permanent Way Mistries
- (f) Electric Foreman Gr. I and II/Assistant Electric Foreman

E.C.RAILWAY

- (iii) *No other person shall be considered qualified in the use of Trolley/Lorry Motor Trolley unless he is in possession of a valid 'Competency Certificate'. The category of staff who are authorised to use Trolley/Lorry, Motor Trolley on getting competency certificate are listed below-*

Deptt.	Trolley	Lorry	Motor Trolley
Civil Engg.	All Officers, SE (P.Way) and works, Asstt. Trolley. Inspectors way and Works, Work Supervisors, Permanent way Head Mistry.	As for Trolley.	All Officers, SE (P.Way) and Works.
Signal and Tele. Com.	All Officers, SE & JE (Signal).	Ditto.	All Officers, SE.
Electric	All Officers, Inspectors, Foreman (TRS) and Asstt. Foreman.	Ditto.	All Officers, Inspectors Foremen, Asstt. Foremen and Electrical Chargmen/ Mistry.
Operating	All Officers, TI(M)s, SS/AYM/YM and SM Gr.I. All Officers.	Ditto.	All Officers, and TI(M)s.
Commercial	All Officers.	Ditto.	All Officers.

- (iv) **No competency certificate shall be considered valid-**

- (a) *Unless it relates to the section concerned and*
 - (b) *Unless it is dated and issued under signature of PCOM, PCE, PCSTE, DRM or any other officer of not below senior scale rank qualified in the use of Trolley/Lorry/Motor Trolley who directly controls the officials in whose favour the 'competency certificate' is issued or had control over him at the time of use of the certificate.*
- (v) (a) *No competency certificate shall be issued in favour of an officials unless the issuing officials has tested him in trolley rules and found him fit to use the Trolley/Lorry/Motor Trolley.*
- (b) *'Competency certificate' shall be valid for a period not exceeding one year.*
- (vi) *The following procedure will be observed before granting permits to driver Trolley/Lorry/Motor Trolley.*

Application by officers or staff for permit to drive Trolley/Lorry/Motor Trolley will be made to the DRMO of the Division in which the officers or staff concerned is at the time of application working, who will either himself set a written paper or authorise competent officer under him to do so and who after the written test will also give an oral test to the officer or staff concerned.

If he passes both the written and the oral tests the case shall be put up to the DRM, if he himself was not the examiner for issuing the competency certificate. Before issuing it. The DRM., should satisfy himself as to whether the person concerned is fully conversant with all the rules in this respect. It is essential for Trolley, Lorry, Motor Trolley permit holders to know special condition if any obtaining on the various sections on which they have to operate their Trolleys / Lorries / Motor Trolleys.

Before the end of December every year, every Trolley/Lorry/Motor Trolleys permit holder will submit a certificate to the DRM, in the following form-

"I,(name).....working in the capacity of (designation)at (station) Hereby certify that I am fully conversant with all the Sections on which I have to use my Trolleys/Lorry/Motor Trolleys and also with all the rules in respect of driving Trolleys/Lorries Motor Trolleys as well as the latest changes made in them, and undertake to conform meticulously to these rules. In the event of my failure to comply with these rules, I shall alone be held responsible."

These certificates shall be carefully examined in the Divl. Office and if a permit holder fails to submit it in time, he will be treated as having forfeited his right to use the permit, until such time the certificate is submitted by him and will also render himself liable to disciplinary action.

Supervising officers and officials should test the permit holders in their knowledge of rules relating to working Trolley / Lorry / Motor Trolley as often as possible.

In the event of an officer or staff getting transferred from one station to the other it is necessary for him to acquaint himself with all rules in regard to any specials condition obtaining on any of the sections within his jurisdiction.

- (vii) (a) Such peculiarities as required special precautions for operating Trolley / Lorry / Motor Trolleys over a section are described in the Working Time Table of the respective Division.*
- (b) The following instructions should be specially noted in regard to trolley / Lorry / Motor trolley working in the Gurpa-Guijhandi Section where there is a rising gradient in the down direction and where there are no trolley refuges in the tunnel.*

Motor Trolleys and material Trolleys or Lorries must not run on Gujhandi-Gurpa Section without line clear. PUSH TROLLEYS may run without line clear during day time and in clear weather only by Up line in the Up direction. Such trolley users while passing the block huts must ascertain the position of Up train and keep a sharp look out for approaching trains. While entering tunnels Nos. 3,2 & 1 in succession they must ascertain in particular, from position of signals at Dilwa B.H. for tunnel No. 3 Trolley Ball- signal at Tunnel No. 2 and Tunnel chowkidar at Tunnel No. 1 about approaching up train if any and he should prepared to cut off the trolley before entering the tunnels as these are not provided with trolley refuges. For working inside the tunnel the trolley must be cut and secure outside the tunnel and the tunnel entered on foot. On completion of work the trolley users before placing the trolley on line must again satisfy himself about the position of approaching up trains. It is also advisable in such circumstances to follow a train unless the trolley users has ascertain that there is none.

No push trolley should be worked in up & down direction on the down line, or in the down direction of the Up line except in an emergency under line clear.

- (c) On the Dudhi- Chopan section on Dhanbad Division push trollies should be treated as lorries and worked under the same precaution and rules.*
- (d) A trolley when put on line, shall be accompanied by four able bodied trolley man and a lorry or motor trolley by six such selected men who can lift it from the track. In case of danger, these men shall be in addition to those required for loading and un loading materials. In sections where visibility is restricted or when a lorry is moving without block protection, extra man as necessary, shall be taken for purpose of looking out and relaying signals. Also where the load of the material trolley or lorry is heavy, more men shall be taken so that in case of necessity, it can be removed expeditiously from the line.*

- (3) (i) *A responsible Class III official not below the rank of JE (P.Way) must invariably accompany a lorry during the whole time it is on the rails and he will be responsible for its proper protection and use. If no JE is in-charge of the length, the Divisional Engineer may authorise the Permanent Way Mistry to take charge of lorries, provided he is satisfied that the Permanent Way Mistry can be entrusted with this responsibility and is conversant with the rules for their working.*
- (ii) *No lorry must be run on the line unless it is accompanied by enough men to lift off readily, and in no case should this number be less than six.*
- (iii) *All lorries must be marked with a number, the name of the division to which they are employed and the designation of the official authorised to have the custody of it.*
- (iv) *When the line is to be blocked for the running of a lorry, the Engineering Official in charge of the lorry must receive from the Station Master a written memorandum, for which signature must be given, stating up to what time the line can remain blocked and he is then responsible for clearing the track and informing the Station Master that he has done so within the time.*
- (v) *Every lorry must carry one ready trimmed lamp showing red both ways and proper standards or brackets in additions to what has been prescribed in G.R. 15.20.*
- (vi) *The person in charge of a lorry on the line will, under all circumstances, be held responsible for its use and for knowing when trains are due; and as a special precaution against accident from light engines must, when passing a station, enquire from the Station Master whether the line is clear and whether any train is expected in either direction.*
- (4) (i) *The authority to use a trolley will be given by the General Manager or by an officer duly authorized by him alone, in the form of a trolley pass which must be produced when required.*
- (ii) *No trolley must be placed on the line except under the charge of an officer or class III official specially authorised to use a trolley.*
- (iii) *In Case where a person authorised to use a trolley is unable to trolley with it, the trolley may be sent over the line in charge of the Head Trolleyman. In such cases the trolley must be accompanied by three men in addition to the Head Trolleyman. Officials when not able to accompany the trolley must give the Head Trolley man a written pass stating what verbal instructions have been given. This permission only applies in day light for short distances, to sections of the line with flat gradients and easy curves, and that only under exceptional circumstances.*
- (iv) *No person without a pass shall be allowed to travel on a trolley unless he is accompanied by a railway official holding a trolley pass.*
- (v) *The person in charge of a trolley must, under all circumstances, be held responsible for its use and for knowing when trains are due, and as a special precaution against accidents from light engines, etc. must when passing a station, enquire from the Station Master whether the line is clear and whether any train is expected in either direction.*
- (vi) *When it is not possible to obtain a clear view of the line in front and rear for a distance of 800 metres by reason of curves cutting, tunnels, fogs, storms, or any other cause, such trolley must be preceded or followed or both, as the case may be at a distance of 800 metres by a man bearing a red signal, being a red flag by day and a red light by night.*

- (vii) *If the view becomes obscure owing to a fog, dust, storm or any other cause while a trolley is on the running line, the trolley must be removed immediately unless running on a blocked section.*
- (viii) *All trollies must in all cases be manned by at least four trolley men exclusive of any flagman who may be required for the protection of the same.*
- (ix) *All trollies must be plainly marked with a number and with the official designation of the persons for whose use they are supplied. A trolley and its load must not be heavier than four men can lift off the line with its wheel attached and two men without the wheels, otherwise it must be of an approved design.*
- (x) *All trollies must be fitted with efficient brake gear and the person in charge will be responsible that the brake is in proper order.*
- (xi) *When two trollies are running together in the same direction, particular care must be taken that they are kept a sufficient distance apart to allow of the rear trolley being stopped in time if a trolley man should slip from the front trolley or if the front trolley should be stopped suddenly for any reason.*

On a level or on an uphill gradient there should be a distance of not less than one telegraph post length between the trollies, and on a down grade, or with a strong wind behind a distance of not less than two telegraph posts length.

- (xii) *Whether otherwise protected or not, no trolley shall be placed upon line without a red flag by day, or a red lamp by night showing both ways, and conspicuously displayed. The flag shall be placed on a socket, and the lamps so placed that they can be readily seen by approaching trains. Persons in charge of the trollies are responsible that their lamps are always trimmed and ready for use and that when in use they burn brightly.*
- (xiii) *The pass granted by the General Manager or other authorised officer will authorise the holder to have his trolley and men conveyed in any train within the limits specified on the pass, provided that there is room in the train, and that the train is not detained thereby. Only one trolley will be carried by any passenger train unless there is ample room for more in the brake vans without inconvenience. No trolley must be put on the top of luggage or parcels in the brake van, Guards unable to take on a trolley must, if asked to do so, give their reasons in writing.*
- (xiv) (a) *No push trolley should be allowed to run during the hours of darkness or during rainy, foggy and tempestuous weather between block stations without the authority to proceed, under the system of working being in the possession of the official in charge of the trolley. Reception signals for trollies must not be taken 'OFF' and the official in charge will be responsible for piloting the trolley into the station from the first stop signal.*
- (b) *When permission to proceed cannot be obtained for any reason the line must be blocked by the official in-charge of the trolley.*

In the event of total interruption of communication the official in-charge of the trolley may proceed into the section on his own responsibility and must take adequate precautions. A man must be sent 800 metres ahead of the trolley carrying danger signals and detonators. He must place three detonators 10 metres apart on the line on sighting a train or an engine stationing himself 45 metres away from the last detonator in the direction of the approaching train/engine. Another man must be deputed to protect the trolley in the rear also in similar manner.

E.C.RAILWAY

- (5) (i) (a) *A lorry/trolley must not proceed without block protection, into the following sections where sharp curves, cuttings etc. exists:-*
- | | | | |
|--------|--------------------|---|------------------------|
| (i) | <i>Purnea</i> | - | <i>Purnea Court</i> |
| (ii) | <i>Saharsa</i> | - | <i>Bajjnathpur</i> |
| (iii) | <i>Barauni Jn</i> | - | <i>Tilrath</i> |
| (iv) | <i>Garhara</i> | - | <i>Tilrath</i> |
| (v) | <i>Bachwara Jn</i> | - | <i>Dalsingsari</i> |
| (vi) | <i>Samastipur</i> | - | <i>Ujiarpur</i> |
| (vii) | <i>Barauni Jn</i> | - | <i>Teghra</i> |
| (viii) | <i>Samastipur</i> | - | <i>Muktapur</i> |
| (ix) | <i>Silout</i> | - | <i>Narainpur Anant</i> |
| (x) | <i>Muzaffarpur</i> | - | <i>Narainpur Anant</i> |
| (xi) | <i>Muzaffarpur</i> | - | <i>Kaparpura</i> |
| (xii) | <i>Muzaffarpur</i> | - | <i>Ramdayalu Nager</i> |
| (xiii) | <i>Hajipur</i> | - | <i>Bidupur</i> |
| (xiv) | <i>Sonpur</i> | - | <i>Hajipur</i> |
| (xv) | <i>Bhiknathore</i> | - | <i>Gaunaha</i> |
- (b) (i) *While entering or passing through a tunnel, necessary precautions such as lighting up of all lights etc., must also be taken by the official in charge of the lorry/trolley.*
- (ii) *The maximum number of persons carried shall normally not exceed ten in the case of motor trolley, sixteen, in case of TR-D heavy duty motor trolley proceeding for work and eight in the case of push trolley.*
- (iii) *When a lorry/trolley is working on a double line section without block protection the official in-charge must ensure that the adjacent line under no circumstances is fouled.*
- (iv) *All persons authorised to work a lorry/trolley must know the location of spring points wherever they exists and also the correct way of negotiating them.*
- (v) *Whenever a lorry/trolley is placed on the platform or being loaded in a train or for any other purpose, it should invariably be placed parallel to the track, properly locked and in charge of a railway servant. It should be so placed as not to come in the way of passengers and prohibited.*
- (vi) *A lorry/trolley must always be pushed and not pulled. Use of sails or any other unauthorised aid for their propulsion is strictly prohibited.*
- (6) (i) *Trollies must not be used for the conveyance of persons other than railway officials.*
- (ii) *In special cases magistrates, Police Civil Telegraph, Military and Medical officials or a person requiring medical aid may be conveyed by trolley by order of the competent authority after a bond (specimen given below) is signed, indemnifying the railway against all liabilities and risks.*
- (iii) *Contractors and their Agents may be conveyed on a trolley in connection with works provided they have executed a general indemnity bond similar to the one given in the specimen below.*

INDEMNITY BOND IN CONNECTION WITH THE PERMISSION GRANTED TO TRAVEL ON A RAILWAY _____ TROLLEY

In consideration of my being granted permission to travel between and _____ on a Railway _____ trolley, I hereby undertake and agree that the Railway shall be free from all responsibility or liability for any delay or detention or for any injury or loss to me or to any property of whatsoever kind accompanying me occasioned during the journey for which the permission is granted or whilst I am or the said property is within Railway limits.

I, further undertake that I shall not interfere with or obstruct _____ on his duties and shall obey all reasonable directions he shall give me to be subject to the bye-laws and other general regulations of the Railway.

I, further undertake to indemnify and keep indemnified and save harmless the Railway Administration for and against any loss of or damage done to the property of the Railway through any act or omission on my part or on the part of my agents or servants while so travelling on the trolley.

Dated _____

Name _____

Witness _____

Designation _____

(1) _____

Address _____

(2) _____

Address _____

(To be executed one rupee stamp paper)

NOTE:- *The staff of the P&T Department be allowed the use of the trollies without execution of any indemnity bond as referred above when they travel on duty on trollies provided by Railway Administration for maintenance of line along with Railway alignment subject however, to usual conditions.*

(7) Use of Private Trollies on the Railway Track:-

- (i) *All requests from the Public for permission for Private trollies on open lines shall be made to the Principal Chief Operations Manager who shall be the determining authority whether such requests can be acceded to.*
- (ii) *When license has been granted to the Manager of the Mill or other Company to run a trolley on the way within prescribed limits, the Head trolley man in-charge of the trolley shall be a Railway servant appointed by the Principal Chief Operations Manager on behalf of the General Manager and must hold a current competency certificate. The other man required to work the trolley shall be appointed by the Mill or the Company concerned.*
- (iii) *All rules and instructions pertaining to the working of departmental trollies shall also apply to Private Trollies. The Head Trolleyman shall equip himself with a copy of the G&S Rules and other instructions issued by the Railway Administration from time to time for running of trollies and he shall give an assurance to the DOM/DSO concerned to the effect that he is conversant with all the rules and regulations relating to the working of trollies on the section of line to which the Private trolley license applied.*
- (iv) *A pass should be issued for every private trolley to be kept by the Head Trolleyman and shown on demand by the Station Master or other official of the railway.*
- (v) *Generally such licenses shall permit journey on the siding during day light only In no case, shall a license be granted for Journey over areas where passenger trains run. The licenses shall always be available for production when trolley is in use.*

(8) Observation Posts and Lorry/Trolley Signal Stations:-

- (i) *Where owing to curve, cuttings or other causes, the view of the line is obstructed, manned "observation Posts" must be established at such sites as command the best view in both directions for the use of Flagmen, thus enabling hand signals being conveyed to the lorry/trolley on line.*
- (ii) *On Special sections, as may be prescribed by the Principal Chief Engineer, disc or ball signals for the use of Lorries / Trollies may be installed each such signal station being manned.*

15.23. ATTACHMENT TO TRAIN PROHIBITED - No lorry or trolley shall be attached to a train.

SR.15.23: (a) *Lorries / Trollies shall always be pushed and never pulled. Use of sails or any other unauthorised aid for their propulsion is strictly prohibited.*

- (b) *With the consent of train guard, the trolleys may be transported in the brake vans of goods train. No train Guard of such trains shall refuse to carry the trolley in his brake van except for want of room or where being so transported in the brake van, it is likely to cause damage to the contents of the brake van or cause inconvenience or delay. In such a case, the Station Master shall help loading of the trolley by another train.*
- (c) *Except in grave emergency, trolleys shall not be loaded in brake van of passenger carrying trains or in road vans of a van goods train.*
- (d) *In case of emergency such as accident, total failure of communications etc. the Station Master shall personally assist in the loading of trolley by first available train as and when ordered by the Chief/Dy. Chief Controller.*
- (e) *Trollies can also be loaded in empty trucks or wagon attached to train, provided the Head trolleyman or any other trolleyman accompanies the trolley in the truck.*

In case of a trolley being carried in the caboose Brake van on goods train, the trolley and the trolley men shall occupy one side of the Brake Van as indicated by the Guard. In the case of general service Brake van the trolley and the trolley men shall travel in the body of the Brake van and not in the lobby.

- (f) *A motor trolley can be loaded either in motor van or empty truck. When a motor trolley is so loaded it shall be ensured that the flow of petrol to the carburetor has been cut off, any pressure has been released from the tank, the tank is in sound condition and closed by well-fitting cap, and the carburetor has become completely exhausted.*

15.24. TIME OF RUNNING - A lorry shall ordinarily be run only by day and when the weather is sufficiently clear for a signal to be distinctly seen from an adequate distance, which shall never be less than 800 metres.

SR. 15.24:

- (i) *When it becomes necessary to run a Trolley/Lorry or a Ladder Trolley at night on account of emergencies like accidents, or in case of O.H.E. maintenance/repair work it shall be operated only under proper line clear or block protection.*
- (ii) *During day when due to rain, fog, dust storm or any other cause visibility is impaired a trolley/lorry must, without exception, be worked under Block protection or proper line clear. If after a lorry, trolley has entered a block section without block protection, the visibility becomes poor and impaired, the official in-charge should remove it from the lines.*

- (iii) *The lorry shall also be worked under block protection or on proper line clear when it is loaded with rails, girders or specially heavy materials which are likely to cause delay in unloading. The engineering official in-charge of the lorry shall certify while asking permission from the Station Master to take the lorry in block section whether the unloading of rails, girders or other heavy materials will involve delay or not, depending on which the Station Master will permit the lorry to enter block section with or without line clear.*
- (iv) *When a lorry/trolley enters the block section without block protection, the officials-in-charge of the lorry/trolley shall be personally responsible to see that adequate precautions are taken for protection of the lorry/trolley to prevent any unavoidable risk from accident and shall, whenever possible, arrange for the Station Master to issue a caution order on Form T-409, warning all the Loco Pilots and guards of trains to look out for the trolley signals, until intimation is received about the safe arrival of the lorry/trolley at the next station.*
- (v) *No trolley/lorry shall enter a block section during total interruption of communication on a single line section except to attend an accident or to attend faults in tele-communication circuits, or to restore communication and normally in such cases the official in-charge in addition to arranging normal protection, should also take other precautions under clause (iv) above.*
- (vi) *When on a double/multiple line section, single line working or wrong line working is temporarily introduced, the facts shall be communicated in writing on caution order Form T-409 by Station Master on duty to the official in-charge of the trolley before permitting it to enter the block section. Official-in-charge of a trolley should ascertain from the cabinman or Station Master on duty the where about of the train he is likely to encounter on the section and whether normal working is in force on the section to which he is likely to enter with his trolley. Every cabinman / Station Master on duty should advise the Official-in-charge of a trolley on the condition of the block section ahead.*
- (vii) *A push trolley may, during day time, enter a tunnel without line clear or block protection provided that-*
 - (a) *visibility is clear.*
 - (b) *the tunnel is provided with trolley refuges so that the push trolley can be cut off the line, if required.*
 - (c) *official-in-charge of the trolley has personally assured himself by checking the position of the trains or by posting look-out man that there is no danger of a train entering the tunnel when the trolley is inside the tunnel, if necessary by protecting the trolley in accordance with rule 3.62 as though the tunnel is obstructed.*
 - (d) *The trolley shall not stop to work on track inside the tunnel or for any other purpose. This does not preclude the trolley refuge when provided.*
 - (e) *When entering a cutting or proceeding over a long bridge or curve without line clear or block protection, the official-in-charge of trolley shall assure himself that no train is likely to be met inside the cutting or over the bridge/curve.*
 - (f) *Light Motor Trolley/Moped Trolley/ Scooter Trolley/ Cycle Trolley shall invariably be worked on block protection under the system of working on the dangerous section enumerated under SR. 15.22 (5) (i) (a).*

15.25. MOTOR TROLLEY - A motor trolley shall only be run in accordance with special instructions.**SR. 15.25:**

1. (i) *As per GR 15.18 (2), any trolley which is self-propelled by means of motor is a motor trolley and it includes a Motor Trolley, Light Motor Trolley/Moped Trolley/ Scooter Trolley.*
- (ii) *Motor Trolleys must in all cases be manned by at least four trolley men, exclusive of any flag man, who may be required for the protection of the motor trolleys.*
- (iii) *Each motor trolley must have marked on it a number, the designation of the officer authorized to use it and the code initial of his headquarter station. The trolley must be equipped with efficient brakes and a motor horn whistle, all of which must be in working order before the trolley is used.*

A motor trolley issued for the use of a particular official may, however, be used by other officials mentioned, in SR 15.22. A motor trolley should not be used without the knowledge of the person to whom issued.

- (iv) *A motor trolley must not be placed on the line unless it is provided with both night and day signals and a chain and padlock for securing the trolley when removed from the line. The day signal is a red flag fixed to shaft placed upright in a socket on the frame of the trolley so as to be clearly visible. The night signal is a light similarly placed and showing red to the front and rear. The proper signal must always be exhibited by day and night while a trolley is on the line. In addition to the above, necessary equipment as mentioned in G&SR 15.20 must be available on the Motor Trolley while on the line.*
- (v) *A motor trolley must always be pushed and not pulled. Use of sails or any other means for the propulsion is strictly prohibited.*
- (vi) *No railway servant shall be permitted to be in-charge of a motor trolley and work a motor trolley unless he has been examined and certified competent. He must be conversant with the rules for running of motor trolleys and also competent to drive a motor trolley. SR 15.22 to be also referred.*

The controlling officer in-charge shall be responsible for examining and issuing competency certificates in the following format which shall be valid for a period not exceeding one year :-

CERTIFICATE OF COMPETENCY FOR USE OF MOTOR TROLLEY

I, hereby, certify that I have examined Shri _____ (Name and Designation) in the knowledge of rules for the use of motor trolleys and consider him competent to use the same in accordance with rules and regulations affecting the working of motor trolleys on line.

Date _____

Controlling Officer

- (vii) *Not more than 10 persons inclusive of the Trolley men shall be permitted to be carried on motor trolley and in no circumstances this number must be exceeded.*
- (viii) *While a motor trolley is running, there must be at least two persons seated in front.*
- (ix) *No person other than a Railway servant may be carried on motor trolley, unless the rules in this respect as laid down in SR 15.22 (6) are followed.*

2. Running of Motor Trolleys – General Precautions :

- (i) *A motor trolley must run only under block protection in accordance with the system of working in force for the working of trains both on Single Line & Double Line.*
- (ii) *Normally a motor trolley shall not run after sunset, but in an emergency, it can run after sunset when provided with Headlights.*
- (iii) *Except within station limits, motor trolley shall run in the same direction as the trains run.*
- (iv) *A motor trolley may be permitted to follow a fully vacuumed/ air braked train or another motor trolley both on single line & double line in the same block section during day light hours provided visibility is clear.*
- (v) *Motor trolley shall not be permitted to follow a train as well as another motor trolley in graded section having gradient of 1 in 200 or steeper.*
- (vi) *The speed of motor trolley must on no account exceed 15 KMPH over points and crossings irrespective of Standard of Interlocking and whether the points are approached in facing or trailing directions on a straight track or turn out. The person in-charge of the motor trolley shall be responsible for observing this speed restriction.*
- (vii) *While approaching a level crossing, the official in-charge of the motor trolley must look out for road traffic and ensure safe passage of his trolley.*
- (viii) *Whenever a motor trolley is placed on the platform for being loaded in the train or for any other purpose, it should invariably be placed parallel to the track, properly locked and in charge of a railway servant. It must be so placed as not to come in the way of passengers and railway staff.*
- (ix) *All transaction regarding movement of motor trolley(s) to be entered in TSR/Log book by both Station Masters in red ink with timings similar to a train.*
- (x) *All Stations/Cabin/Level Crossing Gate shall exhibit hand signal for the guidance of the motor trolley(s) while leaving the station or while running through. The official in-charge of the motor trolley shall be vigilant to look out for the hand signal being exhibited by the station/ Cabin/ Level Crossing Gate and be careful to watch that the points are set in his favour.*
- (xi) *While entering or passing through a tunnel, necessary precautions such as lighting up all lights, etc., must also be taken by the official in-charge of the motor trolley.*
- (xii) *In case of IBP, for the purpose of running motor trolley through, the working of IBP for the time being shall be put out of use and the entire portion between two block stations to be treated as one block section. In-charge of motor trolley to be advised in writing on the Motor Trolley Authority or Motor Trolley Permit to pass IBP stop signal at 'ON'.*
- (xiii) *To receive motor trolley(s), reception signal to be taken 'OFF'. In case any approach or departure signal is defective, T/369 (3b) to be served to the motor trolley. In case of more than one motor trolley, it should be handed over to the leading motor trolley and following motor trolleys will be received/ dispatched on hand signal.*

3. Guidelines for running of Motor Trolleys on different sections –

I. In Absolute Block System.

<i>Description</i>	<i>Procedure to be followed</i>	<i>Authority</i>	<i>Reception</i>
<i>DOUBLE LINE</i> <i>(On Sections worked by Block Instrument / BPAC)</i>			
<i>(a) Motor trolley running alone</i>	Permission for sending motor trolley shall be asked under exchange of private number and Station Master after granting such permission shall turn the commutator directly from 'Line Closed' to 'Train on Line(TOL).	Motor trolley Authority in Manuscript.	Shall be received by taking 'OFF' proper reception signals.
<i>(b) Motor Trolley following a train</i>	Permission shall be obtained under exchange of private number for each following motor trolley separately. No operation on Block Instrument except for that of the train already left.	Train will run on its own authority to proceed. Each motor trolley(s) shall be given form T/1525 i.e. Motor Trolley Permit.	Train will be received by taking 'OFF' proper reception signal(s). Motor Trolley(s) will be received on hand signal on the same line and no point alteration shall be done till arrival of the last motor trolley
<i>(c) Motor Trolley following another motor trolley</i>	Permission shall be obtained under exchange of private number for each motor trolley separately and commutator of the Block Instrument shall be directly turned from ,Line Closed, to 'Train On Line '(TOL)	Leading motor trolley shall be given Motor Trolley Authority and all following motor trolley(s) shall be given form T/1525 i.e. Motor Trolley Permit.	Leading motor trolley shall be received by taking 'OFF' signal(s) and rest following motor trolley(s) shall be admitted on hand signal on the same line and no point alteration shall be done till arrival of the last Motor Trolley

<i>SINGLE LINE</i> <i>(On sections worked by Token /Tablet Block Instrument)</i>			
<i>(a) Motor trolley running alone</i>	Block Instrument will be operated.	Token/Tablet/PLC (when block instrument failed) and departure signal if any shall be taken 'OFF'.	Received by taking 'OFF' relevant reception signal(s).
<i>(b) Motor Trolley following a train</i>	Block instrument will be operated for train. permission for motor trolley shall be obtained under exchange of private number for each following motor trolley(s) separately.	Train will run on its own authority to proceed. Each following motor trolley(s) shall be given Motor Trolley Permit i.e. T/1525 separately.	Train will be received by taking 'OFF' reception signal(s). Motor Trolley(s) will be admitted on hand signal on the same line and no point alteration shall be done till arrival of last Motor Trolley.
<i>(c) Motor trolley following another motor trolley</i>	Line Clear shall be obtained on Block Instrument by exchanging private number separately for each motor trolley.	Leading motor trolley will be given Motor Trolley Authority and each following motor trolley shall be given Motor Trolley Permit i.e. T/ 1525 separately. Token/ Tablet to be carried by the last motor trolley.	Leading Motor trolley will be received by taking 'OFF' relevant reception signal(s) and following motor trolley(s) will be admitted on hand signal on the same line. No point alteration shall be done till arrival of the last motor trolley
<i>(On Sections worked by Tokenless Block Instrument)</i>			
<i>(a) Motor trolley running alone.</i>	Block Instrument will not be operated. Permission shall be obtained under exchange of private number verbally on block telephone.	Motor Trolley authority in Manuscript.	Received by taking 'OFF' relevant reception signal(s).
<i>(b) Motor Trolley following a train</i>	Block Instrument to be operated for train. Permission for each following motor trolley to be obtained under exchange of private number separately.	Train will run on its own authority to proceed. Each following motor trolley(s) to be given Motor Trolley Permit i.e. T/ 1525 separately.	Train will be received by taking 'OFF' relevant reception signal(s). Following motor trolley(s) will be admitted on the same line on hand signal and no point alteration to be done till arrival of the last motor trolley.

E.C.RAILWAY

(c) Motor trolley following another motor trolley	Block Instrument will not be operated. Permission for leading Motor Trolley as well as for each following Motor Trolley shall be obtained verbally under exchange of separate private numbers.	Leading Motor Trolley will be given Motor Trolley Authority in manuscript. Each following Motor Trolley to be given Motor Trolley Permit i.e. T/1525 separately.	-do-
Note:- When BPAC is provided either separately as a Block Panel or attached with Block Instrument on Double Line/Single Line, its working to be suspended. Resetting of Axle counter may be done if required.			

II. In Automatic Block System (On Single line & Double line)

(Motor Trolley must be insulated while being allowed to run on Automatic section)

(a) Motor trolley running alone.	For the movement of Motor Trolley, section to be blocked and converted into Absolute Block System for the time being under exchange of private number. The direction of traffic shall not be established in single line.	Motor Trolley authority in Manuscript.	Motor Trolley shall be admitted on hand signal after correct setting and locking of the route but signal shall not be taken 'OFF'. Motor Trolley In-charge will be responsible for safe movement of Motor Trolley in station yard.
(b) Motor trolley following another motor trolley	-do- NB: Permission shall be obtained under exchange of private number for leading as well as for each following Motor Trolley(s).	Leading Motor Trolley shall be given Motor Trolley Authority and following Motor Trolley shall be given Motor Trolley Permit i.e. T/1525.	Leading Motor Trolley shall be received as per the process stated above and route shall not be altered till arrival of the last Motor Trolley. Following Motor Trolley shall be admitted on hand signal only.

4. Reception/Dispatch Procedure -

- (i) Permission to send Motor Trolley shall be obtained on Block Telephone or any other authorized means connected with adjacent Station for this purpose.
- (ii) When Motor Trolley runs on Line Clear, signals must be taken 'OFF' for reception and dispatch of Motor Trolley after all the conditions for taking 'OFF' signals as prescribed in GR & SR 3.38, 3.39 & 3.40 are complied with except that on Double line sections and on Single Line sections where Tokenless Block Instrument is in force, the Last Stop Signal will not come to 'OFF' and it shall be passed on the authority of Motor Trolley Authority.
- (iii) The format of Motor Trolley Authority will be as under. Manuscript to be prepared in duplicate by carbon process. Original copy shall be retained by SM issuing the authority and duplicate copy will be given to Motor Trolley in-charge.

FORMAT OF MOTOR TROLLEY AUTHORITY

EAST CENTRAL RAILWAY

_____ division _____ Station No. _____ Date _____

The Official In-charge of Motor Trolley No. _____

The line between _____ station and _____ station has been blocked and

You are authorized to enter the block section with your Motor Trolley no. _____.
You are authorized to pass the departure signals _____ of this station at 'ON' position.

Private No. obtained (in figure) _____ (in words) _____

(In token of permission for sending the Motor Trolley)

Date _____

Signature of Station Master

Time _____

(Station Stamp)

The relevant starting signals, when free, may be taken 'OFF'.

Received _____

Signature of Motor Trolley In-charge

-
- (iv) When a Motor Trolley is following a train/another Motor Trolley, Signals need not be taken 'OFF' for receiving / dispatching the following Motor Trolley(s).
 - (v) The Official In-charge shall be personally responsible for the safe movement of the Motor Trolley within station limit and ensure clearance of Fouling Mark when it is stationary on the line.
 - (vi) During the movement of Motor Trolley either alone or following a train/another Motor Trolley, the Station Master at both ends of the block section shall immediately place a Caution Indicator "**Motor Trolley on Line**" to serve the visual reminder.
-

- (vii) *During the movement of Motor Trolley following a train/another Motor Trolley, the shall maintain a minimum distance of 150 mtrs or minimum two telegraphic posts length of two OHE span between the preceding train/another Motor Trolley.*
 - (viii) *Original and duplicate copy of Motor Trolley Authority and Motor Trolley Permit must be preserved by both stations at least for a period of six months.*
 - (ix) *When Motor Trolley(s) arrived at the next station, the Motor Trolley Authority/Motor Trolley Permit(as the case may be) will be handed over to the Station Master by the In-charge of the Motor Trolley.*
 - (x) *In the event of Total Interruption of Communications, the Official In-charge of the Motor Trolley may proceed into block section if considered necessary and must take adequate precautions. A man must be sent 800 meters ahead of the motor trolley carrying danger signals and detonators. He must place three detonators 10 meters apart on the line on sighting a train or an engine stationing himself 45 meters away from the last detonator in the direction of the approaching train/engine. Another man must be deputed to protect the Motor Trolley in rear also in similar manner.*
 - (xi) *Station Master will ensure complete arrival of Motor Trolley(s); before giving complete arrival report to rear station in all the cases i.e. in case of running of Motor Trolley alone or in case of Motor Trolley following a train/ another Motor Trolley. For this, he will obtain report from the In-charge of the Motor Trolley/ rear most Motor Trolley in writing.*
- 5. Break down of Motor Trolley** –If a Motor Trolley fails in the block section and be unable to move, the person in-charge must remove it from the line and send a certificate to the nearest Station Master, that the trolley has been removed from the line and block section is clear for passage of trains. If a Token/Tablet/Trolley Permit is in possession, the same must accompany the certificate being sent to the Station Master. The Station Master receiving the advice shall intimate the Station Master at the other end of the affected block section under exchange of private number that the trolley has been removed. The first train entering the section after receipt of such advice shall be served a caution order to look out for the break down trolley indicating clearly the location and kilometer number of break down.

When the trolley has been repaired, it will be treated as push trolley to clear the block section and to be pushed to nearest station observing the great caution. Motor Trolley in-charge will be solely responsible for such clearance and working of motor Trolley as push trolley in these cases.

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 :

The qualified persons in charge of Trolley/Lorry/Motor Trolley shall be responsible for its safe working from the time it is placed on line till the time it is removed from the line. When two or more qualified persons are driving on a trolley, the person operating the trolley shall be responsible for its safe working and also for detention to any train caused by delay in clearing it off the track or in clearing the 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 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge, carrying a banner flag across the track and another man plainly showing a Stop hand signal at a distance of not less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the lorry in the direction from which trains may approach, or
 - (b) On single line, by one or two men as required, following and preceding the lorry at a distance of 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge, carrying a banner flag across the track and another man plainly showing a Stop hand signal at a distance of not less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the lorry on either side.
- (3) Each man so following or preceding the lorry at a distance of 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge shall be provided with detonators and place three on the line, 10 metres apart, immediately the lorry comes to a stand for the purpose of either unloading or loading or should any train be seen approaching, and continue to display the Stop hand signals.
- (4) The man or men carrying the banner flag shall immediately fix the banner flag across the track immediately the lorry comes to a stand or a train is seen approaching and continue to display the Stop hand signal.
- (5) In all cases where the Flagmen in advance or in rear cannot be kept in view from the lorry, additional intermediate Flagmen shall be posted to relay the signals.
- (6) The Stop Signals and detonators shall not be removed until the Flagmen have received the orders to withdraw them from the official-in-charge of the lorry.

S.R. 15.27 :

- (1) (i) *A lorry shall normally be run during day-light hours.*
- (ii) *There must be a red flag on the lorry itself by day, and a lamp or lamps ready, trimmed, so as to show a red light both ways in tunnels or at night. As soon as a lorry has been removed from the rail, and placed clear of the line the red flag or lamps as the case may be, must be removed; but care must be taken that this is not done before the line has been cleared of all obstructions, and until the line has been so cleared, the flag or lamps must be conspicuously displayed.*
- (iii) *A lorry may be worked without block protection when the official-in-charge before putting a lorry on the line, has ascertained from the Station Master on duty whether line clear can be obtained for the lorry without causing detention to a train and if no detention would be caused, line clear should be obtained. If line clear cannot be obtained without causing detention to a train, the official-in-charge of the lorry after considering the urgency of the work to be done, should decide whether to place the lorry on the line without line clear being obtained or wait until line clear can be obtained for it.*

- (2) (a) *Before obtaining line clear, the official in charge of a lorry must advise the Station Master whether it is his intention:-*
- ♦ *to return to the station.*
 - ♦ *to run to the other end of the block section, or*
 - ♦ *to remove the lorry in mid- section.*
- (b) *The lorry must run under block protection in the circumstances mentioned under SR 15.22 (1) (c).*
- (c) *On section where control working is in force. Station Masters shall advise Controllers of the running of lorries to enable them to make the necessary arrangements.*
- (d) *While working on a double or multiple line section the adjacent lines should under no circumstances be allowed to be fouled. When lorries enter a section having two or more adjacent lines a caution order shall be issued not only to Loco Pilot of trains proceeding on the same line but also to the Loco Pilot of trains running by the adjacent line.*
- (e) *When granting permission to a lorry for working at a station, Station Master shall take care to properly block the relevant running line, if possible, by setting the points against the line and clamping and padlocking the same and putting safety collars on the relevant levers. When a Trolley/Lorry is standing on a running line in a Station Yard it shall be protected by banner flags placed at an adequate distance supplemented by three detonators on other sides.*
- (f) *Except when otherwise specifically permitted Trolley/Lorry Motor-trolley shall run only in the direction as permitted for the train. On multiple line sections Trolley/Lorry, shall move without line clear only by the outermost lines. Having entered the section on a particular line, no motor trolley or lorry shall be cut and placed on any other line except with the specific permission of the Station Master controlling entry in the block section. When within Station limit, no lorry shall even foul a line for which specific written order has not been obtained from the Station Master.*
- (g) *If a lorry has to enter a section or over long sidings for loading/unloading without line clear or without the line having been blocked, the lorry shall be protected in accordance with Rule 15.27 (2), (3), (4), (5) and (6). As soon as the flagman observes a train approaching towards the lorry, he will relay the information by blowing the whistle which shall be provided to him for this purpose or by waving red hand signals vigorously so that the lorry can be removed from the track. He shall immediately take steps to stop the train as per Rule 3.62 i.e., he will place three fog signals each 10 metres apart at the very place where he is and proceed towards the lorry to place one fog signal 400 metres away from those three fog signals. If the lorry has, in the meantime, been cut off clear of the track the last fog signal shall be removed.*
- (3) (a) *When a lorry is to enter a block section without line clear, the official in charge must prepare in triplicate Trolley/Lorry/OHE ladder Trolley notice on prescribed form no T/1518 and make it over to the Station Master on duty. The station Master on duty must fill in necessary particulars, and retain one copy and make over the other two, to the official in charge.*
- (b) *Until the "lorry removed from section" Signal has been dispatched and received, both Station Master must issue caution orders to the Loco Pilots of all trains entering the section on which the lorry is working. All trains booked to run through and extra special and other irregular trains must be stopped at the station in order that this advice may be given.*
- (c) *Lorries must be moved clear of the main line or, if within station limits, of the line on which a train is to run, at least 15 minutes before the train is due.*
- (d) *On completion of work, the lorry removal report must be completed and handed over to the Station Master concerned and his acknowledgment obtained.*

E.C.RAILWAY

- (e) *The official in charge must protect the lorry as described below; the issue of Caution Orders by Station master to Loco Pilot in no way relieves him of this duty:-*
- (i) *on the double line, by a man either following or proceeding the lorry at a distance of not less than 800 meters in the direction in which trains may approach and showing a red banner flag.*
 - (ii) *on the single line by a man following and a man preceding the lorry at a distance of not less than 800 meters and showing a red banner flag.*
- (f) *Each man following or preceding the lorry must be equipped with detonators and place three on the line, ten meters apart:-*
- (i) *immediately the lorry comes to a stand for any purpose including that of unloading or loading material, he must continue to show the red banner signal and keep the detonators on the line until he receives an order from the official in charge to withdraw the signal; or*
 - (ii) *should any train be seen approaching, he must exhibit the red banner signal until such time as the lorry has been removed from the track and intimation has been received from the official in charge to withdraw the signal.*
- (g) *In all cases where the Flagman in advance or in rear cannot be kept in view from the lorry, additional intermediate Flagman must be posted to relay the signals.*
- (4) (i) *When a lorry / trolley is required to work on the line within station limit such work must not start unless the official in charge of the lorry / trolley has received written permission from the station Master who must not give such permission unless he is in a position to permit the work being taken up. The official in-charge of trolley / lorry must send to the Station Master a written advice in duplicate in the following form.*

On copy of the advice must be signed by the Station Master in token of such permission and return to the official in-charge of the lorry / trolley. In case the Station Master for the any reason is not in a position to give such permission he shall make an endorsement to that effect in both the copies.

Lorry/Trolley No _____ being required to run on _____ line/s,
in _____ between _____ hours and _____ hours. There will be
no interference with the working of trains or shunting operations.

Station Master

Date _____

Time _____

Official in charge Lorry/Trolley

Date _____

Time _____

- (ii) *Within station yards, the Flagman must exhibit danger signals at such distance on each side as will ensure safety. When a lorry is required to remain stationary within station limits for any time exceeding 15 minutes, it must be protected by red banner flags placed at an adequate distance supplemented by three detonators on either side.*

- (5) *While a lorry is working on line the Station Master must issue Caution Orders to Loco Pilot of all trains entering the block section. On the double line Caution orders should be issued to both to Up and Down trains indicating the line on which the lorry working.*
- (6) *Instructions contained in the S.R. 15.22 (4) (xi) shall also apply to lorries.*
- (7) *Working of Material trolley/lorry on section provided with continues track circuiting including Automatic Block section.*
 - (i) *The instructions contained in S.R. 15.27 (1) to (6) shall also apply for working of material trolley/lorry on the sections.*
 - (ii) *During the period the material trolley or lorry is working on line all train shall be worked on paper line clear and caution orders shall be issued to Loco Pilot of all trains.*

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 with a chain and padlock.

S.R. 15.28:

- (i) *Whenever a trolley/Lorry is placed on the platform for being loaded on a train or for any other purpose, it shall invariably be placed parallel to the track properly chained and locked and in proper charge of a Railway staff. It should be placed as not to come in the way of passengers or Railway staff or infringe the standard moving dimension:*
- (ii) *When not kept on platform but taken out of a cess, trolley refuge, level crossing etc., they should also be kept parallel to the track clear of standard moving dimension.*
- (iii) *As soon as a trolley is removed from the track and placed clear of it, the red flag or light shall be removed, but care should be taken that this signal is not taken "OFF" before the line has been cleared of all obstructions.*



CHAPTER XVI

LEVEL CROSSINGS

16.01. KNOWLEDGE OF SIGNALS - No person shall be appointed to be a Gateman unless he has a knowledge of signals.

SR.16.01 :

***Certificate of Competency** – After prescribed training, every Gateman shall be tested by Section Engineer (P. Way) or Traffic Inspector, as the case may be, and issue a certificate of competency in the form given below before he is put to work independently. The competency certificate shall be valid for a period of three years.*

Certificate of Competency	
<i>Certified that I, (Name)_____ Designation_____ have examined Shri_____ S/o_____ designation_____ Station_____ in the duties of Gateman. He is conversant with the use of hand signals, detonators and other equipments provided at the gate. He is also conversant with the procedure to be adopted during abnormal conditions. He is hereby declared as fit to perform the duty of Gateman at gate No._____.</i>	
<i>Place_____</i>	<i>Signature of SE (P. Way)/TI_____</i>
<i>Date_____</i>	

16.02. SUPPLY AND CARE OF EQUIPMENT - Every Gateman shall -

- (a) be supplied with day and night hand signals, detonators, and other prescribed equipment, and
- (b) keep such signals, detonators and other equipment in proper order and ready for use.

S.R. 16.02 :

- (1) *The manning and operation of the gates of level crossings inside the outermost Stop Signals in either direction at a block station are under the control of the Station Master and the manning and operation of the gates of the level crossings outside the outermost Stop signals in either direction of a block station are under the control of the Section Engineer (P. way).*

E.C.RAILWAY

- (2) Station Masters/TIs and Section Engineer (P. way) must ensure that all level crossings under their control where Gateman are posted are provided with the following equipments and following records are kept maintained :-

(A) EQUIPMENTS TO BE KEPT AT LEVEL CROSSINGS :-

S.No.	Items	Quantity/ Numbers
1.	Hand Signal Lamp Tri Colour	3 (5 on Quadruple Line or twin single line)
2.	Hand Signal Flag (Green)	1 (Mounted on sticks.)
3.	Hand Signal Flag (Red)	3 Mounted on sticks (6 on Quadruple Line or Twin single line and in case Hexaple Section mounted on sticks)
4.	Banner Flag (Red)	3 (5 on Quadruple/Line or twin single line)
5.	Posts for exhibiting red banner flag	(4 on Q/Twin single line and 5 on Hexaple Section)
6.	Spare chains with padlocks	2 (with stop mark.) Note: Where Sliding Booms in addition to lifting barriers are provided, use of Chains & Padlocks may be dispensed with.
7.	Detonators	10 (in a case.)
8.	Fusee	1 (3 on multiple line, double line, parallel lines suburban sections, automatic signaling and ghat sections) Note: Where LED based cell/battery operated Flashing Hand signal Lamps are provided, use of Fusee shall be dispensed with. The Gateman should also have with him one set of spare cell/battery.
9.	Gate lamps	2
10.	Tommy Bar	1
11.	Cane for oil	1
12.	Water pot/Bucket	1
13.	Board demarcating protection for level crossing gate diagram in case of obstruction on gate	1
14.	Whistle	1
15.	Wall Clock	1

(B) RECORDS TO BE KEPT AT GATE LODGE:

In addition to the above equipment, following records shall also be kept at the gate lodge.

- (1) Gate Working Instructions in Hindi/English.
- (2) Gate Working Instructions in local vernacular language.
- (3) Gateman Rule Book in local vernacular language.
- (4) List for tools and books.
- (5) Duty Roster.
- (6) Certificate for working as Gateman.

- (7) *Bio-data particulars of Gateman, including date of passing vision test, initial/ refresher course, safety camp, etc.*
- (8) *Accident Register.*
- (9) *Record of last census of road traffic at level crossing gate.*
- (10) *Public Complaint Book.*
- (11) *Inspection Book.*
- (12) *S&T Register in case of interlocked Engineering Gate.*
- (13) *Private number sheet at gates provided with telephones.*
- (3) *The gates of level crossings must be secured with 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.*
- (4) *The Gate at level crossings protected by chains, or by gates not interlocked with signals must 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, must be so secured with padlocks and chains during failure of the interlocking gear.*
- (5) *The Gateman at level crossings must ensure that the gate lamps of gate signals, if any, are properly cleaned, are lighted at sunset, are put out after sunrise and are kept continuously burning brightly from sunset to sunrise. In the case of lamps of gate signals, the Gateman must also see that the back lights 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 47 of the Act.

- (2) **If for any reasons the gates at level crossings 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 stipulation 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 thereat shall, subject to special instructions, be locked at night and opened only to pass road traffic in such manner as may be prescribed by special instructions.**

SR. 16.03 :

- (1) **Traffic Gates** – The operation of gates at level crossings within the outer most stop signals in either direction of a block station shall be under the control of the operating Department while the level crossing and structures appertaining thereto shall be maintained by the Engineering Department. Working Instructions for these gates shall be incorporated in the Station Working Rules of the Block station in question and a copy of the same shall be posted at the gate lodge.
- (2) **Engineering Gates :-** Level crossings outside the Outermost stop signals in either direction of a block station shall be under the control of the Engineering Department both , as regards their operation and maintenance. Such Level crossings may be –

- (a) **Outside the Outermost stop Signal in either direction of a block station, but within its station limits.** - Working instructions for such level crossings, if manned, shall be incorporated as an Appendix to the Station Working Rules of the station concerned and a copy of the same will be posted at the gate lodge.
- (b) **Outside the Station limits of any block station-** In case of such level crossings if manned, a copy of the working instructions shall be posted only at the gate lodge.

Note:- Where a level crossing is equipped with signals and is situated outside the stop signals of a block station, Signaling and interlocking diagrams shall, in addition to the working instructions, be posted at the gate lodge.

- (3) **Exchange of Private Numbers at Interlocked Gates** – At Interlocked L.C. Gates provided with stop signals, there is no need to exchange private number for opening and closing of the gate. Only the Gateman on duty shall be intimated in advance by SM/ASM/Switchman/Cabinman on duty about the movement of train.

(Ref:- Bd's letter No.2000/Safety (A&R)/19/39 dated 04.11.2003)

- (4) **Operation of gates provided with telephones.**- Where a gate not interlocked with signals of a station, is provided with a telephone connected with the adjoining station / cabin, the opening / closing of the gate will be done in the manner indicated below-

- (a) **Where the gate is normally “closed to road traffic”** - The Gateman before opening the same shall ensure by exchange of Private Numbers with the ASM/Switchman of the connected station that no train is approaching the level crossing.

Similarly after clearing the road traffic on either side, the Gateman shall close the gates against road traffic and lock them, keeping the keys in his personal custody and advise the ASM/Switchman on duty at the connected station under exchange of Private Numbers that the gates have been closed and locked. Till this advice of closure of the gates is received, the SM/ASM/Switchman shall not allow a train in the section.

- (b) **Where the gate is normally “Open to road traffic” :-** The SM/ASM/Switchman of the connected station shall ensure by exchange of Private number that the gate is closed to road traffic before a train enters the block section towards the level crossing.

Note- In the event of telephonic communication between the gate and the station being out of order, the gate shall be opened/ closed in the manner laid down in station working rules.

- (c) *In the event of Station Master /Switchman not being in a position to get in touch with a Gateman, due to the telephone being out of order or the Gateman being absent or for any other reason, he should not allow any train to proceed towards such Level crossing unless the Loco Pilot has been served with a caution order to warn the Loco Pilot about the possibility of the level crossing being open to, road traffic and the line being obstructed. The number and kilometrage of the level crossing should also be indicated clearly in the caution order.*

Similarly, it shall be the responsibility of the Station Master / Switchman of the gate controlling station to attend promptly all telephone calls from the Gateman without fail as, any call could also be for reporting any emergency.

- (d) *Specific instructions regarding opening/closing of the gate should be laid down in Station/Gate Working Rule.*
- (5) ***In case of level crossings situated within the station limit :-*** *Its working instructions shall be embodied in the Station Working Rule of its controlling station and in case of level crossings situated outside station limit, the working instructions shall be maintained by the Section Engineer (P. Way). The Station Master and Section Engineer (P. Way) controlling such level crossings shall ensure that copy of these working instructions along with regional language as applicable are invariably kept hung at a conspicuous place at the gate lodge of each manned level crossing situated in and outside the station limit. They shall also ensure that the Gateman to be posted for independent duty at such level crossing thoroughly understand the working instructions of the level crossing concerned and that they give an assurance to that effect like other station staff in the assurance register to be maintained for this purpose at the gate lodge of each manned level crossing. In respect of traffic level crossing such Assurance Register may be maintained at the controlling station.*

The Officers and Senior subordinates and the Section Engineer (P. Way) and TI(M)s whenever on line/inspection shall invariably examine the gateman to ensure that they have a correct knowledge of the working rules of the gate and that they have signed the Assurance Register as well.

- (6) ***Position during passage of trains :-*** *At a manned level crossing where the gates are not designed to close across the track, the Gateman should stand at the middle of the gate facing the track, on the gate lodge side of the approaching train, and hold hand signal in the manner indicated below –*
- (a) *During day he should hold Red and Green hand signal flags furled on separate sticks, the green in the left hand and Red in the right hand and be prepared to take action should any danger be apprehended, or to repeat any signals which the Guard may intend to convey to the Loco Pilot.*
- (b) *During night he should carry a lighted hand signal lamp which will not be exhibited in the direction of the approaching train but will be held in readiness, so that he may show a danger signal in case of necessity as laid down in sub-paragraph (a) above.*
- (c) *During night, in order to be able readily to show any danger signal to any approaching train, when level crossings are opened to road traffic, Gateman must invariably keep their hand signal lamps set to show red throughout the period their level crossing are open to road traffic.*
- (7) ***In case of level crossing gates not protected by gate/station stop signal :-*** *Gateman should display a red flag by day time and red light during night towards the approaching trains on either side of the level crossings as long as the gate is kept open to road traffic subject to rigid observance of GR-16.03 and SR- 16.03 (1) to (6).*

- (8) (a) *All Level crossing gates shall be so worked as to cause the least possible inconvenience to vehicular traffic, consistent with safety.*
- (b) *In order to eliminate frequent and undue detention to road traffic at important Level crossings, such Gates shall not normally be closed for more than 10 minutes at a stretch or as mentioned in SWR / Gate Working Rules.*
- (c) *At Level crossings which are provided with telephone the Gateman , on receipt of information about a motor trolley being on line clear shall not close the gates immediately, but shall keep a sharp look out for the motor trolley and shall close the gates when it is actually in sight. The same procedure also be followed by Cabinman / Switchman in the case of gates operated from the Cabins.*
- (d) *Gates must be closed and locked before shunting is commenced. The gates must be opened as required to allow road traffic to pass and shunting to be stopped, if necessary. In such cases the Gateman or other railway servant must show a danger signal to approaching engine or vehicles.*
- (9) (a) **The classification of level crossings should be as follows-**
- ♦ **Special class**
 - ♦ **A Class for vehicular Traffic**
 - ♦ **B Class**
 - ♦ **C Class**
 - ♦ **D Class for cattle crossing and Foot paths.**
- (b) *Level Crossings over colliery, factory and other similar sidings where railway traffic is light may, however, are worked according to local condition.*
- (c) *Whistle Boards must be provided at an adequate distance in rear of the all level crossing gates on both sides. The adequate distance for this purpose shall be 600 metres.*
- (10) (i) *Gate lamps must be provided for all gates at 'special' A, B, and C class level crossings.*
- Note:-** *Reflector or a red disc painted with red luminous paint may be provided as an alternative to lamps at C class level crossings provided with gates.*
- (ii) *Gate lamps must show:-*
- (a) *To road users 'Red' when the gate is closed to road traffic and 'White' when open to road Traffic.*
 - (b) *To Loco Pilots of approaching trains no light for 'Special' A, B, and C class level crossings when closed against road traffic.*
- (11) *In all cases when a gate is ordered to be closed it must be closed and locked. A Gateman will not be considered to have closed a gate until such time it has been locked also.*
- (12) *In all cases when the gates at a level crossing are required to be opened for passage of road traffic, the Gateman, if the line is clear of rail traffic, must first open the gate farthest away from the approaching road traffic and then open the gate on the side nearest to the approaching road traffic, to give that traffic unobstructed passage across the crossing.*
- Note :-** *Level crossing gates interlocked or non-interlocked where telephone is provided and is connected with any station, the working instructions of the gate must be incorporated in the Station Working Rules of the Station to which it is connected.*

16.04. GATEMAN TO OBSERVE PASSING TRAINS - Except where otherwise prescribed under special instructions, the Gateman shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.

SR.16.04 :

(A) *The Gateman at all Level crossing Gates should stand attentively at the gate lodge side, facing the track with furred Red and Green flags during day in right and left hands respectively and at night hold the hand signal lamp with the white light. He shall watch all passing trains to see any unusual condition like hot axles, chain hanging, any vehicle/wagons 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.*

(B) *In case Gateman observes anything unusual with a passing train, he shall take following action:-*

- (i) He shall take prompt action to warn the Loco Pilot/Guard of the passing train by showing red flag by day and red light by night.*
- (ii) He shall simultaneously try to draw the attention of the Loco Pilot/Guard by whistling continuously, shouting, gesticulating, throwing ballast on the brake van or by any other means*
- (iii) If Loco Pilot/Guard fails to take notice, Gateman shall immediately inform the Station Master/Switchman/Cabinman, if connected on telephone, to take appropriate action, under exchange of private number.*
- (iv) In case of train parting, Gateman shall not show stop hand signal but shall show prescribed signal for train parting.*
- (v) He shall endeavor to attract the attention of the Loco Pilot/Guard by whistling above, quickly parting them and bringing them together in repeated Up and Down motion as high and as low as possible.*
- (vi) In Case the train does not stop, Gateman shall immediately inform the Station Master / Switchman / Cabinman, if connected on telephone, to take appropriate action, under exchange of private number.*

16.05. CHANNEL FOR FLANGE OF WHEELS - The Gateman shall see that the channel for the flange of the wheels is kept clear.

SR. 16.05: *(i) During the dry months of the year, in order to lay the dust, level crossings must be thoroughly watered by the Gateman regularly to avoid the inconvenience to passengers of trains from the dust.*

- (ii) At level crossings where there is no Gateman, the Mate or his keyman must inspect each level crossing daily, to see that the channel for the flanges of the wheels is clear.*

16.06. DEFECTS AT LEVEL CROSSINGS - If any gate or the fastenings thereof, or any fixed signal pertaining to the gate becomes out of order, the Gateman shall -

- (a)** take action to close the gates, if possible, against road traffic.
- (b)** after closing the gates, hand signal the train movement past the level crossing.
- (c)** if the gates cannot be closed put the banner flag or level crossing flag in such manner as to warn the approaching train to stop short of the gate and thereafter hand signal the train.
- (d)** report the fact to his superior or the nearest gang mate.

SR.16.06:

- (i) **Defective Gate Signal :-** In the event of gate signal being out of order the Gateman on duty shall immediately place the gate signal in the 'ON' (i.e. Danger) position if not already 'ON'. Until he does this, he must keep the gate closed and locked against the road traffic. Thereafter he shall report the fact to Station Master if connected with telephone or to his immediate superior, through any agency including the Loco Pilot of the first available train, and stand by ready to pass trains on hand signal. The kilometres at which the signal is located should be advised while intimating.
- (ii) If any Gate signal of level crossing gate which has been provided with a 'G' marker becomes defective, it shall be kept at 'ON' and the light shall be kept burning at night. The Loco Pilot of an approaching train finding a Gate signal with a 'G' marker at 'ON' shall sound a long whistle and bring his train to a stop in rear of the signal. If after waiting for one minute by day and two minutes by night the signal is not taken 'OFF' he should draw his train ahead cautiously up to level crossing and if the Gateman is available and exhibiting hand signals after closing and locking the gate across the road, proceed further past the gate cautiously.

In the absence of the Gateman or Gateman is available but not exhibiting hand signals, he shall stop short of the level crossing, where he shall then be hand signaled past the gate by the Gateman, if there is one or in the absence of a Gateman this duty will be performed by one of the engine crew or the Guard of the train after ascertaining that gates are closed against road traffic. After passing level crossing gate, the train to be stopped clearing the gate and the gate to be opened in absence of the Gateman by one of the engine crew or Guard.

- (iii) In respect of Gate signal referred to in (ii) above, the Loco Pilot of the first train shall stop the train at the next station and report the defect to the Station Master on duty, who will then advise the station at the other end. for rectification.
- (iv) When Warner/Distant or Gate Home signal of any gate has failed in 'OFF' position the Station Master will take all efforts to bring it to 'ON' position.. If it cannot be brought to 'ON', Loco Pilots to be warned through Caution Order.

NOTE :- Additional Procedure when gate Signal is defective:- In addition to provision contained in GR 3.73 and GR 16.06 together with its SRs, the following procedure shall be adopted in case of gate signals being defective –

- (i) Immediately, on receipt of information regarding the failure of the manned/interlocked gate, which may be due to breakage of gate boom, failure of gate boom or any other reason, two additional staff (Porter in case of traffic gate or Gangman / Gateman in case of Engineering gate) should be rushed to the failed Level Crossing gate for assisting the Gateman in the performance of his duties. These persons will continue to remain on duty at the affected gate till such time the gate is rectified and normal working is restored.

The above action, including ensuring availability of additional hands at the gate shall be personal responsibility of the concerned branch officer.

- (ii) As an additional precaution, the Loco Pilots should be asked to stop, invariably, just short of the gate, ensure the status of the gate and proceed at a restricted speed of not more than 10 kmph until the whole of the train clears the gate and is informed by the Guard in the manner being done for clearance of caution orders.
- (iii) As soon as information of an incident as per para (i) above is received, one TI / PWI shall be deputed on duty at the gate to monitor and ensure the safe running of train in the face of road traffic till such time the failure is rectified and normalcy restored.

- (iv) *The caution order in terms of para-(ii) above issued by the Station concerned should specifically state the aforesaid instructions clearly and it should remain in force till the receiving of confirmation of rectification of the boom / gate and the passage of train thereafter.*

16.07. OBSTRUCTIONS AT LEVEL CROSSING - Every Gateman, on noticing any obstruction on the line, shall at once remove it or, if unable to do so, shall -

- (a) take action to ensure that the fixed signals, if any, protecting the gate are kept at 'ON'**
- (b) show Stop hand signal and do his best to stop approaching trains and**
- (c) shall protect the obstructions as per Rule 3.62.**

SR. 16.07 : ACTION IN AN EMERGENCY AT THE LEVEL CROSSING:

- (i) *In case of an obstruction at the level crossing gate, Gateman shall maintain the gate signals, if any, in the 'ON' position.*
- (ii) *Thereafter, if he is unable to remove the obstruction, Gateman shall immediately advise the Station Master/Switchman/Cabinman on duty, if connected by telephone, regarding the defects/obstructions at the gate, under exchange of private number.*
- (iii) *If there is no response from the Station Master/Switchman/Cabinman after two or three attempts, he shall first protect the gate and then inform on phone.*

(iv) The Gateman shall protect the line as under:-

(a) On Double Line Section:

- (i) *If both lines are obstructed the Gateman shall plant a red banner flag by day and a red light by night 5 meters away on posts duly provided for the purpose. He shall first protect the line on which a train is expected to arrive first.*
- (ii) *Then he will similarly plant the other red banner flag by day and red light by night on the other line 5 meters away from the site of obstruction.*
- (iii) *Gateman shall then proceed to protect the gate along with detonators, fusees and red flag by day and red hand signal lamp by night.*
- (iv) *Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night on the line on which a train is expected to arrive first, to a point 600 meters on BG and 400 meters on MG/NG and place one detonator on the line. Thereafter he shall proceed to a distance 1200 meters on BG and 800 meters on MG/NG from the level crossing gate and place 3 detonators on the track 10 meters apart. Having thus protected the line he shall return to the level crossing gate picking up the intermediate detonator on his way back.*
- (v) *Thereafter, he shall proceed on the other line, showing red hand signal, similarly place detonators as described in para (iv) above and return to the site of obstruction, picking up the intermediate detonator on his way back.*
- (vi) *Having returned to the gate, he must then take steps to remove the obstruction and warn the Loco Pilot of the approaching train.*
- (vii) *In case of Gateman observes or hears a train approaching when he is still on his way to protect and before he reaches the stipulated distance to place detonators, he shall place detonators on the line at a distance as far away as he can go.*
- (viii) *Thereafter, he shall light up and fix the fusee to warn the Loco Pilot and stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.*

(b) On Single Line Section:

- (i) *Gateman shall plant a red banner flag by day and a red light by night 5 meters away on posts duly provided for the purpose. He shall first protect the direction from which a train is expected to arrive first.*
- (ii) *Then he will similarly plant the other red banner flag by day and red light by night towards the other direction 5 meters away from the site of obstruction.*
- (iii) *Gateman shall then proceed to protect the gate along with detonators, fusees and red flag by day and red hand signal lamp by night.*
- (iv) *Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night towards the direction from which a train is expected to arrive first, to a point 600 meters on BG and 400 meters on MG/NG and place one detonator on the line. Thereafter he shall proceed to a distance 1200 meters on BG and 800 meters on MG/NG from the level crossing gate and place 3 detonators on the track 10 meters apart. Having thus protected the line he shall return to the level crossing gate picking up the intermediate detonator on his way back*
- (v) *Thereafter, he shall proceed towards the other direction, showing red hand signal, similarly place detonators as described in para (iv) above and return to the site of obstruction, picking up the intermediate detonator on his way back*
- (vi) *Having returned to the gate, he must then take steps to remove the obstruction and warn the Loco Pilot of the approaching train.*
- (vii) *In case the Gateman observes or hears a train approaching when he is still on his way to protect and before he reaches the stipulated distance to place detonators, he shall place detonators on the line at a distance as far away as he can go.*
- (viii) *Thereafter, he shall light up and fix the fusee to warn the Loco Pilot and stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.*

(c) On Multiple Line Section:

On multiple line section the procedure for placement of detonators will be same as mentioned for double line for protection of the gate during obstruction except that the red banner to be placed on the reversible line at both the ends. Also after placement of detonators on the line on which train is expected to arrive first, detonators to be placed on the reversible line simultaneously. In the same manner it should be protected at the other end.

(d) Other action to be taken by Gateman:

- (i) *At night Gateman shall light two hand signal lamps and take action to exhibit red light and protect the lines as described in sub paras (a) and (b) above.*
- (ii) *If the gate is broken by a road vehicle which is fouling the track, or if lifting barriers/leaf gates or any other part of the gate foul the track, or if there is any other obstruction at the gate, the Gateman shall take immediate action.*
- (iii) *He shall note down the particulars of the road vehicle, vehicle number, name of the driver, owner and relay these details to the nearest Station Master/Switchman/Cabinman or Section Engineer (P. Way) regarding the particulars and obstructions at the level crossing gate, through messenger or other means available.*

NOTE :- *Immediate steps to protect the line / lines as detailed above must be taken in case control of the level crossing gate is forcibly taken over by outsiders such as snatching the gate key etc.*

16.08. PARTING OF A TRAIN - If a Gateman notices that a train has parted, he shall not show a Stop hand signal to the Loco Pilot, but shall endeavour to attract the attention of the Loco Pilot and the Guard by shouting, gesticulating or other means.

SR. 16.08: *Gateman's duty when a train parts -*

If a Gateman observes a train running in two or more portions, he will draw the attention of the Loco Pilot, Guard or Assistant Guard by shouting and/or whistling. He should also show green hand signal during day and white light during night waving up and down vertically as high and as low as possible. He should show no other signal.

16.09. TRESPASSING - Every Gateman shall, as far as possible, prevent any trespassing by persons or cattle.

16.10. TRANSFER OF CHARGE OF GATE - Except in accordance with special instructions, no Gateman shall leave his gate unless another Gateman has taken charge of it.

SR.16.10:

- (i) *No Gateman may leave his gate without being properly relieved. In case of Engineering Gate the relief to be arranged by the Section Engineer (P. Way) and in case of traffic gate such relieve to be arranged by Station Master. The person in-charge of the gate i.e. SE (P.Way) or Station Master must ensure that Gateman are performing proper duty and no one is allowed to perform more than the prescribed duty. In case of any emergency, the person in-charge will arrange relief before the Gateman working at the gate is relieved.*
- (ii) *If on account of unforeseen and inescapable circumstances the absence of gateman from the gate becomes altogether inescapable, a Gateman must not leave his gate without ensuring that the gate is manned by any reliever or if reliever is not arranged, the gate is closed and locked to road traffic.*

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.



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.

SR.17.01:

- (a) *All subsidiary Rules referring to the working of trains shall also apply to electrified sections except as otherwise provided in the rules containing in this Chapter.*
- (b) *All officials connected with movement of rolling stock shall have a thorough knowledge of these rules. They shall also be responsible for ensuring that staff, working under them, are thoroughly conversant with the instructions relating to their work and correct procedure to be followed under normal condition as well as in an emergency.*

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 interruptors, isolator switches remote control equipment and other apparatus provided for controlling power supply to overhead equipment. It includes feeding posts, sectioning and paralleling posts, sub-sectioning and paralleling posts and sub-sectioning posts.
- (6) **“tower wagon”** means a self – propelled vehicle which is used for the maintenance and repairs of overhead equipment.
- (7) **“Traction Power Controller”** means a competent railway servant who may for the time being be responsible for the control of power supply on the traction distribution system.

SR.17.02: Additional definitions also applicable to this Chapter–

- (1) **Authorized person** – Means any person who is duly authorized to perform the duties appertaining to his employment, the authorization being by an officer of the Railway Administration empowered for that purpose.
- (2) **Danger zone** – Means the Zone, lying within 2 metres of any live equipment, in which no work is permitted, where the equipment is alive.

- (3) **Earth** – Means the conducting mass of the earth or of any conductor in direct electrical connection therewith.

'Earth' for the purpose of the overhead equipment only, includes the track return circuit and the structures supporting the overhead equipment, provided such structures are connected to Earth or track return. Earth or Connected to Earth – Means connection with the general mass of earth in such manner as to ensure at all times an immediate discharge of energy without danger.

- (4) **Electrified Track** – Means track provided with overhead equipment.
- (5) **Inspector of electrical way or work**- means any Foreman or Electrical Chargeman responsible for the construction or maintenance of Overhead equipment, Power, supply installations, Remote Control Equipment, or other works connected therewith.
- (6) **Interruptor** – Means a single phase oil circuit breaker without an automatic tripping device.
- (a) *“Bridging Interruptor”* means an “Interruptor” which is provided at a neutral section to enable one sub-station to feed a sector of the overhead equipment normally fed by another sub-section during emergencies or when the latter is out of use. This interruptor normally remains in the open position.
- (b) *“Sectioning Interruptor”* means an Interruptor which connects adjacent sub-sectors together to maintain continuity of supply. This interruptor normally remains in the closed position.
- (c) *“Paralleling Interruptor”* means an interruptor which connects overhead equipment of two different tracks. This interruptor normally remains in the closed position to reduce voltage drop.
- (7) **Isolator** – Means a switch used for connecting or disconnecting adjacent elementary sections of overhead equipment.
- (8) **Linesman** – Means a person authorized to inspect and work on the overhead lines and switches in relation therewith.
- (9) **Live Equipment** – Means any electrical equipment, which is electrically alive. Electrical equipment is alive when a difference of potential exists between it and earth or when it is connected to another conductor or circuit in which such a difference of potential exists.
- (10) **Pantograph** – Means a collapsible device mounted on and insulated from the roof of an electric engine or motor coach and provided with a means for collecting current from the overhead equipment.
- (11) **Permit-to-Work** – Means a form of declaration signed and given by an authorized person to a person In-charge of work to be carried out on or adjacent to any electrical equipment, for the purpose of making known to such person exactly what equipment, is dead and earthed and safe to be worked on or adjacent to.
- (12) **Traffic block** – Means blocking of a track against movement of all traffic.
- (13) **“Overhead Equipment”** – Means of 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.
- (14) **“Dead Equipment”** – Means Electrical equipment which is not electrically alive.

- (15) (i) **“Rail Bond”** – Means an Electrical connection across a joint or between adjacent lengths of rail.
- (ii) **“Bond Continuity”**– means a rail bond used for maintaining continuity of the rail return circuit at points and crossings.
- (iii) **“Bond cross”**– means a rail bond used for connecting together two rails of a track or rails of adjacent tracks.
- (iv) **“Bond Impedance”**– means a bond installed on a double rail track circuit by the S & T department, which provides a low impedance path for the traction return current and relatively high impedance path for track circuit current.
- (v) **“Bond, joint”**– means an electrical connection across a joint between two adjacent lengths of rails as part of the track return
- (vi) **“Bond Structure”**– means an electrical connection between the steel work of a track structure, bridge or station building to which the traction overhead equipment is attached, and the track return.

17.03 Inspection of electrical way and works: - The electrical way and works shall be inspected regularly in accordance with special instructions by officials nominated for the purpose and in accordance with the duties assigned to them.

SR.17.03:

- (1) (a) Each Inspector of Electrical Way or Works shall be responsible for the efficient maintenance of the electrical way and works and other equipment under his charge.
- (b) He shall promptly report to the Traction Power Controller all accidents to or defects in the Electrical way or works which he considers likely to interfere with safe running of trains or with the safety of personnel, at the same time taking such action as may be necessary to prevent accidents. The Traction Power Controller shall in turn promptly convey this information to the Engineer – in-charge.
- (2) **Responsibility for tools and material** – Each Inspector of Electrical Way or Works shall be responsible for the proper and efficient maintenance of all break down equipment, wiring trains, tower wagons, lorries, trollies etc., under his charge. He shall ensure that they are equipped with full quantity of stores and spare parts as per approved inventory. He shall at least once in every month inspect the flags, signal lamps, detonators, tools and implements and ascertain whether the above equipment is complete and in good order. He shall also see that any defective or missing articles are replaced.
- (3) **Knowledge of Signals and Equipments of the working party** – Each Inspector Electrical Way or Works shall see –
 - (i) that every staff employed under him has a correct knowledge of hand signals and detonating signals and
 - (ii) that every overhead equipment working party employed in his jurisdiction is supplied with 2 sets of flag signals, 2 hand signal lamps and 10 detonators in addition to such other tools or implements as may be prescribed by the administration.
- (4) **Responsibility for staff and equipment** –
 - (a) Staff when at work shall be under the charge of the senior most member of the Gang, shall be responsible for all works being carried out correctly in accordance with the rules prescribed

and such other instructions as are specifically issued by the railway administration. In the case of illiterate staff working on or near electrical equipment, the person In-charge shall explain the circumstances of the work as affecting their safety and the safety of the electrical equipment to them.

- (b) *Every member of the staff shall be conversant with the safety precautions pertaining to his work and for their observance.*

(5) Patrolling staff to watch pantographs –

- (a) *All overhead line staff when on patrol, shall watch the pantographs of passing electric rolling stock and if any defects are noted, they shall report them to the Traction Power Controller as early as possible through the emergency telephone socket or any other telephone if emergency telephone circuit is not available, giving full particulars including the number of the electric rolling stock, the location of the defect and the time when the defect was noted.*
- (b) *The Traction Power Controller shall communicate reports of a defective Pantograph to the Traction Loco Controller who shall arrange to have the electric and rolling stock stopped as soon as possible for examination of the defective Pantograph.*

(6) Reporting abnormalities by railway staff –

- (a) *All break-downs or defects noted in the overhead equipment or any other traction equipment, including bonds, by any railway employee shall be reported immediately to the Traction Power controller. In case he cannot be communicated with, the nearest Station Master, Cabin ASM, Traction Foreman (Overhead equipment) or the Assistant Electrical Engineer (Traction Distribution) shall be advised. In case of the impedance bonds, the Assistant Signal and Telecom. Engineer shall be advised. The Station Master or the Cabin Assistant Station Master to whom such break-down or defects are reported shall convey the information immediately to the Traction Power Controller. In case of failure of communication he shall use his discretion regarding movement of traffic and advise the nearest Traction official*
- (b) *When defects are noticed on overhead equipment which are likely to cause damage to pantographs of electric Locomotives electrical multiple units, the railway employee noticing it shall communicate with the Traction Power controller who in turn shall advise the Section controller for arranging the issue of necessary caution orders by the Station Masters to the Loco Pilots as per rules in force. The Traction Power Controller shall also advise the concerned Traction Distribution Supervisor to arrange for display of pantograph lower boards as per S.R.17.04 (1).*

In addition to reporting the defect to the Traction Power controller nearest Station Master the concerned railway employee shall try to protect the line to avoid damage to the pantograph of the electric locomotive / Electric multiple unit.

- (c) *In case of breakage of an overhead line the Railway employee detecting it shall ensure that no person comes into contact with the line until an authorized person arrives on the spot. The authorized person will take immediate action to make the affected line dead and earthed.*

(7) (I) Loco Pilots to watch overhead equipment-

- (a) *All Loco Pilots (Diesel and Electric) working in electrified sections shall as far as possible and without interfering with their primary duties, watch the overhead equipments.*
- (b) *When a slight defect is noticed on the overhead equipment such as breaks way of the contact wire from the droppers or catenary, it may be practicable for electric Loco / Electric multiple unit to coast under the defective section, but the defect shall be reported to the traction Power controller through the Station Master at the next Station, making an out of course stoppage if necessary.*

- (c) *When the defect on the overhead equipment is likely to interfere with the smooth movement of pantograph of an electric loco or motor coach or cause damage to it, the Electric Loco Pilot /Motor Man shall trip the circuit breaker of his locomotive / units and immediately lower the pantograph. After passing over the defective section he may resume traction till the nearest emergency socket and try to report to the traction power controller details of the abnormality.*
- (d) *An emergency stop should be made if necessary.*
- (e) *In case of a major breakdown to overhead equipment requiring trains to be stopped, the Loco Pilot noticing such a breakdown shall advise the Traction Power Controller through the nearest emergency telephone socket giving details of the break down and in case this circuit is not available, convey the information through the nearest Station Master or any other telephone circuit. The Traction Power Controller on receipt of such a message shall pass on suitable instructions to the Section controller and if necessary, advise him to stop running of trains in the affected section.*

(II) Special precautions by Controllers, Station Masters and train crew on Electrified Sections when a section of OHE is found faulty.

- (1) *In electrified sections in the event of OHE fault, the traction Power Controller shall immediately locate the faulty section and isolate the same. Also, in case of double and multiple line sections, the healthy section on adjacent tracks on the same route length as the faulty section shall be isolated. The Traction Power Controller shall then advise the Section controller of the section found faulty and the healthy section temporarily isolated by him.*
- (2) *On receipt of advice from the Traction power controller, the Section controller shall immediately take action as under –*
 - (a) Faulty Section –** *The Section Controller shall, under exchange of Private Number, advise the Station Masters of all stations who are concerned with the working of trains in the affected section to treat the faulty section as if the same is under emergency Power block and take action accordingly.*
 - (b) Healthy Section temporarily isolated –** *The section Controller shall check whether any train had entered any of the block sections in the faulty section before the fault on OHE occurred. If not, he shall advise Traction Power Controller to re-energize the healthy section temporarily isolated. If, however, a train had entered a block section in the faulty section before the fault on OHE occurred , the Section Controller shall immediately inform the Station Masters of all stations who are concerned with the working of trains in the faulty section and also in the section in which healthy OHE is temporarily isolated under exchange of private numbers, that they shall not allow any train to enter the concerned block section unless both the Loco Pilot and the Guard of the first train have been issued caution orders to the following effect –*
 - (i) *proceed at a speed not exceeding 10 KMPH subject to the observance of other speed restrictions, exercising great caution.*
 - (ii) *Keep a sharp lookout and be prepared to stop short of any obstruction which may be due to any infringement from the adjacent line/ lines and also keep a sharp lookout on the adjacent line/lines to see if there are any OHE abnormalities such as wires hanging, cantilever components broken and hanging etc.*
 - (iii) *Immediately on reaching the next station in Advance report whether or not, the section over which they moved, is safe for the movement of trains.*

- 2.1. *Only after taking these steps, the Section Controller shall advise the Traction power controller that necessary precautions have been taken.*
- (3) *After receiving advice from the Section Controller that necessary precautions have been taken to ensure safety of trains, the Traction Power Controller shall restore feed to the healthy sections that have been temporarily isolated.*
- (4) *After dispatching the first train with caution order in the affected section, no subsequent train shall be allowed to enter the section without permission from the Section Controller. Action to remove speed restrictions shall be taken by the Section Controller in consultation with the Station Masters on receipt of report from the Loco Pilot and the Guard as referred to above. The Section Controller shall also then advise the Traction Power Controller of the report of the Loco Pilot / Guard of the train indicating whether or not there are any infringements and / or abnormalities in OHE, till such time it is decided to remove speed restrictions, trains entering the affected section shall continue to be issued Caution Orders prescribing clearly the speed restrictions and other precautions as pointed out in the above paragraphs.*
- (5) *If a train has already entered the affected section and is held up for no tension in OHE for more than 5 minutes, the Loco Pilot shall, on resumption of power supply, proceed to the Station in Advance at a speed not exceeding 10 KMPH subject to observance of other speed restrictions, exercising great caution so as to stop short of any obstruction. Both the Loco Pilot and the Guard shall keep a sharp lookout on the adjacent line / lines to see if there are any OHE abnormalities such as wires hanging, cantilever components broken and hanging etc., and shall report at the station in advance whether the portion of the Section over which the train has moved after stoppage, is safe for passage of trains or not.*

If an emergency communication socket is available in the vicinity where he had stopped in the mid- section, the Loco Pilot/ Asstt. Loco Pilot shall also contact the TPC and obtain instructions.
- (6) *When a train comes to a stop in an electrified section and cause of stoppage is not immediately obvious, the Loco Pilot and Guard shall immediately take action to protect the train in accordance with the rules made under G.R.6.03.*

(8) Access to electrical equipment: -

- (a) *No unauthorized person shall be permitted to have access to or to operate any isolator or other apparatus which forms part of the electrical equipment or is used in connection therewith, without the previous consent of the Traction power controller.*
- (b) *No switch affecting the feed to main running line or loop lines(s) shall be closed or opened without the previous consent of the Traction Power Controller. An exception to this rule is that these switches may be opened in times of emergency by authorized persons. All operation of section or isolating switches shall be reported to the Traction Power Controller in any case.*
- (c) *The keys for all outdoors switches shall be kept in locked glass fronted boxes in the custody of Station Master, Cabin. Assistant Station Masters or other persons, stationed conveniently nearby the switches. The keys shall be issued on demand only to authorized person, whose signature for receipt shall be obtained in a book maintained for this purpose.*
- (d) *All chambers or enclosures containing live equipment shall be kept normally closed and locked, with the keys in the custody of the authorized person, A duplicate key shall be kept in a box with a fixed glass fronted cover in places to be notified by the Divisional Electrical Engineer*

(Traction Distribution). The key may be removed by breaking open the glass cover of the box in case of emergency, by an authorized person. A record shall be maintained of every such use of the key.

In the event of breaking of the glass of the key board, the key or keys will be kept in safe custody of the A.S.M. until the glass is replaced. The Traction Power controller will keep a record where such keys are kept so that in emergency he will be able to direct the parties.

When the glass cover is broken to obtain the duplicate key the concerned Traction Foreman (OHE) shall be immediately advised to replace the glass. The person replacing the glass shall obtain the signature of the authorized person who shall put down the date of replacement.

- (e) Any person while working in a chamber or enclosure containing electrical equipment, which under normal conditions is alive, shall retain the keys of the chamber or enclosure. These keys shall be returned to the person in whose custody they are normally kept, immediately after the chamber or enclosure has been locked.*
- (f) Permit-to-work shall not be cancelled until the keys have been returned to the box or to the person in whose custody they are normally kept.*
- (g) In an emergency, a Station Master or a Cabin Assistant Station Master shall operate such switches as per specific direction of the Traction power controller. Every Station Master or Cabin Assistant Station Master shall be fully aware of the location of isolator switches provided for the control of power supply to overhead equipment at his station or near his Cabin and shall be conversant with the correct method of opening and closing the same in an emergency.*
- (h) In the event of any report of an abnormality in the overhead equipment and in the opinion of the Traction Distribution staff, isolation of a section is considered necessary, he shall arrange with the Traction Power Controller to have the required section isolated. If such an isolation is possible by local operation, he shall himself undertake the operations and advise the Traction Power Controller.*
- (i) Should the Traction Power Controller wish to have any isolator switch opened or closed he shall ask the Assistant Traction Foreman (Overhead equipment) or Station Master or Cabin Assistant Station Master or any authorized person to carry out the required switching operations. The person shall, after carrying out the orders, lock the switch either in "Open" or "closed" position, as the case may be, and inform the Traction Power controller of the action taken. A record of every such operation shall be maintained by the person concerned.*
- (9)** *The inspection of electrical way and works shall be carried out in accordance with AC Traction Manual and other instructions issued by the Railway Administration from time to time.*

(10) Protection of TRD Working parties –

- (a) No work on overhead equipment which is likely to obstruct the line shall be commenced until-*
 - (i) Necessary permit to work has been obtained and*
 - (ii) either necessary traffic block has been obtained or necessary signals have been exhibited under G.R.15.09.*
- (b) Before commencing work on overhead equipment or in cases of break down of overhead equipment, when it is necessary for a train to proceed cautiously, the person in charge of the working party/ parties responsible for such notification, shall arrange for issue of caution orders in accordance with rules in force.*

- (c) *When due to overhead equipment 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 cautiously or to lower the pantograph, the advice regarding this will be given to the Section Controller / SM/ASM by Traction Power Controller / ELC / Linesman / Fitter in the prescribed proforma No. ECR -3, as shown in Appendix, indicating the traction in structures between which this is to be observed and obtain the prescribed receipt for the same. Section Controller /ASM, on receipt of the information, shall promptly take necessary action as per rules. After completion of the repairs of the works, TPC / TLC / Linesman / Fitter will cancel the notice to Section Controller/ASM by issuing the requisite foil of the prescribed proforma.*
- (11)** (a) *All messages relating to operation of switches, issue of permits to work and other important communications shall be recorded in a register by both the sender and the receiver together with the time when sent and the time when received.*
- (b) *All messages relating to operation of switches and issue of permits to work shall be confirmed by Private Numbers.*
- (c) *All messages together with the Private Number shall be issued from and received into books specially maintained for the purpose.*
- (d) *The same person who asked for and obtains power block should also cancel it before power supply is restored. The persons exchanging the private Nos. should identify each other by name over the telephone.*
- (12) Work on electrical equipment–**
- (a) *Before commencing and for the whole time that work is being performed on any part of the electrical equipment or adjacent thereto, that part of the electrical equipment shall be made dead and earthed save and except as in clauses (b) and (c) hereunder. Every working party shall be protected by independent earths. When it is necessary to earth the overhead equipment or transmission lines a minimum of two earths shall be employed, one on each side of the working party.*
- (b) *Except in the case of indoor high voltage electrical equipment authorized staff may work on electrical equipment which is alive or which is dead and not earthed subject to adequate precautions for the safety of such staff, the authorization and precautions shall be prescribed by the Railway Administration.*
- (c) *Work may be performed by authorized staff on indoor high voltage electrical equipment which is not earthed but which is isolated from the main supply of electrical energy in such a manner that it is safe to work on. The Railway Administration shall prescribe adequate precautions to cover these conditions.*
- (d) *Interruptions or isolator switches which have been opened for the purpose of isolating electrical equipment for maintenance shall have a danger notice displayed in a prominent position on the corresponding switches in remote control Centre and if the operation has been done locally / manually such danger boards shall in addition be displayed on the interruptor or operating handle of the switch or on the enclosure containing isolator switch and control apparatus.*
- (e) *No work on live or any unearthed indoor or outdoor equipment above 400 volts is permitted. The only occasion when maintenance staff may work on unearthed equipment, after it has been isolated, is for the purpose of taking insulation tests. On completion of tests the equipment shall be earthed, before any work is started.*

(f) No work shall be attempted on insulated overlap spans, or on section insulators unless the adjoining sections of overhead equipment on either side are made dead and earthed. In the case of a sectioning points, the isolator switch, the bridging or sectioning interruptor bridging the overlap span shall be closed.

(g) **Work in the danger zone of overhead equipment** – Before any work is under taken on a section of overhead equipment which is normally alive, or on any part of the structure adjacent thereto or supporting such equipment situated at a distance less than 2 metres (6 ft. 7 inches) from the live parts the overhead equipment shall be made dead and earthed. A minimum of two earths shall be provided one on either side of the working party.

(13) Working on service building and structures in the vicinity of live equipment –

(a) Railway staff when required to carry out work on service buildings and structures in proximity to overhead equipment, shall exercise special care to ensure that tools, measuring tapes, materials, etc., are not placed in a position where they are likely to fall, or make contact with electrical equipment.

(b) Wherever such work has to be carried out under conditions which involve risk to the workmen or other persons, arrangements, shall be made for authorized overhead equipment staff to be present who shall take such precautions as may be necessary for the safety of the persons concerned.

(14) Working on structures supporting live overhead equipment -

(a) No person other than overhead equipment staff shall climb or work on any structure, which supports the overhead equipment, without having received permit-to-work card work shall not be carried out on nor shall anything be affixed to any structure without the written permission of the Divisional Electrical Engineer (Traction Distribution) (See G.R.17.04).

(b) When work is to be carried out in the danger zone of a structure after the overhead equipment is made dead no staff other than the person authorized to test and earth the overhead equipment shall attempt to climb a structure, until he personally has received definite instructions to climb the structure from the person – in- charge of the working party and no message or signal other than these instructions is permissible.

(c) The instructions may be conveyed from the person In-charge of the party to workmen by another person. Such a person shall be individually deputed as a messenger by the person In-charge of the party and shall be of a rank not inferior to linesman.

(d) All persons deputed in Clause (c) to convey instructions to workmen shall be made known to the workmen previously and the workmen shall be advised that orders regarding the climbing of structures shall on no account be accepted from any person other than those deputed.

(e) The person in charge or the person deputed under clause (c) shall before instructing his men to climb a structure, explain which section of overhead equipment is dead and which section is alive and which parts of the structures are safe to work upon. The person – In-charge or the person deputed under clause (c) shall satisfy himself that his explanation is clearly understood by all the workmen whom he has instructed to climb the structure.

(f) On structures spanning multiple tracks where work is being carried out adjacent to one or more sections of overhead equipment, the person In-charge shall ensure before any of the line or lines are made alive on completion of work that all men and materials adjacent to the line or lines have been withdrawn from the danger zone.

- (g) Where overhead equipment for two or more tracks is supported on one structure and work has to be done on the overhead equipment of one track while the overhead equipment of adjacent tracks are alive, staff shall not walk or clamber across live overhead equipment by means of the boom to gain access to the overhead equipment to be worked on. Where necessary, ladders, wrestles or similar means shall be used for gaining access to the overhead equipment to be worked on.

(15) Painting of Structure – Only after a permit- to-work has been received and overhead equipment has been correctly earthed, portions of track structures at a distance less than 1 metres from any live equipment may be scraped, cleaned or painted. Other portions of structures of overhead equipment may be cleaned and painted while the overhead lines are alive unless special conditions at site render it unsafe or inadvisable, in which case the work shall only be done after making the equipment dead and earthed.

(16) Showing of Signals –

- (a) When due to overhead equipment being under repair or due to any other obstruction, it is necessary to indicate to the Loco Pilot that he has to stop, as cautiously, by the signals as indicated under G.R. 15.09 that will be executed by traction staff.

The shapes and sizes of the indicator boards will be as per SR. 15.09 (1) except that these boards will be fixed on the OHE traction masts at a height of 2.13 metres from rail level instead of individual posts.

- (b) When due to overhead equipment being defective, it is necessary to lower the pantograph of electric rolling stock, a temporary panto lower board as in Figure-I one mast ahead of the obstruction, shall be fixed on the OHE mast. To indicate to the Loco Pilot that he is approaching defective section, a warning board as indicated in Figure –III will be fixed on the mast at a distance of 200 metres. To give indication for raising of the pantograph, another board as on the Figure-II shall be fixed on the mast after defective section.

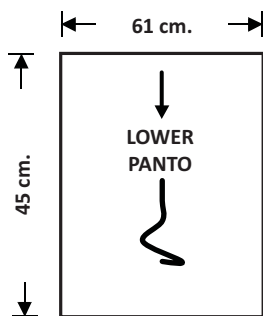


Fig - I

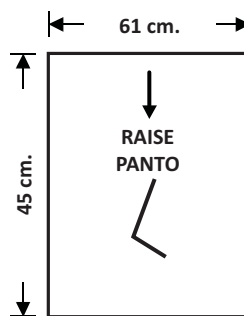


Fig - II

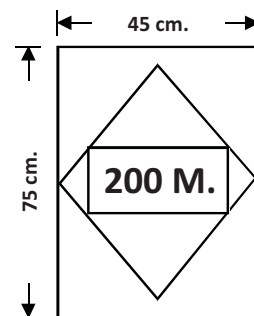


Fig - III

These boards, shall be fixed on the traction masts at a height of 2.13 metres from rail level. These Boards whether permanent or temporary shall be illuminated with the help of fixed lamps or with hand lamps during night time.

A person with a yellow board with panto lower symbol painted in blue shall be posted two masts ahead of defective section to give indication to Loco Pilots to lower their pantograph. To ensure the observance of caution by the Loco Pilots, all trains shall be stopped at the station just short of the site of obstruction on double line section and at stations on both sides in case of single line section and caution order for panto lowering issue. Trains, which would normally run through, shall be stopped out of course for this purpose.

17.04 Permit to work on electrical equipment :- If work is to be carried out adjacent to the electrical equipment or any other part thereof by other than the competent railway servant such work shall be done only when and for such time as the person In-charge of the work has obtained a written permit – to – work, duly signed and given by the railway servant authorized for the purpose by special instructions. He in turn , shall issue the same only with the knowledge of the Traction Power Controller.

SR.17.04 :

(1) Work in the danger zone of overhead electrical equipment – Before commencing work, and for the whole time that work is being performed on any part of the electrical equipment or adjacent thereto, that part of the electrical equipment shall be made dead and earthed save and except as provided in these rules. A permit-to-work shall be obtained from the Traction Power controller or an authorized person in accordance with (4) (5) (9) and (10) below. After permit to work has been obtained and before any work is undertaken within the danger zone of overhead equipment, a minimum of two earths shall be provided one on either side of each working party.

(2) Procedure for obtaining power blocks and permits-to-work on traction electrical or overhead equipment.-

(a) All departments in the electrified area who require power blocks, or permit-to-work in the danger zone of traction equipment, or who require overhead line and or bonding staff to be present at site for scheduled maintenance works, shall deliver at the office of the Divisional Electrical Engineer (Traction Distribution) not later than 10 hours on every Monday morning, statements in the prescribed form showing (i) the nature of the work and the date on which it is to be performed, (ii) by whom the work is to be carried out (iii) location of the work and the section of the line to be blocked, (iv) the trains between which the block is required and (v) whether the track will be available for diesel traffic.

(b) The requirements of all departments will be co-ordinated in the office of the Divisional Electrical Engineer (Traction Distribution) and a consolidated statement forwarded to the Divisional Operating Manager concerned, by 12 hours on every Wednesday for inclusion in the weekly programme of traffic and power blocks.

(c) Works of an urgent character shall be attended to by obtaining emergency block stand permits-to-work from the Traction Power Controller.

(d) A weekly programme of work involving traffic blocks power blocks and permits-to-work shall be prepared in the office of the Divisional Operating Manager and dispatched to all concerned by Friday evening, for the week commencing on the following Monday.

Note - The procedure detailed in paras (3)(4)(5) must be followed for obtaining the power blocks and permits-to-work shall be obtained in each case as prescribed, even though the work is included in the weekly programme.

(3) Procedure for arranging power blocks in electrified section –

(a) When a power block has been sanctioned, the traction power controller shall issue to the Section Controller a power block message (in the prescribed form) in duplicate either through a messenger or by telephone with exchange of private numbers . The Section Controller shall get confirmation from the Station Master (s) or Cabin Assistant Station Master (s) that the section will be blocked for electric traffic as detailed in Sub-rule(11) (b) below He shall then either return one copy of the written message duly acknowledged indicating thereon the time from which the block will be given or send a

phone message to the Traction power controller giving the same information supported by a Private Number. The Traction power controller will thereafter arrange to isolate and make dead the portions of electrical equipment concerned at the time indicated by the Section controller and issue a permit-to-work thereon, as detailed in sub-paras (2) and (3) above.

- (b) However in case of an emergency, the Traction Power controller shall switch off the power first and then advise the Section Controller of the Power block imposed and reason for doing so.*
- (c) When permit-to-work on the portion of Electrical equipment has been cancelled and the Traction Power Controller has restored normal conditions, he shall cancel the power block message issued to the Section Controller, either on the message sent in duplicate or by telephone with exchange of private number.*

(4) Method of obtaining permits-to-work in the danger zone of traction electrical or overhead equipment— For work by other than authorized persons –

- (a) The permit-to-work shall be taken from the Traction Power Controller by an authorized person who shall earth the electrical equipment specified and hand over a permit-to-work card to the person In-charge of the work, holding an acknowledgment on the other copy. A duplicate of every permit-to-work card shall be retained in the personal possession of the authorized person who issue it.*
- (b) On completion of the work and when all men and materials have been withdrawn from the electrical equipment and its vicinity, the person In-charge of the working party shall cancel his permit to-work card and return it to the authorized person who issued it. The authorized person shall in turn cancel the permit-to-work as detailed in 3 (c) below.*

(5) Method of obtaining permits-to-work in the danger zone of traction electrical or overhead equipments— For work by authorized persons.-

- (a) Excepting as detailed in sub-rule (9) below, permits-to-work shall be obtained by authorized persons from the traction Power Controller who shall carry out (through remote control) or order the switching operations necessary to isolate the portion of the equipment concerned. When the Traction Power Controller receives confirmation that the switching operations have been correctly carried out, he shall inform by a telephone message with exchange of Private Numbers the authorized person stating clearly that the electrical equipment has been made dead. This information shall constitute a permit-to-work. Permits-to-work will be issued in this manner only to authorized persons not lower in grade than a linesman.*
- (b) On receipt of a permit-to-work, and before work is commenced, the electrical equipment, specified shall be earthed as per rules in force. Each working party shall be protected by independent earths.*
- (c) On completion of the work the person who received the permit-to-work shall ensure that all men and materials have been withdrawn from the electrical equipment and its vicinity. He shall then remove earths, and inform the Traction Power Controller either by written memo or by a phone message supported by a Private Number that men and materials have been withdrawn from the specified electrical equipment and the same may be made alive. Such procedure shall constitute cancellation of the permit-to-work.*

- (6) **Local cancellation of permit-to-work when telephones are interrupted.** – If telephone communication with the traction power controller is interrupted when a permit-to-work is to be cancelled, the authorized person to whom the permit-to-work was issued shall arrange locally for restoring to normal (live) conditions the portion of traction electrical or overhead equipment specified in the permit-to-work and for canceling the power block, if possible.
- (7) **Working of more than one party independently on the same portion of traction electrical or over-head equipment.** – Whenever work has to be carried out by more than one working party, the permit-to-work shall be issued by the Traction Power Controller only to one authorized person who shall alone be responsible under this rule, for all work on the portion of electrical equipment, specified in the permit-to-work. Any additional party or parties may work on the same portion or electrical equipment only with the permission of this authorized person who shall inform all parties of the total number or parties working on the same portion of electrical equipment. The authorized person shall cancel the permit-to-work only when he is satisfied that all working parties have withdrawn all men and material and removed the earths from electrical equipment. In the event of telephone communication being interrupted the responsible person shall proceed as provided in (6) above.
- (8) **Entries in the log book** – The number of each permit – to – work issued must be entered in the log book of the Traction Power Controller, together with the particulars and time when the equipment is made dead for the work and re-energized after completion of the work as per information received on the telephone from the authorized person concerned.
- (9) **Work inside loco shed.** – In case of work to be done inside the loco sheds, the Application for permit-to-work must be made to the Traction Foreman, Assistant traction Foreman, or Charge men (Rolling Stock) who shall arrange for the issue of the permit-to-work after getting the Switch of the inspection bay or the feeders opened.
- (10) **Local Blocks –**
- (a) Local arrangements may be made with the Station Master, Cabin Assistant Station Master, Yard Master and other responsible for the movement of traffic, for power blocks in such siding as do not affect the movement of trains on main running lines, loop lines, and reception or departure lines in yards. The Traction Power Controller shall however be kept informed as to when the power block is taken and cancelled. The Station Master, Cabin Assistant Station Master, Yard Master and other persons shall also advise the Section Controller of such power blocks.
- (b) Local blocks shall be arranged on the forms prescribed for the purpose.
- (11) **Procedure for preventing admission of electric rolling-stock into or over section of track with dead or earthed overhead lines –**
- (a) In order to prevent electric rolling stock from being admitted into a track or cross-over which overhead equipment is made dead or for which a permit-to-work has been issued, the levers of signals and points in the signal cabins governing such movements of electric rolling-stock shall be protected by means of lever collars. If the points and signals are locally operated the same should be locked and the keys kept with the Station Master.
- (b) The Section Controller on receipt of a power block message from the Traction controller shall repeat to all Station Masters and Cabin Assistant Station Masters concerned the said message indicating the time from which the block is to commence. Each Station Master or Cabin Assistant Station Master shall record and acknowledge the message

with a Private Number and the time of receipt and then block to electric traffic the line or lines described from the time indicated and place lever collars on the appropriate traffic line or lines described from the time indicated and place lever collars on the appropriate levers in accordance with Appendix to Station Working Rules for electric traction. When lever frames or other signal cabins are controlled electrically from a Station Master's office or Signal Cabin the Station Master or Cabin Assistant Station Master shall place the lever collars on the slides of electric slide instruments, or on the keys of electric transmitters or interlocked key boxes. The Station Master or Cabin Assistant Station Master shall also ensure that lever collars are placed by leverman on levers.

- (c) *The lever collars shall not be removed until the Station Master or Cabin Assistant Station Master receives from the Section Controller and acknowledges a message supported by a Private Number cancelling the power block. The Section controller shall not issue such a message unless he has received a written message or phone message supported by a Private Number from the Traction power controller cancelling the Power block.*

NOTE- *In all cases mentioned under paras (5),(10) and (11) of this Subsidiary Rules the Station Master must record the information in the "Station Master's diary".*

(12) Station working Rules for electric Traction –

- (a) *In view of the large number possible movements which may accidentally energized a dead section under a power block, the various protective measures to be taken by each Station Master/Cabin Assistant Station Master / Yard Master when power block is granted from the various sectors, sub-sectors or elementary sections shall be catalogued in the Station Working Rules for each station. Every Station Master/Yard Master/Assistant Yard Master shall be thoroughly familiar with these instructions so as to be able to carry out the protective measures prescribed efficiently and quickly.*
- (b) *The Station Working Rules supplied to each station shall contain -*
- (i) *rule to be generally observed by all station;*
 - (ii) *a chart giving exactly what precautions have to be taken for granting power blocks on each sector, sub-sector or elementary section; and*
 - (iii) *a drawing showing the wired and unwired tracks as well as the sectionalizing arrangements including the position of signals and points referred to in the chart mentioned above.*

(13) Movement of other than Electric Traffic. – *Goods or passenger trains hauled by other than electric locomotives may be allowed to pass through the dead section subject to the following conditions -*

- (a) *This is not prohibited specifically in the power block message.*
- (b) *Steam or Diesel engine or trains hauled by such engines shall be brought to a stand at the Station preceding the Station/ Section at which Power block is granted and Station Master of this shall satisfy himself by personal inspection that there is no electric locomotive on the train in question.*
- (c) *He shall also give a Caution Order to the Loco Pilot of such engine or train warning him of the power block ahead and instructing him to watch for hand signals.*

- (d) *No Station Master shall give line clear or take 'OFF' signals for a train to run over a section under power block unless he has received an assurance (supported by Private Number) from the Station Master of the preceding station that there is no electric locomotive or Tower wagon with its pantograph raised on the train.*
- (e) *Whenever a “red warning collar” has been removed for permitting a movement, it shall be replaced back on the signal control lever immediately after the movement is completed.*

(14) Standard forms for Power Block Message - *Standard Forms for Power Block Messages shall be used for exchange of messages between TPC and Section Controller when power block is to be imposed or withdrawn. When TPC and the Section Controller are located in adjacent rooms, the messages shall be made out in duplicate and sent to the other party obtaining the acknowledgment of the receiving party on a carbon copy. When they are located far apart, the messages shall be exchanged on phone, the receiver recording the message on an identical form shall repeat it for confirmation with exchange of Private Number.*

17.05 Warning to staff and public –

- (1) **All electrical equipment shall be regarded as being live at all times and consequently dangerous to human life save and except in cases where the electrical equipment has been specially made dead in accordance with special instructions. Caution notices shall be prominently fixed near all vulnerable places to warn staff and public to exercise due caution.**
- (2) **No person shall climb on the top of engines or tenders or on the roofs of carriages or wagons when those vehicles are located beneath overhead equipment except when the overhead equipment is dead and earthed in accordance with special instructions.**

SR. 17.05 :

(1) Watering of carriage in electrified sections –

- (i) *If the carriages are standing on lines having overhead traction wires, nobody shall get on to the roofs of the carriages unless the overhead traction wires above are made dead and earthed (G.R.17.05(2) by an authorized person.*
- (ii) *Staff getting on to the roofs of the carriages for watering after the overhead traction wires above such carriages are made dead, shall not carry long poles or any other articles which may come within the danger zone of the traction wires on the adjoining lines. They shall not extend the water hoses or any part of their body or direct water jets within the danger zone of live overhead traction wires.*
- (iii) *For the purpose of isolation and earthing the overhead equipment, wires above the watering arrangement for each platform will form a separate elementary section i.e. different platforms will have different watering sections. The limits of each watering section shall be marked by danger limit boards. This constitutes the limits within which watering of the carriages may be done. Separate interrupters or isolators shall be provided for controlling supply to each watering section. Keys for such interrupters / isolators shall be provided with metal tags on which the numbers of the interrupters / isolators are punched. A neutral section about 12 mts. long is provided at either end of each watering section.*

- (iv) *For switching off power in the watering section, the keys of the interrupters / isolators enclosures, which is kept in personal custody of ASM on duty, locked in a glass fronted key box, will be taken by the authorized person not below the rank of a Linesman. Thereafter the watering Section will be made dead and earthed. The permit-to-work key of the concerned watering section will be handed over to the Section Engineer (C&W) In-charge of watering, who will personally check that the key received by him bears the correct number and relates to the concerned watering section on which the carriages to be watered are standing. The Section Engineer (C&W) In-charge shall also ensure that the train is standing within limits of watering section bounded by the danger limit board on the overhead equipment. He will then arrange to fix yellow flags (or yellow lights by night) on either end of the train. He will at the same time hand over to each of his men who is to go up on the roof of the carriages, a number badge of the legend and description meant for that elementary section.*
 - (v) *After the watering of carriages has been done and Section Engineer (C&W) staff have come down the permit-to-work key will be returned to the Linesman and power supply will be restored to the OHE as per prescribed procedure.*
- (2) Working near cables –**
- (a) *When excavations are being made adjacent to tracks and cables routes in an electrified area adequate precautions shall be taken for the safety of staff and to avoid damage to underground cables and rail bonds.*
 - (b) *Markers are placed wherever possible along with cable alignment and plans are available indicating generally the position of buried cables. Excavation must not be undertaken in the vicinity of cable routes until the exact position of the cables has been ascertained and a representative of the department concerned is present. This is applicable to cables of posts and Telegraphs Department also.*
 - (c) *If circumstances make it imperative that work be undertaken without sufficient notice, the Assistant Electrical Engineer (Traction Distribution)/ Asstt. Signal and Telecommunication Engineer concerned must be informed by a telegram for arranging staff to be present.*
- (3) Work on Roofs of Rolling Stock. -**
- (a) *In stations and yards an authorized person shall arrange to make dead and earth the overhead equipment and a permit-to-work card shall be obtained by the staff concerned before work on the roof of rolling stock or engines is commenced. On completion of work, the card shall be returned to the authorized person for cancellation. The authorized person shall then satisfy himself that everything is in order and that all staff are cleared before energizing the overhead equipment.*
 - (b) *Traction engine Examiner or other authorized person in charge shall be responsible for making dead the overhead equipment over the tracks of inspection lines in loco sheds. EMU Car sheds and stabling sidings before permitting work to be done on the roof of electric Rolling stock. The overhead equipment over these tracks shall not be energized except by the authorized person in-charge, Who shall be responsible for every precaution being taken to ensure that everything is in order and that all staff are cleared before energizing the equipment.*
- (4) General Precautions.-** *Care shall be taken to ensure that covers of tank wagons, funnels of steam cranes or such other items are not left in such a position as to foul the traction overhead equipment.*
- (5) Precaution to be taken by staff -** *Measuring tapes of all kinds of tools and metal articles (such as paint pots, oil cans, metal bars) shall not be used where they can be lifted or be dropped or be carried by the wind on to overhead equipment when such overhead equipment is alive.*
-

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.

SR. 17.06 :

- (1) (a) *It shall be ensured that the level of rails under foot-over bridges, road-over-bridges, and other over line structures does not exceed the level marked under such structures.*
- (b) *Whenever permanent way staff undertakes any work on track, which is likely to affect rail bonds,, adequate notice shall be given to the Traction Foreman (overhead Equipment), to enable him to arrange for bonding staff for removal and replacement of bonds.*
- (c) *While working on the track, the permanent way staff will follow the safety Rules as given in Chapter IX of A.C. Traction Manual.*
- (d) *Bonding staff when working with a Section Engineer (P. Way), shall work under the instructions of the Section Engineer (P. Way), who shall then be responsible for the safety of the track and of the staff.*

(2) Alteration to overhead equipment.-

- (a) *All minor alterations to overhead equipment whether permanent or otherwise shall be reported to the Traction Power Controller immediately by telephone and to the Divisional Electrical Engineer (Traction Distribution) or the Assistant Electrical Engineer (Traction Distribution) in writing.*
- (b) *Major alterations affecting the existing disposition of any section of overhead equipment shall not be made unless sanction by the Divisional Electrical Engineer (Traction Distribution)*
- (c) *No alteration or addition shall be made to any overhead equipment so as to infringe standard dimensions, whether permanently or temporarily. If an infringement is unavoidable, Divisional Electrical Engineer (Traction Distribution), should be advised immediately.*
- (d) *When working on overhead equipment, all staff shall ensure that the wires are not defected so as to ensure pantographs of electric Rolling stock passing on other lines to be fouled by steady arm tubes or any other part of the overhead equipment.*
- (e) *When the overhead equipment is slewed either temporarily or permanently, the person-in-charge shall ensure that section insulators, jumpers, distance and other fittings will not foul the pantographs of electric Rolling Stock passing on other lines.*

(3) Speed restrictions near Neutral Sections-

- (a) *should not be imposed by permanent Way or TRD staff within a distance of 1 KM of OHE Neutral Section in the direction of approaching train except under unavoidable circumstances.*
- (b) *When such speed restrictions are introduced, efforts should be made to-*
- (i) *Restrict the speed to not less than 15 KMPH.*
- (ii) *Confine the restriction to the minimum section.*
- (c) *If a banner flag is to be placed in the direction of approaching a Neutral Section, such banner flag should normally be displayed at a distance of not less than 1 KM before the neutral section. No banner flag should be displayed between 500 meters and 250-meters boards of the Neutral section.*

17.07 Tripping of circuit breakers of locomotives and electrical multiple units at neutral sections: - Unless otherwise allowed by special instructions, the Loco Pilot of the locomotive or electrical multiple unit shall coast through the neutral section, duly switching off power. Necessary indication boards to this effect shall be provided to guide the Loco Pilot to switch 'OFF' and switch on power.

SR. 17.07 : Warning Boards for Neutral Sections-

To indicate to the Loco Pilot that he is approaching a Neutral Section so that he should be in readiness to switch off, the warning Signal as per drawing No. (Fig.I & II) shall be fixed 500 meters and 250 meters ahead of the Neutral Section. At the points where the power is to be switched off, another signal shall be provided. To give indication that the Neutral section has been passed and the power may be switched on by the Loco Pilot, another signal as per drawing No.(Fig.IV) shall be provided.

WARNING FOR NEUTRAL SECTION

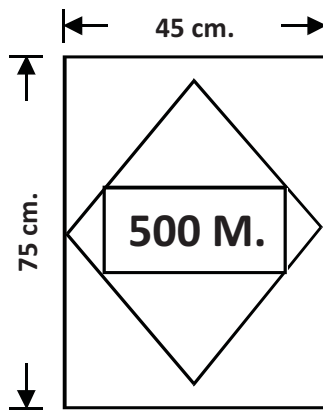


Fig - I

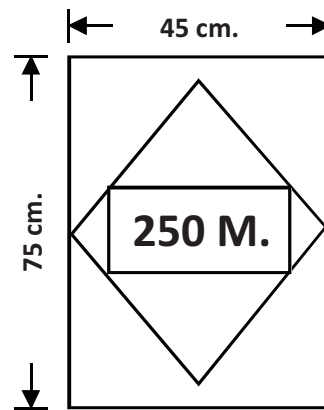


Fig - II

SWITCH 'OFF'

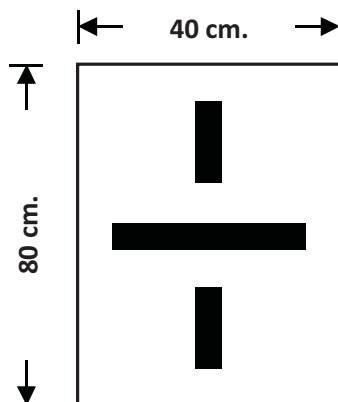


Fig - III

SWITCH 'ON'

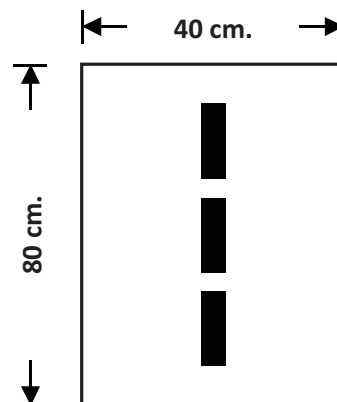


Fig - IV

17.08 Tower Wagon :- The rules for the movement and working of tower wagons shall be laid down by special instructions.

SR.17.08 :

- (i) *Tower Wagons shall be treated and worked as trains for their reception, despatch, shunting and stabling, all the rules relevant for such operations of the trains shall apply to Tower wagons also.*
- (ii) *Drivers of Tower Wagons falling under safety category with their medical classification as 'A', validity of their competency certificate, should be 3 years. The periodicity for their Refresher course, Safety Camp and periodical Medical Examination shall be the same as for train Loco Pilots. Training during refresher course shall include operation and maintenance of Tower Wagons.*
- (iii) *The setting of points for shunting of tower wagon will be done by the points man.*
- (iv) *In case the Tower Wagon fails on line, Electrical Chargeman or in his absence the senior-most staff present in the tower wagon, will arrange to protect the same by display of danger signal and placement of detonator, signals etc. as given in GR.6.03*

When the tower wagon moves without traction distribution working party and fails on line, it will be protected by the tower wagon Driver.

- (v) *When a Tower Wagon proceeds on single line section," the authority to proceed" will be a token ball/token tablet or paper line clear ticket.*
- (vi) *When a Tower Wagon proceeds on double line section or on a single line section provided with token less Block instrument, it shall invariably proceed on the line clear.*
- (vii) *The procedure for working of the Tower Wagon on "Lock and Block" section, where the Tower wagons fails to operate treadle, will be as follows-*
 - (a) *The station dispatching the tower wagon must obtain permission from the station in advance, such permission for dispatching the tower wagon being confirmed by Private number.*
 - (b) *In addition to exchange of private Number with Traction Power Controller, Section Engineer / TRD should also be issued a memo giving details of power and traffic block granted to him by the concerned ASM/SM.*
 - (c) *In case Tower Wagon fails to operate treadle, track circuit, Block instrument as certified by Section Engineer / TRD. The Block instrument needle should be turned to "Train on line"- position direct as is done in the case of" Blocking Forward" or "Blocking Back" of Sections.*
 - (d)
 - (i) *In case Tower Wagon moves on" blocking forward" or blocking back" a section, since it will not be possible to take 'OFF' the last stop signal, the authority to proceed will be T/409. When, however, this signal is defective, T/369(3b) shall also be issued. In the latter case, hand signal shall only be displayed at the foot of the defective signal in the case of starter being the last stop signal.*
 - (ii) *Before dispatching a tower wagon, Station Master must issue a Caution order in form T/409 stating the statutory sectional cautions and speed to be maintained by the tower wagon in the block section. If more than one tower wagon is sent a time, the minimum distance of 120 meters to be maintained between two-tower wagons shall also be clearly mentioned.*

- (e) *On arrival of the tower wagon at the station in advance and after the rear block section has been cleared, the Cabin man / ASM will give a private number to the station in rear as an assurance that the block section has been cleared and till this assurance is received no train, should be allowed in this section.*
- (f) *Supervisor / other staff in charge of the tower wagon shall stop at the station preceding the section where the work will be taken in hand. He shall make over a written memo to the Station Master on duty giving full particulars of work including the duration of work and the station where the tower wagon will go after completion of the work. Station Master on duty will obtain line clear from the station concerned under exchange of private numbers. T / 409 will be issued to the Driver of the tower wagon.*
- (g) *In case of control failure the Station Master will consult with the Station Master on duty at the other block station. The tower wagon, when returning to the same station after working in the section, will stop near the last stop signal of opposite direction or in front of first stop signal of same direction on double line section from where the same will be received by Station Master on written authority and piloting. In case of single line, tower wagon may be received by taking off the necessary signals.*
- (viii) *After the tower wagon has entered the section for work, no further protection will be required for it by way of banner flags, detonators etc., as the Station Master shall take necessary protection against admission of trains into the section under traffic block.*
- (ix) *If it is felt that more tower wagons are required for quicker completion of OHE Works, this may be allowed in the same block section. In such a case, the Cabin Assistant Station Master will ensure that the Caution Order is issued to the Driver of subsequent tower wagons to proceed cautiously in the block section. The Assistant Station Master shall also ensure that all the tower wagons have cleared the block section at the end of the work.*
- (x) *For movement of more than one tower wagon in the same block section for carrying out traction related work, the minimum distance of 120 meters between 2 tower wagons must be maintained and it should be specifically mentioned in the Caution Order.*
- (xi) *Maximum speed of Tower wagon in block section should be restricted as per A.C. Traction Manual.*

17.09 Additional rules of electrified sections: - Special instructions for working of trains on electrified sections shall be notified by the authorized officer.

S.R.17.09 :

(1) Electric Shock :-

- (a) *The instructions regarding the treatment of person suffering from electric shock shall be exhibited at all supply control posts, overhead equipment, maintenance depots, tower wagon sheds, loco sheds and signalling cabins.*
- (b) *In the event of electric shock, the treatment laid down for resuscitation shall be carried out immediately.*
- (c) *The name and telephone number of the nearest railway and civil doctors and hospitals shall also be exhibited, at all the places stated in sub-Rule (a) above.*

(2) Inspection of Electrical Rolling Stock – *The inspection of Electrical Rolling Stock shall be carried out periodically in accordance with AC Traction Manual and other instructions issued by the Railway administration from time to time.*

(3) Isolation of high voltage equipment :-

- (a) The high voltage electrical equipment installed in electric engines and motor coaches shall be so arranged that it will not be possible for any unauthorized person to gain access to it.*
- (b) It shall not be possible to have access to high tension compartment until the power has been switched off and pantograph lowered.*

(4) Sanded catch sidings –

- (i) On sanded catch sidings, the rails shall be kept clear of sand for a length of 70 feet beyond the overhead lines. This is not applicable to sand humps.*
- (ii) In case an electric locomotive or an EMU runs into the sanded length of a catch siding and if its pantograph is touching the overhead equipment, there is a possibility of the EMU/Electric Locomotive body and the connected vehicles, if any attaining high potential, if these are insulated from the rails. Under such circumstances the following action be taken -*
 - (a) No person shall attempt to enter or leave or any other way make contact between the permanent way formation and the rolling stock body.*
 - (b) The Loco Pilot shall immediately lower the pantograph and stay in the locomotive / EMU till the TRD staff is arranged at site by the Station Master and Rolling stock body is discharged.*

(5) Working of Cranes –

- (a) No steam or hand –crane shall be worked adjacent to traction overhead equipment unless such overhead equipment is made dead and earthed. All movements of the crane jib shall be carefully controlled so as not to foul the traction overhead equipment. Whenever possible the direct blast from the crane funnel to the overhead equipment and particularly to section insulators shall be avoided.*
 - (b) Except in an emergency, 24 hours' notice of intention to work a crane adjacent to overhead equipment shall be given to the Divisional Electrical Engineer (Traction Distribution) in order to make arrangements for overhead equipment staff to standby. When possible the working of cranes shall be included in the weekly programme detailed in S.R.17.04(4). In an emergency, the Traction power controller shall be advised and he shall make arrangements for overhead equipment staff to stand by.*
 - (c) Cranes shall not be worked adjacent to traction overhead equipment unless the overhead equipment staff is present.*
- (6) Whenever station staff notice any abnormality in the running of a train and they fail to stop such a train by normal means as laid down in GR and SR, they must take steps to switch off the power supply of OHE of the affected section by informing the Traction Power Controller immediately.**

(7) Duties and responsibilities of Traction Power Controller, Section Controller and Station Master in case of No Tension/Fault Tripping in overhead equipment:-

(A) Fault Isolation-

- (i) *In an electrified section in the event if Over Head Equipment failure Traction Power Controller shall immediately identify and localize the faulty section and isolate the same. In case of double and multiple line sections; he shall also isolate healthy section on adjacent track on the same route length as faulty section.. The Traction Power Controller shall then advise the Section Controller in writing or on phone under exchange of private number, of the section found faulty and healthy section temporarily isolated.*
- (ii) *On receipt of the advice from Traction Power Controller, the Section Controller shall take action as under:-*
 - (a) *Section Controller shall, under exchanging of private number, advise Station Master of Stations on either side of isolated sections to treat the faulty section as if the same is under emergency power block and take action accordingly.*

(B) On double line section-Healthy section temporarily isolated:

The section Controller shall check whether any train has entered in the faulty section. If not he shall advise the concerned SM to issue caution order to the Loco Pilot of the first train on unaffected section to 'keep a sharp look out on the adjacent line/lines to see if there are any OHE abnormalities'. On reaching the next station. Loco Pilot should report whether or not the section over which they have passed is safe for train movement. Then Section Controller will advise the Traction Power Controller in writing to re-energize the healthy section that was temporarily isolated.

(C) *If however, a train has entered in faulty section, the Section Controller shall immediately inform Station Masters of all stations who are concerned with working of train on the faulty section and also in the section in which healthy Over Head Equipment is temporarily isolated. Under exchange of private number, that they shall not allow any train to enter the affected block sections unless both Loco Pilot and Guard of the first train in unaffected section have been issued caution order to this effect.*

- (i) *Proceed with speed not exceeding 60 Kmph. during day when visibility ahead is clear and not exceeding 30 Kmph. during night subject to observance of other speed restriction.*
- (ii) *Keep a sharp look out and be prepared to stop short of any obstruction, which may be due to any infringement from the adjacent line/lines and also keep a sharp look out on the adjacent line/lines to see if there are any over Head Equipment abnormalities. On reaching the next station report whether or not the section over which they have passed is safe for train movement.*
- (iii) *Only after taking this action the Section Controller shall advise the Traction Power Controller in writing that necessary precaution have been taken to ensure safety of the train. The Traction Power Controller shall then restore the feed to the healthy section, which was temporarily isolated.*

- (iv) Action to remove speed restrictions shall be taken by the Section Controller in consultation with Station Master on receipt of report from the Loco Pilots and the Guard that the section is free of obstruction. Section Controller shall also advise the Traction Power Controller of the report of Loco Pilot /Guard of the train indicating whether or not there are only infringements or abnormalities in Over Head Equipment. Till such time it is decided to remove speed restriction, subsequent train shall be allowed to enter into the section only with permission from the Section. Controller and shall continue to be issued caution order prescribing clearly the speed restriction and other precautions, as pointed out in(c)(i) above.

(8) Duties and responsibilities of Traction Power Controller and Section Controller in the event of any abnormality in train on Electric Traction necessitating "Switching off" of Over Head Equipment supply:-

- (i) As soon as Traction Power Controller comes to know about unsafe condition of a train working on Electrified Traction, he shall immediately switch 'OFF' the Over Head Equipment supply of both the lines of relevant Sub-Sector. Traction Power Controller shall then advise in writing the Section Controller of sections in which Over Head Equipment has been switched ;OFF;.
- (ii) On receipt of advice from Traction Power Controller, the Section Controller shall, under exchange of private number, advise Station Masters of all stations, who are concerned with working of trains in the affected section to treat the Dead section as if the same is under emergency Power block and to ensure that no train is allowed to enter into the section.

(iii) Healthy Section temporarily isolated:-

Station Master will not allow any train to enter even Healthy line of the affected section unless both Loco Pilot and guard of the first train of unaffected section have been issued caution order to proceed with the restricted speed not exceeding 60 Kmph. during day when view ahead is clear and 30 Kmph. During night subject to observance of other speed restrictions and keep a sharp look out be prepared to stop short of obstruction, which may be due to any infringement or Over Head Equipment abnormalities from the adjacent line/lines. Also advise Loco Pilot to report immediately on reaching the next station whether or not the section over which they have passed is safe for the train movement.

- (iv) After ascertaining that there is no infringement to adjacent track the caution order as indicated shall be withdrawn immediately.

(v) Section-having affected train:

After getting information from the crew of the affected train about the nature of abnormality, decision regarding recharging of the Over Head Equipment shall be taken by the Section Controller in consultation with Chief Controller/Dy.Chief Controller (Shift Duty) and controller of concerned department.

- (vi) If the Loco Pilot of the affected train contacts Traction Power Controller/control and no defect is detected on the train, on resumption of over Head Equipment he will be asked by control to clear the block section with the restricted speed not exceeding 60 KMPH during day when view ahead is clear and 30 KMPH during night subject to observance of other speed restrictions and shall keep a sharp look out for any abnormality in the train. On arrival at the station the staff of concerned department should check the train. If no abnormality detected the train should resume at normal speed.

(9) Duties and responsibilities of the Loco Pilot and the Guard in case of over Head Equipment tripping/No tension in Over Head Equipment:-

- (i) *In cases of transient Tripping of overhead Equipment the Loco Pilot shall resume normal traction and keep a sharp look out including on the adjacent line/lines to see if there are any abnormalities/obstructions and will inform to the Guard through Walkie-talkie or whistle code about Tripping in overhead Equipment. The Guard of the train will look out for any abnormality on his train. The Assistant Loco Pilot should look back and observe his train for any abnormality.*
- (ii) *If no tension in over Head Equipment Continues, the Loco Pilot shall immediately switch 'ON' the loco flasher and control the speed (not exceeding 60 KMPH at night) so as to be able to stop short of any obstruction and stop his train close to the first emergency socket and will communicate with the Traction Power Controller/Control to know the reason for no tension in Over Head Equipment. The crew should act according to advice of Control.*
- (iii) *If it is possible to communicate with the Traction power controller/Control immediately. The Loco Pilot shall depute the Assistant Loco Pilot to get down and check the train with the Guard in order to look for any abnormality/any defect in his train including Locomotive's After the train has been checked, the Loco Pilot /Guard shall inform section Controller of the abnormality, and assistance required, if any, or otherwise, through emergency phone of other line, Walkie-Talkie, Level Crossings gate or through train of other direction or by any other means of communication and act in accordance with advice of control. In case no abnormality is noticed in his train, Loco Pilot should Switch 'OFF' the loco flasher.*
- (iv) *If in the meantime power supply to over Head Equipment gets restored, the Loco Pilot shall resume normal traction no sooner he comes to know of such resumption of supply.*



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 9'th March 1929, are hereby repealed except as respect things done or action taken or omitted to be done or taken before such repeal.



APPENDIX – 'A'

Rules for working (DMU) Diesel Multiple Unit Trains

- I. (i) In addition to these rules, all general and subsidiary rules which control the movement and operation of Diesel & Electric trains shall also apply to the movement and operation of DMUs except as otherwise provided in these rules.
- (ii) Station Masters, Inspectors and staff working DMUs must have thorough knowledge of these rules.
- II. **Definitions:**
- (i) **Motorman** :- means a duly certified Loco Pilot of a single or a multiple unit train.
- (ii) **Guards emergency brakes valve** :- means a valve fitted in the driving compartments of Diesel Multiple Unit train equipped with compressed air brakes, by means of which Guard can apply the brakes of the train in times of emergencies.
- (iii) **Jumper** :- means multiple core flexible cables connected between all coaches of Diesel Multiple Unit trains by which the control of the electric equipment is effected from any driving compartment in use.
- (iv) **Trailer coach** :- means a passenger carrying coach equipped for coupling to and operating with motor and not possessing traction motors.
- III.
- (i) Only one motorman is necessary for operation of a DMU train. The following exceptions are permitted:-
- (a) GR. 4.15 (1) (a) Side Lights showing white towards the front and red towards the rear are not provided on DMUs.
- (b) GR. 4.14 (1) On DMU train only head light and Tail Lights are provided; no marker light is provided.
- (c) SR 6.03 On a DMU train, only one motorman is provided for driving and he must not leave his post except for attending to defective equipment in his train and protection in front in case of accidents. On a Double or Multiple line section if adjacent line in opposite direction is obstructed or fouled, Motorman himself to protect in front as per GR 6.03.
- IV. Width of DMU stock 3245 MM against (3048) of conventional stock.
- V. **Work inside DMU Car Shed** :-In Case of work to be done in DMU Car Shed, it should be ensured that proper safety precautions are taken like display of red flag / fixed light, blocking of the movement on the line by scotch block and locking the same.
- VI. **Fire:**
- (i) In the event of a fire on a DMU stock, the Motorman shall immediately switch off the circuit breaker and shut down the engine. The train shall be brought to a stop at once.
- (ii) The Guard shall give all possible assistance to the Loco Pilot in putting out the fire.
- (iii) The fire extinguishers of approved type shall be provided on each motor coach of a DMU when a DMU rake is turned out from the Car Shed. The SSE/SE (C&W) Incharge of the Shed shall inspect the fire extinguisher and ensure that these are in good working order.

- VII.** Every employee in the DMU must immediately inform the section controller by telephone as quickly as possible in the event of (a) accident (b) Disabling of train (c) any unusual occurrence affecting the working of trains.
- VIII.** Access to the generator, engine & radiator compartments can be had only by authorized persons in possession of a special key provided for this purpose. Motorman and other official to whom such keys are issued should keep this in their personal custody to prevent unauthorized persons tampering with the equipment.
- IX.** No spanners of key except those issued by Railway Administration should be used for operating the equipment in DMU trains.
- X.** No unauthorized person is allowed to travel in motorman's or Guards compartment of a DMU train unless he holds a Motorman or Guard's compartment pass. The number of authorized persons, other than the motorman and guard (if travelling with motorman) in motorman's cabin must not be more than two at any time.
- XI.** The Diesel multiple unit train shall carry (a) one headlight (b) one flasher light (c) one set of code lights (d) one red tail light.
- XII.** **Responsibility for headlights of DMU :-** The Motorman is responsible for carrying out the correct headlights by night and ensuring that the tail lights are not exhibited in the front. The Guard is responsible for seeing that the tail light/tail board, as the case may be, is correctly exhibited. In case of failure of electrical red lights, the guard shall fix his hand signal lamp on the bracket provided for this purpose.
- XIII.** **Lighting and Fans Circuits of DMU:-** Guards must regulate the lighting of coaches and switch off the fans when not required. In the event of a defect in the lighting, the Guard will immediately inform the Motorman and the nearest Station Master will arrange for electrical staff to rectify the defects.
- XIV.**
- (i) Before a DMU train is brought on to a running line after inspection or maintenance in a DMU Shed or stabling line, the brakes of the train shall be jointly checked by the motorman and the guard to ensure that the brakes are functioning normally and the brake pipe is continuous throughout the train, the horn should be sounded and precautions taken to see that no one is working on DMU train before the brake test is undertaken.
 - (ii) As far as possible, this joint test should be taken before the DMU train leaves the shed or stabling line. However, if specially authorized the brake test may be taken on the platform before commencement of the first trip.
 - (iii) Examination and adjustment of brakes must be carefully carried out before entering into service. Motorman must ensure that jumpers and hose pipes are properly secured in their dummy receptacles after coupling. He must take a careful examination of Multiple Units before taking them into service and any defect or deficiency noticed must be brought to the notice of the Supervisor and he must see that the defect card is in position and cleared of all entries unless these have been rectified and initialled to this effect.
 - (iv) When taking over from another Motorman, it will be his duty to ascertain whether any defect exists and the Motorman handing over must acquaint him of any fault or defect likely to affect the working of the train.
 - (v) The above procedure must always be carried out most carefully when putting the unit into service after stabling, also after the Two Units have been coupled up. The train crew must assist the station staff in coupling & uncoupling the units.

XV. Working of deadman's knob safety device :-

- (i) Two deadman knobs have been provided in the DMU, one on the throttle handle and 2nd near the left knee of the Loco Pilot's desk. The deadman knob has to be kept depressed both in the course of driving and during intermittent halts of the train. In order to give the Loco Pilot a possibility of relieving the right palm by releasing the deadman knob during station stops or during driving, a knee operated mushroom headed switch has to be pressed side wards to enable the deadman knob to be released, without application of emergency brakes. Before releasing the deadman's knob from the operating handle it has to be ensured that the knee operated switch is pressed by the Motorman.
- (ii) In the event of a deadman's handle becoming defective or inoperative, the Motorman must stop his train immediately, call the Guard and ask him to travel in the driving cab, and should inform the Section Controller who should take the train out of service immediately if the defect is not rectified.

XVI. Change over the cab at the terminal stations :- At the terminal sections, the direction of travel will reverse. The operating personnel on the train will now switch their roles as Loco Pilot and Guard. The leading car during the previous travel will become the trailing car (with Guard) for the direction of drive and the trailing car during the previous will become leading car. The following is the procedure to be followed for effecting the change of Loco Pilot's cab :-**In the previous leading cab :-**

- (a) Release the deadman knob. This results in the operation of emergency brakes.
- (b) Shift the reversing lever to zero position.
- (c) Switch off the Loco Pilot's lock knob operated switch.
- (d) Operate the Guard's lock knob operated switch.

In the previous trailing cab :-

- (a) Switch back the Guard's lock knob to off position.
- (b) Operate the Loco Pilot's lock knob switch.
- (c) Move the reversing lever to forward position.

NOTE :- It is the duty of the Guard and the motorman to change the destination indicators at respective ends of the train.

XVII. Stabling of DMU train :- When stabling a DMU train in the Car Shed or on a stabling line, the following procedure for putting the train out of operation should be followed :-

- (a) Shut off the excitation to the traction alternator by operating excitation shut off switch. Move the train operating handle to the 8th notch thereby increasing the diesel engine speed to 1800 RPM. Keeps the engine running at this speed for approximately 2 minutes. This will be held in cooling down diesel engine.
- (b) Switch "off" the diesel engine by actuating the diesel engine push buttons at the desk.
- (c) Move the reversing order to zero position and take out the lever from the slot provided in the master controller.
- (d) Switch back the key knob operated Loco Pilots switch and take out the key from the Loco Pilot's lock switch.
- (e) Take out the Guard's key from the Guard's lock switch, switch "off" the knob.
- (f) Switch off the lighting and ventilation circuits.
- (g) Apply the parking brake.
- (h) Switch "off" the switch fuse unit.

Operation by Guard :-

- (a) Switch back the key knob operated Guard's switch and take out the key from the guard's lock switch.
 - (b) Take out the Loco Pilot's key from Loco Pilot's lock knob switch.
 - (c) Take out the reversing lever from master controller.
 - (d) When the rake is stabled, the Motorman should invariably be at the leading driving cab. Backing a DMU rake into a siding with the Motorman at the rear cab is strictly prohibited.
 - (e) After stabling a DMU train or handing it over to the supervisor, the Motorman before going off should convey to the supervisors/ Incharge of the car shed or stabling line any difficulty or abnormalities noticed during the previous trips requiring immediate attention.
 - (f) On arrival of the train at terminal station for stabling, the guard shall switch off the lights and fans. No multiple unit or coach may enter the shed at speed exceeding 10 KMPH and only after sounding the whistle and coming to a stand outside the shed.
 - (g) **Oil and water levels :-** All oil and water levels shall be checked by the Motorman before leaving the Car Shed. Any deficiency found should be got attended before leaving the Car Shed.
- XVIII.** (i) Every Motorman and Guard must have with him while on duty all the equipments prescribed in XXVI (i).
- (ii) The Guard and the Motorman should also ensure that emergency telephone set is provided both in front and rear cab before starting the train.
- (iii) When a Diesel Power Car (DPC) is attached as a rearmost vehicle or Guard is travelling in DPC, he shall look around the rear DPC at the stopping stations and ensure safe running of the train. This work shall be in addition to his normal duties.
- XIX. Coupling Unit :-** In coupling the unit together, the station staff/ Car Shed staff will be responsible for seeing that the jumper connections are properly made. Care is to be taken not to touch the contacts or let them come into contact with the rails, ballast or mettles of the coach when inserting jumpers in the receptacles provided. In all cases this operation will be carried out under the supervision of the motorman who will first ensure that all the motor generator sets are switched off. Guards are responsible for seeing that all lights and fans switches and the main light switches are off before units are coupled or uncoupled.
- XX. Formation of DMU :-** Unless special instructions are issued to the contrary, the formation of DMU's is not to be altered. DMUs are not to be used to haul ordinary train coaches.
- XXI. Shunting of Single and Multiple unit :-** When shunting is to be performed, the rules contained in GR 5.14 must be complied with.
- XXII. Brake application :-**
- (i) Normally the brakes should only be applied after the master controller handle (throttle) has been returned to the off position except in the case of emergency.
 - (ii) **Emergency Brakes :-** If any obstruction is seen on the line ahead and the train cannot be brought to a standstill by ordinary application of brakes, the Motorman should remove his hand from the master controller handle when the power will be cut off and the brakes applied automatically. This should only be done when an emergency application of brakes is required. The brake controller handle then to be moved to the full on position and the master controller switched off.

XXIII. Working of DMUs when Loco Pilot is not operating from the front cab.

- (i) The rules contained in GR 4.21 should also be applicable for the DMU trains. The speed should not exceed 15 KMPH.

GR 4.21: Driving an Electrical/Diesel Multiple Unit:

- (1) In case of electric and EMU/DMU train, the Loco Pilot/Motorman shall be in the leading driving compartment when the train is in motion or train is stationary on any running line except as otherwise prescribed in these rules.
- (2) (a) In the case of single or multiple unit train, if the driving apparatus in the leading driving compartment become defective, the train shall be driven cautiously from the nearest driving compartment which is serviceable; in this event, the Guard shall travel in the leading driving compartment and shall convey the necessary signals to the Loco Pilot; the Guard shall also sound the horn or whistle as necessary and apply the brake in case of emergency and shall be responsible for stopping the train correctly at signals, stations and obstructions.
- (b) In the case of an electric engine, if the leading driving compartment becomes defective, the train shall be driven from the trailing driving compartment by the Assistant Loco Pilot if he is duly qualified to drive; and the Loco Pilot shall remain in the leading driving compartment, and shall be responsible for correct operation of the train.
- (ii) Before giving the starting code signal to the Motorman, the Guard must satisfy himself that the correct signals are shown for train to start and the section is clear. The guard must keep a good look out and must exhibit a signal to the Motorman. The absence of such signal shall indicate the danger and the Motorman must stop at once. He must keep a good look out and be prepared to stop the train when necessary. He will also be responsible for observing all further signals en route. All caution orders, warning notices, advices and authorities regarding defective signals, authorities to proceed without line clear etc. must be first delivered to the Loco Pilot who will counter-sign these before they are sent to the Guard in the leading compartment. The guard will retain such documents while he is incharge and will be responsible for seeing that the orders are carried out. At the end of the run all these documents must be handed over to the Motorman and his signature obtained.

XXIV.

- (a) The following code of bell signals shall be given by the guard and acknowledged by the motorman :-

S.No.	Indication	Code	Acknowledged by	
1	Starting train	00	00	Starting the Train
2	Start train when working under GR 4.21	00-00	00 -00	
3	Push back train	000	000	
4	Stop train	0	0	Stopping the train
5	Stop train when working under GR 4.21	0000	0000	
6	Guard leaving the cab	000000	000000	

(b) The following code of bell signals shall be given by the Motorman and acknowledged by the Guard:-

S.No.	Indication	Code	Acknowledged by	
1	Passing an automatic signal in 'on' position as per GR 9.02	0000-0000	0000-0000	
2	Train running through station.	00	00	
3	Guard required by Loco pilot	000-000	000-000	
4	Loco Pilot has received an authority to pass a signal at danger.	0000-00	0000-00	Followed by code to start the train.
5	For testing the brakes	00000	00000	
6	Protect train in rear	000-0000	000-0000	

Note:- '0' means one ring.

XXV. Disabled Train:- In the event of DMU train failing, another Diesel engine may be used to assist the disabled train, only after the Motorman has certified that it is safe to be moved, and under no circumstances, a DMU train shall be used to assist a diesel train. Since the DMU rakes are equipped with compressed air brakes, the train will be controlled by engine brakes only. The speed when hauling a disabled train must be cautious speed.

XXVI. Working of alarm bell and inter communication chain apparatus of DMU train :- When in an emergency, the inter communication chain handle is pulled by a passenger a red disc shoots out in the corresponding coach and an Electrical contact is made completing the electric circuit of the alarm bell located in each driving cab. The alarm bell will continuously ring in all the cabs warning Motorman to stop the train immediately. On hearing the alarm bell, the Motorman should apply the emergency brakes and stop the train as per extant rules. After ascertaining the reason for alarm chain pulling, the Guard should re-set the disc in the corresponding coach with the help of the pole provided in the cab.

(i) **DMU Guard's Equipment :-** The following articles shall comprise the prescribed equipment of Guard working on DMU train which he must carry with him at all time while performing duty:

1. One flashing hand signal lamp (tri-colour).
2. One set of flags (one green, 2 red).
3. Two flag sticks of aluminium telescopic pipes.
4. One First –Aid Box.
5. One case containing 10 detonators.
6. One whistle.
7. One carriage key.
8. One watch.
9. One Working Time Table.
10. One Rule Book.
11. One Guard's memo book.
12. Competency Certificate for working in Automatic Block System.
13. One detail book showing link of Guards.

(ii) **DMU Loco Pilot's Equipment :-** The following articles shall comprise personal equipment of Loco Pilot working on DMU train which he must carry with him at all times while performing duty :-

- | | |
|---|--------|
| 1. Note Book/trouble shooting diary | 1 |
| 2. Working Time Table | 1 |
| 3. Carriage Key | 1 |
| 4. Hand signal flags (red & green with sticks) | 2 each |
| 5. Flashing Hand signal lamp (tri-colour) | 1 |
| 6. One case containing 10 detonators | 1 |
| 7. Competency Certificate for working in Automatic Block System | 1 |
| 8. Rule Book | 1 |
| 9. Duster | 1 |
| 10. Watch | 1 |



APPENDIX – ‘B’**PART - I**

The following Rules of the General and Subsidiary Rules apply particularly to the **Station Masters and Assistant Station Masters –**

Sl.No.	Chapter	General Rules	Subsidiary Rules
I.	Preliminary	Entire Chapters	All SRs under this Chapter
II.	Rules applying to Railway Servants Generally	Ditto	Ditto
III.	Signals	Ditto	Ditto
IV.	Working of Trains Generally	Ditto	Ditto
V.	Control and Working of Stations.	Ditto	Ditto
VI.	Accidents and Unusual occurrence	Ditto	Ditto
VII.	System of Working.	Ditto	Ditto
VIII.	The Absolute Block System.	Ditto	Ditto
IX.	The Automatic Block System.	Ditto	Ditto
X.	The Following Train System.	Ditto	Ditto
XI.	The Pilot Guard System.	Ditto	Ditto
XII.	The Train Staff & Ticket System.	Ditto	Ditto
XIII.	The One Train Only System.	Ditto	Ditto
XIV.	Block Working.	Ditto	Ditto
XV.	Permanent Way and Works.	Entire Chapter except Rule Nos. 15.01 to 15.04 & 15.11 to 15.14	All SRs pertaining to the Rules.
XVI.	Level Crossings.	Entire Chapter.	All SRs under this Chapter.
XVII.	Working of Trains on Electrified Sections of Railways.	Ditto	Ditto
XVIII.	Miscellaneous.	Ditto	Ditto

APPENDIX - 'B'**PART-II**

The following Rules of the General and Subsidiary Rules apply particularly to the **Guards** –

Sl.No.	Chapter	General Rules	Subsidiary Rules
I.	Preliminary	Entire Chapters	All SRs under this Chapter
II.	Rules applying to Railway Servants Generally	Ditto	Ditto
III.	Signals	Ditto	Ditto
IV.	Working of Trains Generally	Entire Chapter except 4.31, 4.38, 4.40, 4.41, 4.52, 4.53, 4.55, 4.58, 4.61, 4.66	SRs pertaining to the Rules
V.	Control and Working of Stations.	Entire Chapter except Rule Nos. 5.01 to 5.08	Ditto
VI.	Accidents and Unusual occurrence	Entire Chapter	All SRs under this Chapter
VII.	System of Working.	Ditto	Ditto
VIII.	The Absolute Block System.	Ditto	Ditto
IX.	The Automatic Block System.	Ditto	Ditto
X.	The Following Train System.	Ditto	Ditto
XI.	The Pilot Guard System.	Ditto	Ditto
XII.	The Train Staff & Ticket System.	Ditto	Ditto
XIII.	The One Train Only System.	Ditto	Ditto
XIV.	Block Working.	Rule Nos. 14.08, 14.17, 14.25	SRs pertaining to the Rules
XV.	Permanent Way and Works.	Rule Nos. 15.09, 15.10, 15.18, 15.19, 15.23, 15.26, 15.27	Ditto
XVI.	Level Crossings	16.07, 16.08, 16.11	Ditto
XVII.	Working of Trains on Electrified Sections of Railways.	Entire Chapter	All SRs under this Chapter

APPENDIX- 'B'**PART -III**

The following Rules of the General and Subsidiary Rules apply particularly to the **Switchman** –

Sl.No.	Chapter	General Rules	Subsidiary Rules
I.	Preliminary	Entire Chapters	All SRs under this Chapter
II.	Rules applying to Railway Servants Generally	Ditto	Ditto
III.	Signals	Entire Chapter except 3.40(2), 3.25, 3.26, 3.35, 3.55, 3.78, 3.84	SRs pertaining to the Rules
IV.	Working of Trains Generally	Rule Nos. 4.01, 4.02, 4.05, 4.06, 4.10, 4.12, 4.13, 4.14, 4.15, 4.16, 4.17, 4.23, 4.28, 4.29, 4.35, 4.37, 4.39, 4.44, 4.50, 4.56, 4.58, 4.62, 4.64	Ditto
V.	Control and Working of Stations.	Entire Chapter	All SRs under this Chapter
VI.	Accidents and Unusual occurrence	Ditto	Ditto
VII.	System of Working.	Ditto	Ditto
VIII.	The Absolute Block System.	Ditto	Ditto
IX.	The Automatic Block System.	Ditto	Ditto
X.	The Following Train System.	Ditto	Ditto
XI.	The Pilot Guard System.	Ditto	Ditto
XII.	The Train Staff & Ticket System.	Ditto	Ditto
XIII.	The One Train Only System.	Ditto	Ditto
XIV.	Block Working.	Ditto	Ditto
XV.	Permanent Way and Works.	Rule Nos. 15.08, 15.09, 15.16, 15.24, 15.25, 15.27	SRs pertaining to the Rules
XVII.	Working of Trains on Electrified Sections of Railways.	17.02, 17.04, 17.05, 17.08	Ditto

APPENDIX- 'B'**PART-IV**

The following Rules of the General and Subsidiary Rules apply particularly to the **Cabinman / Leverman, Pointsman, Shunting Staff** -

Sl.No.	Chapter	General Rules	Subsidiary Rules
I.	Preliminary	Entire Chapter except 1.02(13), 1.02(25), 1.02(29)	All SRs under this Chapter
II.	Rules applying to Railway Servants Generally	Entire Chapter	Ditto
III.	Signals	Entire Chapter except 3.19, 3.21, 3.22, 3.25, 3.26, 3.30, 3.33, 3.64, 3.68, 3.74, 3.76, 3.78, 3.81, 3.82, 3.84	SRs pertaining to the Rules
IV.	Working of Trains Generally	4.10, 4.13, 4.15, 4.16, 4.17, 4.26, 4.42	Ditto
V.	Control and Working of Stations.	Entire Chapter	All SRs under this Chapter
VI.	Accidents and Unusual occurrence	6.10, 6.11	SRs pertaining to the Rules
XIV.	Block Working.	14.11	Ditto
XVII.	Working of Trains on Electrified Sections of Railways.	17.02, 17.05, 17.08	Ditto

APPENDIX –‘B’**PART-V**

The following Rules of the General and Subsidiary Rules apply particularly to the **LocoRunning Staff**–

Sl.No.	Chapter	General Rules	Subsidiary Rules
I.	Preliminary	Entire Chapters	All SRs under this Chapter
II.	Rules applying to Railway Servants Generally	Ditto	Ditto
III.	Signals	Ditto	Ditto
IV.	Working of Trains Generally	Entire Chapter except 4.17, 4.28, 4.31, 4.34, 4.37, 4.43, 4.54, 4.56, 4.60, 4.66	SRs pertaining to the Rules
V.	Control and Working of Stations.	Entire Chapter	All SRs under this Chapter
VI.	Accidents and Unusual occurrence	Ditto	Ditto
VII.	System of Working.	Ditto	Ditto
VIII.	The Absolute Block System.	Ditto	Ditto
IX.	The Automatic Block System.	Ditto	Ditto
X.	The Following Train System.	Ditto	Ditto
XI.	The Pilot Guard System.	Ditto	Ditto
XII.	The Train Staff & Ticket System.	Ditto	Ditto
XIII.	The One Train Only System.	Ditto	Ditto
XIV.	Block Working.	14.01, 14.08, 14.09, 14.25	SRs pertaining to the Rules
XV.	Permanent Way and Works.	15.08, 15.09,	Ditto
XVI.	Level Crossings	16.07, 16.08	All SRs under this Chapter
XVII.	Working of Trains on Electrified Sections of Railways.	Entire Chapter	Ditto
XVIII.	Miscellaneous	Ditto	Ditto

APPENDIX –‘B’**PART-VI**

The following Rules of the General and Subsidiary Rules apply particularly to the **Signalling Staff** –

Sl.No.	Chapter	General Rules	Subsidiary Rules
I.	Preliminary	Entire Chapters	All SRs under this Chapter
II.	Rules applying to Railway Servants Generally	Ditto	Ditto
III.	Signals	Ditto	Ditto
IV.	Working of Trains Generally	4.10, 4.11	SRs pertaining to the Rules
V.	Control and Working of Stations.	Entire Chapter	All SRs under this Chapter
VI.	Accidents and Unusual occurrence	6.01, 6.02, 6.10	SRs pertaining to the Rules
VII.	System of Working.	Entire Chapter	All SRs under this Chapter
VIII.	The Absolute Block System.	Ditto	Ditto
IX.	The Automatic Block System.	Ditto	Ditto
X.	The Following Train System.	Ditto	Ditto
XI.	The Pilot Guard System.	Ditto	Ditto
XII.	The Train Staff & Ticket System.	Ditto	Ditto
XIII.	The One Train Only System.	Ditto	Ditto
XIV.	Block Working.	Ditto	Ditto
XV.	Permanent Way and Works.	Ditto	SRs pertaining to the Rules
XVII.	Working of Trains on Electrified Sections of Railways.	17.02,17.04, 17.05, 17.06	Ditto

APPENDIX –‘B’**PART-VII**

The following Rules of the General and Subsidiary Rules apply particularly to the **Engineering Staff** –

Sl.No.	Chapter	General Rules	Subsidiary Rules
I.	Preliminary	1.01, 1.02,(2), 1.02(4), 1.02(10), 1.02(17), 1.02(21), 1.02(29), 1.02(38), 1.02(39), 1.02(42), 1.02(43), 1.02(47), 1.02(51),1.02(52), 1.02(54) and 1.03	SRs pertaining to the Rules
II.	Rules applying to Railway Servants Generally	Entire Chapter	All SRs under this Chapter
III.	Signals	3.34, 3.35, 3.51, 3.57, 3.59 to 3.64, 3.77	SRs pertaining to the Rules
Iv.	Working of Trains Generally	4.27, 4.29, 4.31, 4.50, 4.62, 4.63	Ditto
V.	Control and Working of Stations.	5.08, 5.17	Ditto
VI.	Accidents and Unusual occurrence	6.01, 6.02, 6.10	Ditto
XV.	Permanent Way and Works.	Entire Chapter	All SRs under this Chapter
XVI.	Level Crossings	Ditto	Ditto
XVII.	Working of Trains on Electrified Sections of Railways.	17.02,17.04, 17.05, 17.06, 17.09	SRs pertaining to the Rules

APPENDIX –‘B’**PART-VIII**

The following Rules of the General and Subsidiary Rules apply particularly to the **Electrical Department-**

Sl.No.	Chapter	General Rules	Subsidiary Rules
I.	Preliminary	For staff under item (1) Entire Chapters	All SRs under this Chapter
II.	Rules applying to Railway Servants Generally	Entire Chapter for staff Under items 1 to 4	Ditto
III.	Signals	For staff Under item 1, Entire Chapter except 3.49 & 3.51	SRs pertaining to the Rules
IV.	Working of Trains Generally	For staff Under item 1, Entire Chapter except 4.17, 4.28, 4.31, 4.34, 4.37, 4.56, 4.60. For staff Under item 4 Rule Nos. 4.14, 4.15 & 4.16	Ditto
V.	Control and Working of Stations.	For staff Under item 1, 2, 3 & 4 Entire Chapter except 5.04, 5.22, 5.23	Ditto
VI.	Accidents and Unusual occurrence	For staff Under item 1. Entire Chapter except 6.01 & 6.11	Ditto
VII.	System of Working.	For staff Under item 1. Entire Chapter	All SRs under this Chapter
VIII.	The Absolute Block System.	Ditto	Ditto
IX.	The Automatic Block System.	Ditto	Ditto
X.	The Following Train System.	Ditto	Ditto
XI.	The Pilot Guard System.	Ditto	Ditto
XII.	The Train Staff & Ticket System.	For staff Under item 1. Entire Chapter	Ditto
XIII.	The One Train Only System.	Ditto	Ditto
XIV.	Block Working.	For staff under item 1. Rule Nos. 14.01, 14.02, 14.08, 14.09, 14.22, 14.23, 14.24, 14.25	SRs pertaining to the Rules
XV.	Permanent Way and Works.	For staff under item 1. Rule Nos. 15.08, 15.09. For staff under item 2. Entire Chapter.	Ditto All SRs under this Rules.
XVI.	Level Crossings	For staff under item 1. 16.03, 16.07, 16.08, 16.11	SRs pertaining to the Rules
XVII.	Working of Trains on Electrified Sections of Railways.	For staff under item 1. Entire Chapter except 17.03 & 17.06 Staff under item 2 & 3 Entire Chapter Staff under item 4 except 17.03, 17.06, 17.07, 17.08	Ditto All SRs under this Chapter SRs pertaining to the Rules

APPENDIX –‘C’
Standardization of Operating Forms on Indian Railways

S.N.	Description	Form No.	Colour	Page
1.	Signal & Telecommunication Disconnection/Reconnection Notice	S&T(T/351)	Black	389
2.	Advance Authority to Pass defective Signals	T/369(1)	Blue	390
3.	Authority to Pass Signals in ‘ON’ or Defective Position	T/369(3b)	Blue	391
4.	Caution Order	T/409	Blue/Black	393
5.	‘NIL’ Caution Order	T/A409	Blue/Black	394
6.	Reminder Caution Order	T/B409	Blue/Black	395
7.	Train Examination Advise/Report	T/431	Black	396
8.	Authority to Receive a Train on an Obstructed Line	T/509	Blue	397
9.	Authority to Start from a Non Signaled Line	T/511	Blue	398
10.	Authority to Start from a Line with Common Starter Signal	T/512	Blue	399
11.	Authority to proceed for Relief Engine/Train into an Obstructed Block Section	T/A602	Red	400
12.	Authority for Opening Communication during Total Interruption of Communication on Single Line section	T/B602	Red	402
13.	Authority for Working of Trains during Total Interruption of Communication on Double Line section	T/C602	Red	404
14.	Authority for Temporary Single Line Working on Double Line section	T/D602	Red	406
15.	Line Clear Enquiry Message asking Line Clear for Dispatch of Trains during Total Failure of Communication on Single Line Section	T/E602	Red	407
16.	Conditional Line Clear Reply Message	T/F602	Red	410
17.	Conditional Line Clear ticket (Up)	T/G602	Red	408
18.	Conditional Line Clear Ticket (Dn)	T/H602	Red	409
19.	Message on Restoration	T/I602	Black	411
20.	Written Permission by Guard to Loco Pilot to Proceed to next Station from Mid-section	T/609	Blue	412
21.	Shunting Order	T/806	Blue	413
22.	Authority to Pass Automatic/Semi- Automatic/Manually Operated/Gate Signals	T/A912	Blue	414
23.	Authority to Proceed without Line Clear on Automatic Block Signaling Territory	T/B912	Red	415
24.	Authority to Proceed for Relief Engine/Train into an Automatic Block Signaling Section	T/C912	Red	417
25.	Authority to Proceed on Automatic Block Signaling System during Prolong failure of Signals	T/D912	Blue	419
26.	Train intact Arrival Register	T/1410	Black	420
27.	Line Clear Enquiry Message (Inward)	T/A1425	Black	422
28.	Paper Line Clear Ticket (Dn) + Line Clear Enquiry (Outward)	T/B1425	Blue	423
29.	Paper Line Clear Ticket (Up) + Line Clear Enquiry (Outward)	T/C1425	Blue	421
30.	Trolley/Lorry/OHE Ladder Trolley Notice	T/1518	Black	424
31.	Motor Trolley Permit	T/1525	Blue	425

DISCONNECTION/RECONNECTION NOTICE

S&T (T/351) Sr.No. _____	S&T (T/351) Sr.No. _____	S&T (T/351) Sr.No. _____
E.C.Railway	E.C.Railway	E.C.Railway
Signal & Telecommunication Deptt.	Signal & Telecommunication Deptt.	Signal & Telecommunication Deptt.
ACKNOWLEDGEMENT OF DISCONNECTION/RECONNECTION NOTICE	RECONNECTION NOTICE	DISCONNECTION NOTICE
No. _____	No. _____	No. _____
To The Station Master on duty at _____ Station/cabin.	Notice for reconnecting signal gear	Notice to Transportation Staff for disconnecting signaling gear.
For disconnecting the following gears _____ on _____	Division _____	Division _____
At _____ hours for _____ hours _____ minutes to attend failure/for maintenance. (Expected duration of disconnection)	No. _____	No. _____
_____	To The Station Master on duty at _____ Station.	To The Station Master on duty at _____ station.
SI/MSM/ESM	Please note that the disconnected gear/s referred to in notice no. _____ has/have been reconnected on _____ at _____ hrs _____ minutes.	Please note that the following gears will be disconnected on _____ at _____ hours _____ minutes to attend failure/for maintenance*
Notice about disconnection received at _____ hrs on _____	_____ Signature	_____ Signature
Signature of Station Master	_____ Designation	_____ Designation
Disconnection will be allowed At _____ hours _____ minutes on _____	Date _____	(Expected duration of disconnection)
Signature of Station Master	Time _____	Date _____
Signature of Station Master		Time _____
Reconnected at _____ hrs on _____ SI/MSM/ESM		* Fill in details of the gears to be disconnected
Notice about reconnection received at _____ hrs. _____ minutes on _____		
Signature of Station Master		
* Fill in the details of gear/s to be disconnected.		
**Reason for not allowing disconnection be recorded.		

Form No. T/369 (1)

Sr. No.-----

E.C. RAILWAY

ADVANCE AUTHORITY TO PASS DEFECTIVE SIGNALS AT STATIONS

(Loco Pilot / Record)

Station_____

Date_____

To

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

As per advice of Station Master, _____ Station. *Up/Down _____
Signal/s *is/are out of order at _____ Station.

You shall therefore, stop at the first Stop Signal and after being Hand Signaled past the approach Signal proceed at a restricted speed not exceeding 15 KMPH.

Signature of Loco Pilot

Signature of Station Master
Station Master Stamp

*Strike out whichever is not applicable.

E.C.RAILWAY

Form No. T/369 (3b)

Sr. No.-----

E.C. RAILWAY

AUTHORITY TO PASS SIGNALS IN 'ON' OR DEFECTIVE POSITION

(Loco Pilot / Record)

Station _____

Date _____

Time _____

To

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

Description and _____]

No. of Signals _____] AT STATION _____ is/are OUT OF ORDER.
_____]

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

x The train will be admitted on Line No. (in words) _____ (in figures) _____

** In case of failure of Advanced Starter Signal/Last Stop Signal- Line Clear has been obtained on Electrical Communication Instrument from _____ station. Private No. received (in figures) _____ (in words) _____.

Signature of Loco Pilot

Signature of Station Master

Station Master Stamp

Date _____

Date _____

x In case of Routing/Inner Home/Home Signal is defective

** In case of failure of Advanced Starter/Last Stop Signal on Double Line Territory

INSTRUCTIONS.

Strike out whichever is not applicable.

Loco Pilot Proceeding on this authority must observe instructions mentioned at the back of this form

IMPORTANT INSTRUCTIONS

- (1) For approach signal Loco Pilot is authorized to pass the defective signal at 'ON' on the Authority delivered through a competent Railway servant at the foot of the defective signal.
- (2) For Starter Signal, The Loco Pilot to pass such signal on the Authority handed over at the station in addition thereto, a competent Railway servant shall show hand signals to departing train in accordance with the instructions of Station Master.
- (3) In case of defective Advanced Starter Signal, hand signals may be dispensed with and Loco Pilot to pass such signal by a written authority handed over at the station. Except in case of an Advanced Starter Signal protects any points, hand signals shall not be dispensed with.

E.C.RAILWAY**Form No. T/409**

Sr.No. _____

E.C.RAILWAY**CAUTION ORDER**

(Loco Pilot /Assistant or Co-loco Pilot / Guard / Record)

Station _____

Date _____

To _____

The Loco Pilot of Train No. _____ (Description) _____

You are hereby instructed to exercise the following _____ (in figures)

_____ (in words) speed restrictions observing engineering indicators, hand signals of flagman and banner flag exhibited as necessary :-

Sr.No.	STATION BETWEEN		KILOMETRAGE		Speed Kmph	Cause/Remarks
	From	To	From	To		
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						

Time _____

Signature of Station Master

Station Master Stamp

Signature of Loco Pilot _____ Date _____ Time _____

Signature of Asst./Co-loco Pilot _____ Date _____ Time _____

Signature of Guard _____ Date _____ Time _____

E.C.RAILWAY

Form No. T/A 409

Sr.No. _____

E.C. RAILWAY

(Loco Pilot /Assistant or Co-loco Pilot / Guard / Record)

Station _____

Date _____

To

The Loco Pilot of Train No. _____ (Description) _____

CAUTION ORDER

NIL

Upto _____ Station (Name of next Notice Station/Station)

Signature of Station Master
Station Master Stamp

Signature of Loco Pilot _____ Date _____ Time _____

Signature of Asst./Co-loco Pilot _____ Date _____ Time _____

Signature of Guard _____ Date _____ Time _____

E.C.RAILWAY

Form No. T/B 409

Sr. No. _____

E.C. RAILWAY

REMINDER CAUTION ORDER

(Loco Pilot/ Record)

STATION _____

Date _____

To

The Loco Pilot of Train No. _____ (Description) _____

You are hereby instructed to exercise the following _____ (in figures)
_____ (in words) speed restriction observing
engineering indicators, hand signals of flagman and banner flag exhibited as necessary :-

Sr.No.	STATION BETWEEN		KILOMETRAGE		Speed Kmph	Cause/Remarks
	From	To	From	To		
1.						
2.						
3.						
4.						

Time _____

Signature of Station Master
Station Master Stamp

Signature of Loco Pilot _____ Date _____

Signature of Guard _____ Date _____

E.C.RAILWAY**Form No.T 431****E.C. RAILWAY
TRAIN EXAMINATION REPORT**

E.C. RAILWAY TRAIN EXAMINATION REPORT	E.C. RAILWAY TRAIN EXAMINATION REPORT	E.C. RAILWAY TRAIN EXAMINATION REPORT
A	B	C
Train No. _____ load of vehicle/ wagons _____ ready for examination at _____	To Train Examiner _____ Please note that Train No. _____ With a load of _____ Vehicle/Wagons on line No. _____ ready for examination at _____	To Station Master or Yard Master Please note that Train No. _____ With a load of _____ Vehicles/ Wagons on Line No. _____ Has been examined and is safe to run.
On line no. _____ due to start at _____ hrs.	Due to start at _____	Time and Date of Report _____ hrs.
Time & Date of sending advice Station Master/ Yard Master.	Time and Date of sending advice _____ hrs on _____ 20	Signature of TXR _____
Time & Date received by TXR _____ _____ Signature of TXR _____	Station Master/Yard Master (To be entered by Station Master/Yard Master) (TXR to enter) Time and Date report 'C' received by Station Master or Yard Master _____ Station Master/Yard Master Acknowledge report 'C' (Acknowledgement of report by Station Master/Yard Master). Above acknowledgement of report 'C' checked by TXR. (Traffic Record)	To Station Master or Yard Master Please note that Train No. _____ with a load of _____ vehicles/wagons on Line No. _____ has been examined and is not safe to run unless _____ vehicles/wagons unfit to run shown in the attached damaged memo are detached. Time & Date of report _____ Signature of TXR _____ (TXR certifies and hands over to Station Master or Yard Master).

Form No.T/509

Sr.No. _____

E.C.RAILWAY

AUTHORITY TO RECEIVE A TRAIN ON AN OBSTRUCTED LINE

(Loco Pilot/ Record)

Station _____

Date _____ Time _____

To

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

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.

Signature of Station Master
Station Master Stamp

Signature of Loco Pilot _____ Date _____

*Strike out whichever is not applicable.

E.C.RAILWAY

Form No.T/511

Sr.No. _____

E.C.RAILWAY

AUTHORITY TO START FROM A NON -SIGNALLED LINE

(Loco Pilot/ Record)

Station _____

Date _____ Time _____

To

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

You are authorized to pass * Starter/Advanced Starter in the 'ON' position and leave the yard cautiously duly piloted out upto last set of points of non-signalled line by the competent railway servant at a speed not exceeding 15 Kmph over points as your train is started from non-signalled Line No. (in words) _____ (in figures) _____

Token/Line Clear Ticket No. _____

Private No. received (in words) _____ (in figures) _____

Signature of Station Master
Station Master Stamp

Signature of Loco Pilot _____ Date _____

*Strike out whichever is not applicable.

E.C.RAILWAY

Form No.T/512

Sr.No. _____

E.C.RAILWAY

AUTHORITY TO START FROM A LINE WITH COMMON STARTER SIGNAL
(Loco Pilot/Record)

Station _____

Date _____ Time _____

To

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

You are authorized to start from Line No.(in words) _____
(in figures) _____ on the Starter Signal being taken 'Off'. Line No. _____ is
one of the number of lines governed by the same Starter Signal.

Line Clear is obtained on * Block Instrument/ _____ Phone from _____ station.

Private No. received (in words) _____ (in figures) _____

* Token or Line Clear Ticket No. _____.

Signature of Station Master/Yard Master
Station Master Stamp

Signature of Loco Pilot _____ Date _____

* In case of tangible authority of paper line clear ticket & strike out whatever is not applicable.

E.C.RAILWAY

Form No.T/A 602

Sr.No. _____

UP/DOWN

E.C. RAILWAY
AUTHORITY TO PROCEED FOR RELIEF ENGINE/TRAIN INTO
AN OBSTRUCTED BLOCK SECTION
(Loco Pilot/Guard/Record)

Station _____

Date _____ 20 _____

To

Loco Pilot of Relief Engine/Train No. _____

AUTHORITY TO PROCEED WITHOUT LINE CLEAR

- (1) You are hereby authorized to proceed cautiously without Line Clear from station _____ upto Km _____ On UP/DOWN Line with your Relief Engine/Train.
- (2) You shall bring your Engine/Train to a stop at Km _____ and there after be guided by the instructions from the Competent Authority at the site.
- (3) This order is given due to Obstruction of _____ line between _____ Station and _____ station at Km No. _____
- (4) You shall clear the section at station _____

AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

You are authorized 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.

CAUTION ORDER

- (1) You are permitted to run your Relief Engine/Train upto Km _____ between Station _____ and _____ station with the speed of :

15 Kmph in Day when view is clear ahead.

10 Kmph in Night and when view is not clear ahead.

- (2) You are expressly warned to observe every caution while approaching level crossing gate/s situated between block section and whistle frequently. Caution Orders in force in the Block Section are as under :

Sr.No.	Station between		Kilometrage		Speed Kmph	Cause/Remarks
	From	To	From	To		
1						
2						
3						
4						

I have understood the content of this

Signature of Loco Pilot

Signature of Guard

Signature of Station Master
Station Master Stamp

Time _____ Hours _____ Minutes

INSTRUCTIONS

- (1) Loco Pilot proceeding on this authority must observe instructions mentioned at the back of this form
- (2) Loco Pilot will stop short of Km (obstruction) shown above and thereafter he will obey the signals of employee/supervisors present at site.

IMPORTANT INSTRUCTIONS

Loco Pilot proceeding on this authority must observe the following instructions :-

- | | | | |
|-----|--|---|---|
| (1) | Speed must not exceed | Single Line | Double Line |
| | (a) Day | 15 KMPH | 15 KMPH |
| | (b) Night or when view ahead is not clear | 10 KMPH | 10 KMPH |
| | (c) In thick, foggy or tempestuous weather | Walking pace
Preceded by two
Men on foot with
Red light and fog
Signals | Walking pace
Preceded by one
man on foot with
Red light and fog
Signals |
- (2) Both by day and night, a Tunnel must not be entered until the Loco Pilot has ascertained that it is clear. Should there be any doubt on this point, the train should be piloted by a Railway Employee equipped with Hand signals and Detonators.
- (3) During night if Electric Head Light is not in working order, the Train or the Light Engine must be preceded at an adequate distance by a Railway Servant carrying Detonators and exhibiting Red Light ahead to Stop any other approaching train. The precautions must be taken in case of self propelled vehicle / other vehicle also.
- (4) A sharp look out must be kept at all times and the Loco Pilot must be prepared to Stop clear and short of any obstruction which may exist or crop up on the track.
- (5) When approaching the station ahead, Loco Pilot must Stop his train engine / light engine / trolley / tower wagon / diesel rail car / self- propelled vehicle / other vehicle out side First Stop Signal and sound continuously whistle or by sounding the horn of self propelled vehicle, if provided, as per special instructions. If no one turns up from the station within 10 minutes, Assistant Loco Pilot / Guard shall be immediately sent to the station to inform Station Master of the arrival of the train/light engine / self propelled vehicle / other vehicle or make contact with the Station Master through Signal Post Telephone, if provided or by other means of communications if provided.

Form No.T/B 602

Sr.No. _____

UP/DOWN**E.C. RAILWAY****AUTHORITY FOR OPENING COMMUNICATION DURING TOTAL INTERRUPTION
OF COMMUNICATION ON SINGLE LINE SECTION**

(Loco Pilot/Record)

Station _____

Date _____ 20 _____

To _____

Loco Pilot of engine/Self propelled Vehicle _____

AUTHORITY TO PROCEED WITHOUT LINE CLEAR

1. You are hereby authorized to proceed cautiously without Line Clear From station _____ to station _____
With your Engine/Self propelled Vehicle.
2. You shall bring your Engine/Vehicle to a stand out side the first stop signal of the next block station thereafter be guided by the instruction from the Station Master of that station.
3. Train No. _____ was last Train over the section. It left/arrived *here at _____ hours _____ minutes.
4. This authority is given due to: -
 - (a) Total interruption of communication with Station from _____ Hours of date _____ 20 _____
 - (b) _____
- 1- You are authorized 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.

CAUTION ORDER

1. You are permitted 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.
10 Kmph in Night or when view ahead is not clear.
2. You are expressly warned to observe every caution while approaching level crossing gate/s situated between block section and whistle frequently.
3. In addition following caution orders are in force in block section :

Sr.No.	Station between		Kilometrage		Speed Kmph	Cause/Remarks
1	From	To	From	To		
2						
3						
4						

LINE CLEAR ENQUIRY MESSAGE

To The Station Master _____

Message No. _____

On return of _____ will line be clear and kept clear for train no. _____ waiting to proceed ?

CONDITIONAL LINE CLEAR MESSAGE

To The Station Master _____

Message No. _____

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)

Private Number (in words) _____ (in figures) _____

Signature of Loco Pilot_____
Signature of Guard_____
Signature of Station Master
Station Master Stamp**INSTRUCTIONS**

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

IMPORTANT INSTRUCTIONS

Loco Pilot proceeding on this authority must observe the following instructions :-

- | | | | |
|-----|--|---|---|
| (1) | Speed must not exceed | Single Line | Double Line |
| | (a) Day | 15 KMPH | 15 KMPH |
| | (b) Night or when view ahead is not clear | 10 KMPH | 10 KMPH |
| | (c) In thick, foggy or tempestuous weather | Walking pace
Preceded by two
Men on foot with
Red light and fog
Signals | Walking pace
Preceded by one
man on foot with
Red light and fog
Signals |
- (2) Both by day and night, a Tunnel must not be entered until the Loco Pilot has ascertained that it is clear. Should there be any doubt on this point, the train should be piloted by a Railway Employee equipped with Hand signals and Detonators.
- (3) During night if Electric Head Light is not in working order, the Train or the Light Engine must be preceded at an adequate distance by a Railway Servant carrying Detonators and exhibiting Red Light ahead to Stop any other approaching train. The precautions must be taken in case of self propelled vehicle / other vehicle also.
- (4) A sharp look out must be kept at all times and the Loco Pilot must be prepared to Stop clear and short of any obstruction which may exist or crop up on the track.
- (5) When approaching the station ahead, Loco Pilot must Stop his train engine / light engine / trolley / tower wagon / diesel rail car / self-propelled vehicle / other vehicle outside First Stop Signal and sound continuously whistle or by sounding the horn of self-propelled vehicle, if provided, as per special instructions. If no one turns up from the station within 10 minutes, Assistant Loco Pilot / Guard shall be immediately sent to the station to inform Station Master of the arrival of the train/light engine / self-propelled vehicle / other vehicle or make contact with the Station Master through Signal Post Telephone, if provided or by other means of communications if provided.

E.C.RAILWAY

Form No.T/C 602

Sr.No. _____

UP/DOWN

E.C. RAILWAY

AUTHORITY FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF COMMUNICATION ON DOUBLE LINE SECTION (Loco Pilot/Record)

Station _____

Date _____ 20 _____

To Loco Pilot of Train No. _____

AUTHORITY TO PROCEED WITHOUT LINE CLEAR

1. You are hereby authorized to proceed cautiously without Line Clear From station _____ to station _____ with your Train/Self propelled Vehicle No. _____.
2. 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 thereafter be guided by the instructions from the Station Master of that station.
3. Train No. _____ was Last Train over the section. If left/arrived *here at _____ hours _____ minutes.
4. Circumstances under which this order is given :-
 - (a) Total interruption of communication with Station from _____ hours _____ minutes of date _____
 - (b) _____

AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

- 1- You are authorized 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 protects points.

CAUTION ORDER

- (1) You are permitted to run your Engine/Self propelled Vehicle between Station _____ to _____ 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) You are expressly warned to observe every caution while approaching level crossing gate/s situated between block section and whistle frequently.
- (3) In addition following caution orders are in force in block section :-

Sr.No.	Station between		Kilometrage		Speed Kmph	Cause/Remarks
1	From	To	From	To		
2						
3						
4						

I have understood the contents of this.

Signature of Loco Pilot

Signature of Guard

Signature of Station Master
Station Master Stamp

INSTRUCTIONS

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

IMPORTANT INSTRUCTIONS

Loco Pilot proceeding on this authority must observe the following instructions :-

- | | | | |
|-----|--|---|---|
| (1) | Speed must not exceed | Single Line | Double Line |
| | (a) Day | 15 KMPH | 15 KMPH |
| | (b) Night or when view ahead is not clear | 10 KMPH | 10 KMPH |
| | (c) In thick, foggy or tempestuous weather | Walking pace
Preceded by two
Men on foot with
Red light and fog
Signals | Walking pace
Preceded by one
man on foot with
Red light and fog
Signals |
- (2) Both by day and night, a Tunnel must not be entered until the Loco Pilot has ascertained that it is clear. Should there be any doubt on this point, the train should be piloted by a Railway Employee equipped with Hand signals and Detonators.
- (3) During night if Electric Head Light is not in working order, the Train or the Light Engine must be preceded at an adequate distance by a Railway Servant carrying Detonators and exhibiting Red Light ahead to Stop any other approaching train. The precautions must be taken in case of self propelled vehicle / other vehicle also.
- (4) A sharp look out must be kept at all times and the Loco Pilot must be prepared to Stop clear and short of any obstruction which may exist or crop up on the track.
- (5) When approaching the station ahead, Loco Pilot must Stop his train engine / light engine / trolley / tower wagon / diesel rail car / self-propelled vehicle / other vehicle outside First Stop Signal and sound continuously whistle or by sounding the horn of self-propelled vehicle, if provided, as per special instructions. If no one turns up from the station within 10 minutes, Assistant Loco Pilot / Guard shall be immediately sent to the station to inform Station Master of the arrival of the train/light engine / self-propelled vehicle / other vehicle or make contact with the Station Master through Signal Post Telephone, if provided or by other means of communications if provided.

Form No.T/D 602

Sr.No. _____

E.C. RAILWAY
AUTHORITY FOR TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE
(Loco Pilot/Guard/Record)

Station.....

Date.....20.....

To The Loco Pilot of Train No.(Description)

LINE CLEAR TICKET

The line is clear and you are authorized to proceed on Up/Down Line upto station.....

Private No. (in words).....(in figures).....

AUTHORITY TO PASS SIGNAL IN 'ON' POSITION

* Description and No. of Signal_____

* 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.

** You are authorized to pass the signals of those stations which have been closed temporarily for single line Working Station/s _____

You have to also inform the Gate men and Gan men enroute for introduction of single line working.

CAUTION ORDER

- (i) Your Train is going on Right line/Wrong line. The obstructi on exists at Km _____
- (ii) Your Train is First Train to pass over the Temporary Signle Line, Speed shall be restricted to 25 KMPH subject to observance of other speed restriction in force.
- (iii) 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 clamped/spiked.
- (iv) Following are the caution Orders in force in Block Section.

Sr.No.	Station between		Kilometrage		Speed Kmph	Cause/Remarks
1	From	To	From	To		
2						
3						
4						

Signature of Loco Pilot.....
Signature of Station Master
Station Master Stamp

Time.....Hours.....Mts

* Strike out whichever is not applicable

** For Intermediate Block Stations.

Form No.T/E 602

Sr.No. _____

UP

E.C. RAILWAY

**LINE INQUIRY MESSAGE ASKING LINE CLEAR FOR DESPATCH OF TRAINS
DURING TOTAL FAILURE OF COMMUNICATION ON SINGLE LINE SECTION**

(Loco Pilot/Record)

Station _____

Date _____ Time _____ hrs _____ mts.

From Statyion Master _____

To Station Master _____

Message No. _____ On return of *train Engine with/without train/self propelled vehicle/other
vehicle number _____ will be clear and kept clear for following train/s.

1. _____

2. _____

3. _____

4. _____

Waiting to proceed to yours.

Signature of Station Master

Station Master Stamp

* Strike out whichever is not applicable.

E.C.RAILWAY

<p>UP From No. T/E 602 Sr.No. _____</p> <p style="text-align: center;">E.C.RAILWAY</p> <p style="text-align: center;">LINE CLEAR INQUIRY MESSAGE ASKING LINE CLEAR FOR DESPATCH OF TRAINS DURING TOTAL FAILURE OF COMMUNICATION ON SINGLE LINE SECTION (Loco Pilot/Record)</p> <p>Station _____ Date _____</p> <p>From Station Master _____ To Station Master _____ 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 ?</p> <p>1. _____ 2. _____ 3. _____ 4. _____</p> <p>Waiting to proceed to yours.</p> <p style="text-align: right;">_____ Signature of Station Master Station Master Stamp</p> <p>* Strike out whichever is not applicable.</p>	<p>UP Form No. T/G602 Sr.No. _____</p> <p style="text-align: center;">E.C.RAILWAY</p> <p style="text-align: center;">CONDITIONAL LINE CLEAR TICKET (Loco Pilot/Record)</p> <p style="text-align: right;">Date _____ Time _____ hrs _____ mts.</p> <p>Station _____</p> <p>From Station Master _____</p> <p>To _____ The Loco Pilot of Train No. _____ UP _____ (Description) The line is clear and you are authorized to proceed to _____ Station. *Last train left this station at _____ hrs _____ mts. You are hereby authorized to follow and proceed to _____ station.</p> <p>Private No. (in words) _____ (in figures) _____</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; width: 25%;">**Particular of trains Left</th> <th style="text-align: left; width: 25%;">Particular of trains to follow</th> <th style="width: 25%;"></th> <th style="width: 25%;"></th> </tr> <tr> <th>Train No.</th> <th>Time</th> <th>Train No.</th> <th>Time</th> </tr> <tr><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr> <tr><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr> </table> <p style="text-align: right;">_____ Signature of Station Master Station Master Stamp</p> <p style="text-align: center;">Special Instructions</p> <p>When following a Train keep sharp look out at Speed not exceeding 25 Km/h when view is clear and 10 Km/h or less when view is impaired due to any reason.</p> <p style="text-align: center;">_____</p> <p>*Strike out in case of second and subsequent trains during uneven flow. **Strike out in the case of first train during uneven flow and for all trains during even flow.</p>	**Particular of trains Left	Particular of trains to follow			Train No.	Time	Train No.	Time	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
**Particular of trains Left	Particular of trains to follow																								
Train No.	Time	Train No.	Time																						
_____	_____	_____	_____																						
_____	_____	_____	_____																						
_____	_____	_____	_____																						
_____	_____	_____	_____																						

E.C.RAILWAY

<p>DOWN From No. T/E 602 Sr.No. _____</p> <p style="text-align: center;">E.C.RAILWAY</p> <p style="text-align: center;">LINE CLEAR INQUIRY MESSAGE ASKING LINE CLEAR FOR DESPATCH OF TRAINS DURING TOTAL FAILURE OF COMMUNICATION ON SINGLE LINE SECTION (Loco Pilot/Record)</p> <p>Station _____ Date _____ Time _____ hrs _____ mts.</p> <p>From Station Master _____ To Station Master _____ Message No. _____ On return of *train Engine With/without rain/self propelled vehicle/other vehicle number _____ Will line be clear and kept clear for following train/s ?</p> <p>1. _____ 2. _____ 3. _____ 4. _____</p> <p>Waiting to proceed to yours.</p> <p style="text-align: right;">_____ Signature of Station Master Station Master Stamp</p> <p>* Strike out whichever is not applicable.</p>	<p>DOWN Form No. T/H602 Sr.No. _____</p> <p style="text-align: center;">E.C.RAILWAY</p> <p style="text-align: center;">CONDITIONAL LINE CLEAR TICKET (Loco Pilot/Record)</p> <p style="text-align: right;">Date _____ Time _____ hrs _____ mts.</p> <p>Station _____</p> <p>From Station Master _____</p> <p>To _____ The Loco Pilot of Train No. _____ DOWN _____ (Description)</p> <p>The line is clear and you are authorized to proceed to _____ Station. *Last train left this station at _____ hrs _____ mts. You are hereby authorized to follow and proceed to _____ station.</p> <p>Private No. (in words) _____ (in figures) _____</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; width: 25%;">**Particular of trains Left</th> <th style="text-align: left; width: 25%;">Particular of trains to follow</th> <th style="text-align: left; width: 25%;"></th> <th style="text-align: left; width: 25%;"></th> </tr> <tr> <td>Train No.</td> <td>Time</td> <td>Train No.</td> <td>Time</td> </tr> <tr> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </table> <p style="text-align: right;">_____ Signature of Station Master Station Master Stamp</p> <p style="text-align: center;">Special Instructions</p> <p>When following a Train keep sharp look out at Speed not exceeding 25 Kmph when view is clear and 10 Kmph or less when view is impaired due to any reason.</p> <p style="text-align: center;">_____</p> <p>*Strike out in case of second and subsequent trains during uneven flow. **Strike out in the case of first train during uneven flow and for all trains during even flow.</p>	**Particular of trains Left	Particular of trains to follow			Train No.	Time	Train No.	Time	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
**Particular of trains Left	Particular of trains to follow																								
Train No.	Time	Train No.	Time																						
_____	_____	_____	_____																						
_____	_____	_____	_____																						
_____	_____	_____	_____																						
_____	_____	_____	_____																						

UP/DOWN

Form No.T/F 602

Sr.No. _____

E.C. RAILWAY

CONDITIONAL LINE CLEAR REPLY MESSAGE

(Loco Pilot/Record)

Date _____

Time _____ hrs _____ mts _____

Station _____

From Station Master _____

To Station Master _____

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) Train No. _____ Private No. (in words) _____ (in figures) _____

(2) Train No. _____ Private No. (in words) _____ (in figures) _____

(3) Train No. _____ Private No. (in words) _____ (in figures) _____

(4) Train No. _____ Private No. (in words) _____ (in figures) _____

Signature of Station Master
Station Master Stamp

* Strike out whichever is not applicable.

Form No.T/I 602

Sr.No. _____

E.C. RAILWAY

MESSAGE OF RESTORATION BY ANY ONE
OF THE MEANS OF COMMUNICATION

From Station Master _____

To Station Master _____

Date _____

Time _____ hrs _____ mts _____

No. _____ Train (No. & Description) _____ arrived complete
at _____ hours _____ minutes. Last Train (No. & Description) _____ dispatched to
your station at _____ hours _____ minutes.

Cancel the Conditional Line Clear working of Trains/present method of working the trains. Line clear must
be obtained by means of _____

Acknowledge

Private Number (in words) _____ (in figures) _____

Signature of Station Master

Station Master Stamp

ACKNOWLEDGEMENT

From

Station Master _____

Date _____

To

Station Master _____

Time _____ hours _____ minutes.

Message No. _____

Your Message No. _____ understand that Train No. _____

Description _____ which was the last Train to leave my station has arrived
complete at your station. Train No. _____ which left your station has arrived complete at my
station at _____ hours _____ minutes/not arrived. Conditional Line Clear working of trains/present
system of train working is being/will be cancelled immediately after the complete arrival of train
No. _____ Line Clear for the next train will be obtained by means of _____

Private No. (in words) _____ (in figures) _____

Signature of Station Master

Station Master Stamp

Form No.T/609

Sr.No. _____

E.C. RAILWAY

**Written Permission given by the Guard to Loco Pilot when the engine or portion of a train is
Allowed to proceed to the next station from mid-section
(Loco Pilot/Record)**

To,
The Loco Pilot of Train (No. & description) _____

Your are authorized to couple and proceed at _____ hrs _____ minutes to _____
Station with *the engine of your Train/the front portion of your train consisting of _____
vehicle with last vehicle No. _____.

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 to take the rear portion of your train which is at
KM _____ on this Authority after being permitted by the Station Master.

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.

Signature of Loco Pilot _____
Date _____
Time _____

Signature of Guard _____
Date _____
Time _____

Loco Pilot of _____, you are hereby permitted and authorized to enter into the Block
Section to clear the disabled/rear portion of your train.

Signature of Station Master
Date _____
Station Master stamp

* Score out which is not applicable.

* Enter particulars of the Authority to Proceed.

E.C.RAILWAY

Form No.T/806

Sr.No. _____

E.C. RAILWAY
SHUNTING ORDER
(Loco Pilot/Guard/Record)

Station _____

Date _____

Time _____ hours _____ minutes

To

The Loco Pilot of Train No. _____ *UP/DOWN

Please comply with the following order promptly without any type of delay :-

1. _____

2. _____

3. _____

4. _____

* You are authorized to pass _____ signal in 'ON' position and proceed

* upto/ beyond** _____ signal.

*** Section between _____ station and _____ station is * blocked back/

Blocked forward. For this purpose and Token/Tablet/Line Clear Ticket No. _____

SH/OCC Key is hereby issued to you from _____ hours _____ minutes

to _____ hours _____ minutes.

Signature of Station Master

Signature of Loco Pilot _____ Date _____ Time _____ Hours _____ minutes

Signature of Guard _____ Date _____ Time _____ Hours _____ minutes

* Strike out whichever is not applicable

** Enter Km or Signal No.

***Applies when Line is blocked back/Blocked forward.

E.C.RAILWAY

Form No.T/A912

Sr.No. _____

E.C. RAILWAY

AUTHORITY TO PASS AUTOMATIC/SEMI AUTOMATIC/MANUALLY OPERATED/GATE STOP SIGNALS

(Loco Pilot/Record)

Station _____

Date _____

Time _____ hours _____ minutes

To

The Loco Pilot/Motor man of Train No. _____ *UP/DOWN

- (a) Automatic Signaling 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 signaled 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'.
- (b) When running in wrong direction (i) you must ascertain that point 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.

Here indicate distinguishing _____
Number of all signals to be _____
Thus passed. _____

Signature of Station Master
Station Master Stamp

I have understood the contents of this authority.

Signature of Loco Pilot _____ Date _____ Time _____ Hours _____ minutes

Signature of Guard _____ Date _____ Time _____ Hours _____ minutes

E.C. RAILWAY

**AUTHORITY TO PROCEED WITHOUT LINE CLEAR
ON AUTOMATIC BLOCK SIGNALLING TERRITORIES**

(Loco Pilot/Record)

Station _____

Date _____

Time _____ hours _____ minutes

To

The Motor man/Loco Pilot of Engine/Train/Unit No. _____ *UP/DOWN

You are hereby authorized to proceed cautiously without line clear from _____ to
_____ station with or without your train on UP?DOWN* Line.

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 thereafter be guided by the
instructions from the Station Master of _____ station.

Train no. _____ was the last train over the section.

It left/arrived* here at _____ hours _____ minutes.

CIRCUMSTANCES UNDER WHICH THIS AUTHORITY IS GIVEN

*(A) Failure of signals and communicationa.

*(B) Blocking of line/obstruction on line at KM _____ between _____ station
and _____ station and failure of means of communication.

AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

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 upto the level
crossing.

CAUTION ORDER

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.

Signature of Station Master

Station Master Stamp

I have understood the contents of this authority.

Signature of Loco Pilot _____ Date _____ Time _____ Hours _____ minutes

Signature of Guard _____ Date _____ Time _____ Hours _____ minutes

* Strike out whichever is not applicable.

Loco Pilot proceeding in this authority must observe instructions mentioned at the back of this form

IMPORTANT INSTRUCTIONS

Motorman/Loco Pilot proceeding on this authority must observe the following precautions :-

- 1. Speed must not exceed 25 KMPH over the straight with clear view and 10 KMPH 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 subject to the observance of speed restriction imposed and speed over facing points restricted to 15 KMPH.**
- 2. Both by day and night, a Tunnel must not be entered until Loco Pilot has ascertained that it is clear. Should there be any doubt on this point, the train should be piloted by a Railway Employee equipped with Hand signals and Detonators.**
- 3. A sharp look out be kept at all times and the Loco Pilot must be prepared to Stop clear and short of any obstruction which may exist or crop up on the track. Engine whistle must be freely used.**
- 4. When approaching the nominated station ahead, the Loco Pilot must bring his train /engine to stand outside the First Stop Signal/Last Stop Signal pertaining to wrong line and sound one long whistle and act to the instructions of the Station Master.**
- 5. The form should be handed over to the Station Master of the nominated station at the end of the authorized journey for record.**

Form No.T/C 912

Sr.No. _____

E.C. RAILWAY

**AUTHORITY TO PROCEED FOR RELIEF ENGINE/TRAINS
INTO AN AUTOMATIC BLOCK SIGNALLING SECTION**

(Loco Pilot/Record)

Station _____

Date _____

Time _____ hours _____ minutes

To

The Motor man/Loco Pilot of Relief Engine/Train No. _____ *UP/DOWN

You are here by authorized to proceed cautiously without line clear from _____
Station to upto Km _____ with your Relief Engine/train * on Up/Down * line.

You shall bring your Relief Train/Engine* on to a stand at Km _____ and there
after be guided by the instructions from the the competent Authority at site.

This order is given due to obstruction on Up/Dn line at Km _____. But communication is
available between _____ station and _____ station.

Train No. _____ was the last train over the section.

It left/arrived* here at _____ hours _____ minutes.

CAUTION ORDER

You are permitted to run your Relief Engine/Train from _____ station to Km _____
With the speed not exceeding 15 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.

Signature of Station Master

Station Master Stamp

I have understood the contents of this authority.

Signature of Loco Pilot _____ Date _____ Time _____ Hours _____ minutes

Signature of Guard _____ Date _____ Time _____ Hours _____ minutes

* Strike out whichever is not applicable.

Loco Pilot proceeding on this authority must observe instructions mentioned at the back of this form.

IMPORTANT INSTRUCTIONS

Motorman/Loco Pilot proceeding on this authority must observe the following precautions :-

- 1. Speed must not exceed 25 KMPH over the straight with clear view and 10 KMPH 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 subject to the observance of speed restriction imposed and speed over facing points restricted to 15 KMPH.**
- 2. Both by day and night, a Tunnel must not be entered until Loco Pilot has ascertained that it is clear. Should there be any doubt on this point, the train should be piloted by a Railway Employee equipped with Hand signals and Detonators.**
- 3. A sharp look out be kept at all times and the Loco Pilot must be prepared to Stop clear and short of any obstruction which may exist or crop up on the track. Engine whistle must be freely used.**
- 4. When approaching the nominated station ahead, the Loco Pilot must bring his train /engine to stand outside the First Stop Signal/Last Stop Signal pertaining to wrong line and sound one long whistle and act to the instructions of the Station Master.**
- 5. The form should be handed over to the Station Master of the nominated station at the end of the authorized journey for record.**

Form No.T/D 912

Sr.No. _____

E.C. RAILWAY

AUTHORITY TO PROCEED ON

1. AUTOMATIC BLOCK SYSTEM DURING PROLONGED FAILURE OF SIGNALS

(Loco Pilot/Record)

Station _____

Date _____

2.

Time _____ hours _____ minutes

To

The Motor man/Loco Pilot* of EMU/Engine/Train* No. _____ Description _____ UP/DOWN*

3.

All signals between _____ station and _____ station have failed. Line Clear has been received from _____ Station under his Private No.(in words) _____
(in figure) _____.

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.

You shall stop outside the First Stop Signal at _____ station and thereafter be guided by the instructions of the Station Master of that station.

Signature of Station Master
Station Master Stamp

I have understood the contents of this authority.

Signature of Loco Pilot _____ Date _____ Time _____ Hours _____ minutes

Signature of Guard _____ Date _____ Time _____ Hours _____ minutes

* Strike out whichever is not applicable.

E.C.RAILWAY

Form No.T/1410

Sr.No. _____

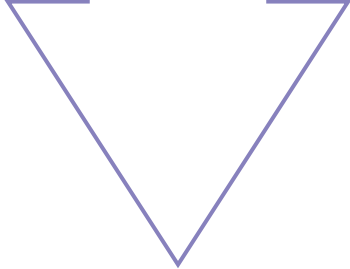
E.C. RAILWAY
TRAIN INTACT ARRIVAL REGISTER

Sr.No.	Date	Train No.	Time of Arrival		Guard's signature in token that his train has arrived complete and is standing clear of all fouling marks.
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

E.C.RAILWAY

Form No. T/A1425 Sr.No. _____	Form No. T/C1425 Sr.No. _____
<p align="center">E.C.RAILWAY</p> <p align="center">LINE CLEAR INQUIRY AND REPLY MESSAGE BOOK IN EVENT OF FAILURE/SUSPENSION/NON- PROVISION OF THE BLOCK INSTRUMENT</p> <p>A. Train dispatching station:</p> <p>1. Date _____ Mode of communication _____</p> <p>2. From SM _____ (Name of SM) of _____ station To SM _____ (Name of SM) of _____ station</p> <p>3. Train No. _____ Up/Dn _____</p> <p>4. Line Clear asked at _____ hrs and reply received from _____ station at _____ hrs</p> <p>5. Last Train No. _____ Up/Dn left _____ station at _____ hrs and arrived at _____ station at _____ hrs.</p> <p>6. Private No. received (in figures and words) _____</p> <p>B. Train Entering Section :</p> <p>7. Train No. _____ Up/Dn left at _____ hrs.</p> <p>8. Train entering section report given to _____ station and acknowledged at _____ hrs.</p> <p>C. Train out of section :</p> <p>9. Train No. _____ Up/Dn arrived at _____ station at _____ hrs.</p> <p>10. Train out of section report received from _____ station and acknowledged at _____ hrs.</p> <p>D. Line Clear Cancellation :</p> <p>11. Line clear cancelled at _____ hrs. Reason for cancellation _____</p> <p align="right">Signature of Station Master</p> <p>* Strike out whichever is not applicable. * Separate books to be maintained for each block section.</p>	<p align="center">E.C.RAILWAY</p> <p align="center">PAPER LINE CLEAR TICKET (Loco Pilot/Record)</p> <p>UP Number of Train _____ Up (Description _____).</p> <p>Date _____ Time _____ hours _____ minutes</p> <p>From: Station Master _____</p> <p>To: The Loco Pilot of Train No. _____ Up</p> <p>The line is clear and you are authorized to proceed to _____ station.</p> <p>Last train No. _____ cleared section at _____ station</p> <p>Private No. (in words) _____ (in figures) _____</p> <p align="center">AUTHORITY TO PASS SIGNAL AT 'ON' POSITION</p> <p>* You are authorized to pass last Stop Signal in danger, when the signal is interlocked with Block Instrument.</p> <p align="right">_____ Signature of the Station Master Station Master Stamp</p> <p>* Strike out whichever is not applicable.</p>

E.C.RAILWAY

Form No. T/A1425 Sr.No. _____	Form No. T/D 1425 Sr.No. _____
<p align="center">E.C.RAILWAY</p> <p align="center">LINE CLEAR INQUIRY AND REPLY MESSAGE BOOK IN EVENT OF FAILURE/SUSPENSION/NON- PROVISION OF THE BLOCK INSTRUMENT</p> <p>Train dispatching station:</p> <p>A. Line Clear Inquiry :</p> <p>1. Date _____ Mode of communication _____ 2. From SM _____ (Name of SM) of _____ station To SM _____ (Name of SM) of _____ station 3. Train No. _____ Up/Dn 4. Line Clear asked at _____ hrs and reply received from _____ station at _____ hrs. 5. Last Train No. _____ Up/Dn left _____ station at _____ hrs and arrived at _____ station at _____ hrs. 6. Private No. received (in figures and words) _____</p> <p>B. Train Entering Section :</p> <p>7. Train No. _____ Up/Dn left at _____ hrs. 8. Train entering section report given to _____ station and acknowledged at _____ hrs.</p> <p>C. Train out of section :</p> <p>9. Train No. _____ Up/Dn arrived at _____ station at _____ hrs. 10. Train out of section report received from _____ station and acknowledged at _____ hrs.</p> <p>D. Line Clear Cancellation :</p> <p>11. Line clear cancelled at _____ hrs. Reason for cancellation _____</p> <p align="right">Signature of Station Master</p> <p>* Strike out whichever is not applicable. * Separate books to be maintained for each block section.</p>	<p align="center">E.C.RAILWAY</p> <p align="center">PAPER LINE CLEAR TICKET (Loco Pilot/Record)</p> <p>DOWN Number of Train _____ DN (Description _____).</p> <p>Date _____ Time _____ hours _____ minutes</p> <p>From: Station Master _____</p> <p>To: The Loco Pilot of Train No. _____ DN</p> <p>The line is clear and you are authorized to proceed to _____ station.</p> <p>Last train No. _____ cleared section at _____ station</p> <p>Private No. (in words) _____ (in figures) _____</p> <p>AUTHORITY TO PASS SIGNAL AT 'ON' POSITION</p> <p>* You are authorized to pass last Stop Signal in danger, when the signal is interlocked with Block Instrument.</p> <p align="center">_____ Signature of the Station Master</p> <p align="center">Station Master Stamp</p> <p>* Strike out whichever is not applicable.</p> 

E.C. RAILWAY

LINE CLEAR INQUIRY AND REPLY MESSAGE BOOK IN THE EVEN OF
FAILURE/SUSPENSION/NON-PROVISION OF THE BLOCK INSTRUMENT

Train Receiving dtation :

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. Train No. _____ Up/Dn
4. Line Clear asked by _____ station at _____ hrs. and reply given at _____ hrs.
5. Last Train No. _____ Up/Dn left _____ station at _____ hrs and arrived at _____ station at _____ hrs.
6. Private Number given (in figures and words) _____

B. Train Entering Section :

7. Train No. _____ Up/Dn left at _____ station at _____ hrs.
8. Train entering section report received from _____ station and acknowledged at _____ hrs.

C. Train out of section :

9. Train No. _____ Up/Dn arrived at _____ station at _____ hrs.
10. Train out of section report given to _____ station and acknowledged at _____ hrs.

D. Line Clear Cancellation :

11. Line clear cancelled at _____ hrs. Reason for cancellation _____

Signature of Station Master

- * Strike out whichever is not applicable.
- * Separate books to be maintained for each block section.

E.C.RAILWAY

<p style="text-align: center;">Form No.T/1518 Sr.No. _____</p> <p style="text-align: center;">E.C.RAILWAY</p> <p style="text-align: center;">TROLLEY/LORRY/OHE LADDER TROLLEY NOTICE [A]</p> <p style="text-align: right;">Notice No. _____ Date _____ Time _____</p> <p>Department _____ Station _____</p> <p>To Station Master _____</p> <p>Trolley/Lorrey/OHE/Ladder Trolley No. _____ is required to work between _____ station on Up/Down line at _____ KM from _____ hrs _____ minutes to _____ hrs. _____ minutes</p> <p>I am aware that I should clear the Block Section by _____ hrs _____ minutes.</p> <p style="text-align: right;">_____ Signature of official Icharge</p> <p style="text-align: right;">_____ Signature of the Station Master</p> <p style="text-align: center;">Station Master Stamp</p>	<p style="text-align: center;">Form No.T/1518 Sr.No. _____</p> <p style="text-align: center;">E.C.RAILWAY</p> <p style="text-align: center;">TROLLEY/LORRY/OHE LADDER TROLLEY NOTICE [B]</p> <p>To The Official Incharge of _____ Lorry/Trolley/OHE Ladder Trolley.</p> <p>I have exchanged advice with _____ Station and shall issue caution order to all trains until I receive advice of the removal of lorry/trolley.</p> <p>The line has been blocked for your Lorry/Trolley/OHE Ladder Trolley between _____ station and _____ station on UP/DOWN Line and block will be removed only on receipt of the removal report of Lorry/Trolley/OHE Ladder Trolley. Private Number(in words) _____ (in figures) _____ you are advised to ensure clearance of Block Section within Block permitted.</p> <p style="text-align: right;">_____ Signature of the Station Master</p> <p style="text-align: center;">Station Master Stamp</p> <p style="text-align: right;">Date _____ Time _____</p>	<p style="text-align: center;">Form No.T/1518 Sr.No. _____</p> <p style="text-align: center;">E.C.RAILWAY</p> <p style="text-align: center;">TROLLEY/LORRY/OHE LADDER TROLLEY NOTICE [C]</p> <p style="text-align: center;">REMOVAL REPORT</p> <p>Reference :- Lorry/Trolley/OHE Ladder Trolley Notice No. _____ Dated _____</p> <p>Lorry/Trolley/OHE Ladder Trolley No. _____ arrived at _____ was removed from the track at Km _____ at _____ hours _____ _____ minutes.</p> <p>Block Section is free from obstruction to resume normal Train working.</p> <p style="text-align: right;">_____ Signature of official Icharge</p> <p>Removal report received at _____ hrs _____ minutes on date _____</p> <p style="text-align: right;">_____ Signature of the Station Master</p> <p style="text-align: center;">Station Master Stamp</p>
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E.C.RAILWAY

Form No.T/1525

Sr.No. _____

**E.C. RAILWAY
MOTOR TROLLEY PERMIT**

Station _____

Date _____

From Station Master _____

To

_____ (Official Incharge) Motor Trolley No. _____

You are permitted to follow Train No. _____ /Motor Trolley No. _____ in
Block Section between Station _____ and Station _____ which left this
Station at _____ hours _____ minutes for station _____

You are also authorized to pass Up/Dn _____ signals at 'ON' position.

On arrival at _____ station you are required to hand over this permit to
Station Master _____

Private No. received (in words) _____ (in figures) _____

Signature of the Station Master
Station Master Stamp

Received _____

Signature of *{Official Incharge & Designation} _____
{ Motor Trolley Driver}

* Strike out whichever is not applicable.

E.C.RAILWAY

Performa of forms to be used for Engineering Block

Record

E.C. RAILWAY (Engineering Deptt.) ECR-4	E.C. RAILWAY (Engineering Deptt.) ECR-4	E.C. RAILWAY (Engineering Deptt.) ECR-4
-----	-----	-----
Counterfoil and form of acknowledgement of SM	Form for cancellation of block within station limits	Form of imposition of block within station limits
No. _____ Date _____ Time _____ Counterfoil	No. _____ Date _____ Time _____	No. _____ Date _____ Time _____
To the SM _____ Block is imposed within the station _____ on Up/Dn. Main or yard line No. _____ from Km _____ to Km _____ from _____ hrs to _____ hrs. on date _____ AEN/SE(P.way) _____ Acknowledgement of S.M for foil No.1	Block Removal Advice To The Station Master On duty at _____	Block Imposition Advice To The Station Master On duty at _____
To the AEN/SE(P.way) _____	Please note that block imposed within the station _____	Please note that block imposed within the station _____
Receipt of your block imposition advice No. _____ dated _____ is hereby Acknowledged. Block on Up/Dn. Main or yard line No. _____ Within station limits is hereby granted from _____ hrs. to _____ hrs. all concerned have been duly advised. Date _____ Time _____ SM on duty. (Office seal)	On Up/Dn. Main or yard line No. _____ From Km _____ to Km _____ is hereby removed. Date _____ Time _____ Please acknowledge	Up/Dn. Main or yard line No. _____ From Km _____ to Km _____ will remain blocked from _____ hrs for _____ (Nature of work)
Acknowledgement of SM for Foil No.2 To the AEN/SE(P.way) _____ Receipt of your block removal advice No. _____ dated _____ for the block imposed vide advice No. _____ dt _____ is hereby acknowledged. Date _____ Time _____ SM on duty. (Office seal)	AEN/SE(P.way)/JE(P.way) (Office seal)	Please acknowledge and advice all concerned. AEN/SE(P.way)/JE(P.way) (Office s

E.C.RAILWAY

Performa of forms to be used for Engineering Block

Foil No. 2

Record

E.C. RAILWAY (Engineering Deptt.) ECR-4A	E.C. RAILWAY (Engineering Deptt.) ECR-4A	E.C. RAILWAY (Engineering Deptt.) ECR-4A
Counterfoil and form of acknowledgement of SM	Form for cancellation of block outside station limits	Form of imposition of block outside station limits
No. _____ Date _____ Time _____ Counterfoil	No. _____ Date _____ Time _____	No. _____ Date _____ Time _____
To the SM _____ Block is imposed on the section between station _____ and station _____ at Km _____ to Km _____ Up/Dn. line from _____ hrs. to _____ hrs. on date _____ AEN/SE(P.way) _____ _____ Acknowledgement of S.M for foil No.1	Block Removal Advice To The Station Master On duty at _____	Block Imposition Advice To The Station Master On duty at _____
To the AEN/SE(P.way) _____	Please note that block imposed on	The section between
Receipt of your block imposition advice No. _____ dated _____ is hereby Acknowledged. Block on Up/Dn. line between _____ (station) and _____ (station) between Km _____ to Km _____ from hrs. is granted. All concerned have been duly advised. Date _____ Time _____ SM on duty. <div style="text-align: right;">(Office seal)</div>	Up/Dn. line between _____ (Stn.) and _____ (Stn.) at Km _____ to Km _____ is hereby removed. Date _____ Time _____ <div style="text-align: center;">Please acknowledge</div>	(Stn.) and _____ (Stn.) at Km. _____ to Km. _____ on Up/Dn. line will remain blocked from _____ hrs. to _____ hrs. on date _____ for _____ <div style="text-align: right;">(Nature of work)</div>
Acknowledgement of SM for Foil No.2 To the AEN/SE(P.way) _____ Receipt of your block removal advice No. _____ dated _____ for the block imposed vide advice No. _____ dt _____ is hereby acknowledged. Date _____ Time _____ SM on duty. <div style="text-align: right;">(Office seal)</div>	AEN/SE(P.way)	Please acknowledge and advice all concerned. AEN/SE(P.way)

Performa of forms to be used for Engineering Block

Foil No. 2

Record

E.C. RAILWAY (Engineering Deptt.) ECR-5	E.C. RAILWAY (Engineering Deptt.) ECR-5	E.C. RAILWAY (Engineering Deptt.) ECR-5
-----	-----	-----
Counterfoil and form of acknowledgement of SM	Form for removal of restriction.	Form of imposition of restriction
No. _____ Date _____ Time _____	No. _____ Date _____ Time _____	No. _____ Date _____ Time _____
<p>To the SM _____</p> <p>Owing to _____ the speed of all trains must be restricted as indicated below on</p> <p>Up/Dn. line between _____ station and _____ station until further advice –</p> <p>1. _____ KMPH from Kms _____ to Kms _____</p> <p>2. _____ KMPH from Kms _____ to Kms _____</p> <p>3. _____ KMPH from Kms _____ to Kms _____</p> <p>4. _____ KMPH from Kms _____ to Kms _____</p> <p>Temporary engineering signals have been duly exhibited. Caution orders must be issued to Loco Pilot of all trains accordingly.</p> <p align="right">Signature of AEN/SE(P.way) _____</p> <p>Noted and acknowledged.</p>	<p align="center">Restriction Removal Advice</p> <p>To SM _____</p> <p>Reference Restriction Notice No. _____</p> <p>Date _____</p> <p>Engineering restriction/restrictions of the speed of all trains must be restricted as indicated below on</p> <p>1. _____ KMPH from Kms _____ to Kms _____</p> <p>2. _____ KMPH from Kms _____ to Kms _____</p> <p>3. _____ KMPH from Kms _____ to Kms _____</p> <p>4. _____ KMPH from Kms _____ to Kms _____</p>	<p align="center">Restriction Imposition Advice</p> <p>To SM _____</p> <p>Owing to _____</p> <p>Up/Dn. lines _____ between _____ (Stns.) and _____ (Stns)</p> <p>Until further advice -</p> <p>1. _____ KMPH from Kms _____ to Kms _____</p> <p>2. _____ KMPH from Kms _____ to Kms _____</p> <p>3. _____ KMPH from Kms _____ to Kms _____</p> <p>4. _____ KMPH from Kms _____ to Kms _____</p>
Signature of SM _____	As per Restriction Notice above on	
<p>Station Stamp _____</p> <p>Date _____ Time _____</p> <p>Restriction removal advice No. _____</p> <p>Time _____</p> <p>Advice of removal of the above restriction/restrictions of</p> <p>1. _____ KMPH from Kms _____ to Kms _____</p> <p>2. _____ KMPH from Kms _____ to Kms _____</p> <p>3. _____ KMPH from Kms _____ to Kms _____</p> <p>4. _____ KMPH from Kms _____ to Kms _____</p> <p>Imposed vide No. _____ Dated _____ is noted and Acknowledged.</p> <p>Signature of SM _____</p> <p>Dated _____ Time _____</p> <p align="right">(Station Seal)</p>	<p>Up/Dn. lines between _____ (Stn) And between _____ (Stn) is removed.</p> <p>Date _____ Time _____</p> <p align="center">Please acknowledge receipt.</p> <p align="center">Signature of AEN/SE(P.way) _____</p>	<p>Temporary engineering signals have been duly exhibited. Caution orders must be issued to Loco Pilot of all trains accordingly.</p> <p align="right">Signature of AEN/SE(P.way) _____</p>

E.C.RAILWAY

Performa of forms to be used for TR-D Block

Foil No. 2

Record

<p align="center">E.C. RAILWAY (ELEC-TR-D-DEPOT) E-TRD-1</p> <p>-----</p>	<p align="center">E.C. RAILWAY (ELEC-TR-D-DEPOT) E-TRD-1</p> <p>-----</p>	<p align="center">E.C. RAILWAY (ELEC-TR-D-DEPOT) E-TRD-1</p> <p>-----</p>
<p>Counterfoil and from of acknowledgment of SM No. _____ Date _____ Time _____ Counter Foil</p> <p>To SM _____</p> <p>(a) Traffic Block is imposed on the section between station _____ and station _____ at Km _____ to Km _____ on Up/Dn Line from _____ hrs to _____ hrs on date _____</p> <p align="right">ELC/LM Fitter</p> <p>(b) Power Block is imposed on the section between station _____ and station _____ on Elementary section _____ on Up/Dn. line from _____ hrs to _____ hrs on date _____</p> <p align="right">ELC/LM Fitter</p> <p>Acknowledgement of SM for Foil No.1</p> <p>To The ELC/LM/Fitter _____</p> <p>Receipt of your Power and Traffic block imposition advice No. _____ Dated _____ is hereby Acknowledged Traffic Block on Up/Dn line between _____ (Stn) and _____ (Stn) between Km _____ to Km _____ from _____ Hrs. to _____ hrs _____ is granted. Power Block on Up/Dn line between _____ (Stn) and _____ (Stn) on Elementary section from _____ hrs to _____ hrs is granted.</p> <p>All concerned have been duly advised. Date _____ Time _____</p> <p align="right">SM on duty (Office seal)</p> <p>Acknowledgment of SM for Foil No.2</p> <p>To The ELC/LM/Fitter _____</p> <p>Receipt of your power and Traffic block removal advice No. _____ dated _____ is hereby acknowledged. Date _____ Time _____</p> <p align="right">SM on duty (Office seal)</p>	<p>Form for cancellation of block outside station limits.</p> <p>No. _____ Date _____ Time _____</p> <p align="center">Block Removal Advice</p> <p>To The Station Master On duty _____</p> <p>Please note that Power and Traffic Block imposed On Up/Dn line between _____ (Stn) and _____ (Stn) at Km _____ to Km _____ and Power Block on Elementary section _____ is hereby removed.</p> <p align="center">Please acknowledge</p> <p align="center">ELC/LM/Fitter</p>	<p>Form for imposition of block outside station limits.</p> <p>No. _____ Date _____ Time _____</p> <p align="center">Block Imposition Advice</p> <p>To To The Station Master On duty _____</p> <p>Traffic Block</p> <p>The section between _____ (Stn) and _____ (Stn) at Km _____ to Km _____ on Up/Dn line will remain traffic blocked from _____ hrs to _____ on date _____ for _____</p> <p align="center">(Nature of works)</p> <p>Power Block</p> <p>The station between _____ (Stn) And _____ (Stn) on elementary section on Up/Dn main Line will remain power blocked from _____ hrs to _____ hres on date _____ for _____</p> <p align="center">(Nature of works)</p> <p>Please acknowledge and advice all concerned.</p> <p align="right">ELC/LM Fitter</p>

E.C.RAILWAY

Performa of forms to be used for TR-D Block

Foil No. 2

Record

E.C. RAILWAY (ELEC-TR-D-DEPOT) E-TRD-2	E.C. RAILWAY (ELEC-TR-D-DEPOT) E-TRD-2	E.C. RAILWAY (ELEC-TR-D-DEPOT) E-TRD-2
<p>Counterfoil and from of acknowledgement of SM/AYM NO. _____ Date _____ Time _____</p> <p style="text-align: right;">Counterfoil</p> <p>To SM/AYM _____</p> <p>(a) Traffic Block is imposed within station on Up/Dn Main or Yard line No. _____ from Km _____ to _____ Km _____ from _____ hrs to _____ Km _____ from _____ hrs to _____ hrs on date _____</p> <p style="text-align: right;">ELC/LM/Fitter</p> <p>(b) Power Block is imposed within the station On Up/Dn Main or yard line No. _____ on Elementary section No. _____ from _____ hrs to _____ hrs on date _____</p> <p style="text-align: right;">ELC/LM/Fitter</p> <p>Acknowledgement of SM for Foil No. 1 To The ELC/LM/Fitter _____ Receipt of your Power Traffic block imposition advice No. _____ dated _____ is hereby acknowledged. Traffic Block on Up/Dn Main or Yard line No. _____ Within station limits is hereby granted from _____ hrs to _____ hrs. All concerned have duly been advised.</p> <p>Date _____ Time _____</p> <p style="text-align: right;">SM/YM on duty (seal)</p> <p>Power Block on Up/Dn Main or Yard line No. _____ Within station limit is hereby granted from _____ hrs to _____ hrs. All concerned have been duly advised.</p> <p>Date _____ Time _____</p> <p style="text-align: right;">SM/YM on duty (Seal)</p> <p>Acknowledgement of SM for Foil No. 2 To The ELC/LM/Fitter _____ Receipt of your Power Traffic block removal advice No. _____ date _____ for the block imposed vide advice No. _____ dated _____ is hereby acknowledged.</p> <p>Date _____ Time _____</p> <p style="text-align: right;">SM/YM on duty (Seal)</p>	<p>Form for cancellation of block within station limits.</p> <p>No. _____ Date _____ Time _____</p> <p>Block Removal Advice.</p> <p>To The SM/YM _____ On duty _____</p> <p>Please note that:</p> <p>(a) Traffic Block imposed within Stn. _____ On Up/Dn Main or yard line No. _____ From Km _____ to Km _____ is Hereby removed.</p> <p>(b) Power block imposed within Stn _____ On Elementary section No. _____ is hereby removed.</p> <p>Please acknowledge.</p> <p style="text-align: right;">ELC/LM/Fitter (Office seal)</p>	<p>Form for imposition of block within station limits.</p> <p>No. _____ Date _____ Time _____</p> <p>Block Imposition Advice.</p> <p>To The SM/YM _____ On duty at _____ Within Station _____ Traffic Block _____</p> <p>Up/Dn Main or Yard line No. _____ from Km _____ to Km _____ will remain blocked from _____ hrs to _____ hrs for _____</p> <p style="text-align: center;">(Nature of works)</p> <p style="text-align: center;">Power Block</p> <p>Up/Dn Main or yard line No. _____ on Elementary Section No. _____ will remain blocked from _____ hrs to _____ hrs</p> <p style="text-align: center;">(Nature of works)</p> <p>Please acknowledge and advice all concerned.</p> <p style="text-align: right;">ELC/LM/Fitter (Office seal)</p>

E.C.RAILWAY

Performa of forms to be used for TR-D Block

Foil No. 2

Record

E.C. RAILWAY (Electrical Department/TRD) E-TRD-3 	E.C. RAILWAY (Electrical Department/TRD) E-TRD-3 	E.C. RAILWAY (Electrical Department/TRD) E-TRD-3
<p>Counterfoil and form of acknowledgement of SM No. _____ Date _____ Time _____</p> <p style="text-align: right;">Counterfoil</p> <p>To SM _____ Owing to _____</p> <p>1. The speed of all Electric trains must be restricted as indicated below on Up/Dn line between _____ station and _____ station until further advice.</p> <p>1. _____ KMPH from Kms _____ to Kms _____ 2. _____ KMPH from Kms _____ to Kms _____</p> <p>2. Loco Pilot to lower the pantograph.</p> <p>Caution orders must be issued to Loco Pilots of all Electric Trains accordingly.</p> <p style="text-align: right;">Signature of ELC/LM/Fitter</p> <p>Noted and acknowledged.</p> <p>Signature of SM _____ (Station Stamp)</p> <p>Date _____ Time _____</p> <p>Restriction Removal Advice.</p> <p>No. _____ Date _____ Time _____ Advice of removal of above restriction imposed vide No. _____ Date _____ is noted and acknowledged.</p> <p>Signature of SM _____ (Station Stamp)</p> <p>Date _____ Time _____</p>	<p>Form of removal of restriction No. _____ Date _____ Time _____</p> <p>Restriction Removal Advice</p> <p>To The SM _____ Reference Restriction Notice</p> <p>No. _____ Date _____</p> <p>Elec. TRD restriction as per Restriction Notice above on Up/Down lines between Stn. _____ and _____ Station is removed.</p> <p>Please acknowledge receipt.</p> <p>Signature of _____ ELC/LM/Fitter</p>	<p>Form for imposition of restriction. No. _____ Date _____ Time _____</p> <p>Restriction Imposition Advice.</p> <p>To The SM _____ Owing to _____</p> <p>(1) The speed of all Electrical Trains must be restricted as indicated below on Up/Dn lines between _____ Stn. and _____ Stn.</p> <p>Until further advice -</p> <p>(1) _____ Kmph. from Km _____ to _____ Kms.</p> <p>(2) _____ Kmph. from Kms _____ to _____ Kms.</p> <p>(2) Loco Pilot to lower the Pantograph</p> <p>Caution orders must be issued to Loco Pilots of all Electrical Trains accordingly.</p> <p style="text-align: right;">Signature of ELC/LM/Fitter</p>

APPENDIX – ‘D’

INDEX OF RULES

‘A’	Rule No.
Absence from duty	2.08
Absence of a fixed signal or a signal without a light	3.74
ABSOLUTE BLOCK SYSTEM	8.01 to 8.16
Essentials of Absolute Block System	8.01
Conditions for granting line clear at :- a Class ‘A’ Station	8.02
a Class ‘B’ Station	8.03
a Class ‘C’ Station	8.04
.....obstruction on double line at a block station when a train is approaching	8.05
.....obstruction on double line in the block section.	8.06
.....obstruction on single line at a Class ‘A’ Station when a train is approaching	8.07
.....obstructing the block section at a Class ‘A’ Station on single line	8.08
.....obstruction in face of an approaching train at a Class ‘B’ Station on single line	8.09
.....obstruction within station section at a Class ‘B’ station on single line	8.10
.....obstruction outside station section at a Class ‘B’ single station equipped with two aspect signals	8.11
.....obstruction outside station section at a Class ‘B’ single line station equipped with manually operated multiple aspect signals	8.12
.....obstruction outside the first stop signal at a Class ‘B’ station on single line	8.13
Acknowledgement of signals	14.06
Access to an operation of equipment	5.08
Accident or Obstruction	6.01
Additional Fixed signals at stations generally	3.30
Additional Fixed signals in Automatic Block Territory on single line	9.05
Adherence to advertised time	4.02
Alterations to track	17.06
Application of Guard’s hand brake	4.47
Applicability of General Rules referring to the working of signals and trains	7.02
Assistance in observance of rules	2.04
Assistance of the Engine crew regarding signals	3.83
Assistance in protection of trains	15.10
Assistance from Guard’s hand brake	4.46
Attendance for duty	2.07
Attracting attention of Loco Pilot	4.45
Attachment of Lorry, Trolley or Motor Trolley to train prohibited	15.23
AUTHORITY TO PROCEED	14.08
When to be given to Loco Pilot-	14.24
On the following train system	10.05
Authority to enter the section	13.03
Authority for shunting or obstruction in the block section	8.15
AUTOMATIC BLOCK SYSTEM	9.10 to 9.16
Additional fixed signals on single line	9.05
Conditions for taking ‘Off’ Manual stop signals on single line	9.06
Duties of Guards when an Automatic Stop signal is to be passed at ‘ON’	9.07

E.C.RAILWAY

Duties of Loco Pilot and Guard when an Automatic Stop Signal on double line is to be passed at 'ON'	9.02
Essentials of Automatic Block System on double line	9.01
Essentials of Automatic Block System on single line	9.03
Automatic Block System - Minimum equipment of fixed signals on single line in	9.04
Movement of trains against direction of traffic	9.13
Person In-charge of working trains on single lines	9.08
Procedure during failure of Automatic Signalling	9.12
Protection of train stopped in the section	9.10
Passing a gate stop signal at 'ON'	9.15
'B'	
Back lights	3.24
Banner Flags	3.57
Bell code	14.05
Bell signals between Loco Pilot and Guard	4.51
Ballasting	15.15
Block section- definition of	1.02 (10)
Block back or Block forward	8.14
'C'	
Calling-on Signals	3.13
Cancellation of Line Clear	14.22
Care and lighting of signal lamps	3.49
Caution Order	4.09
Certificate of competency	14.04
Centralised Traffic Control- definition	1.02 (11)
Cessation of working on the Following Train System	10.08
Channel for flange of wheels	16.05
Classification of stations	1.03
Closing of Intermediate Block Post	14.14
Co-acting signals	3.15
Commissioning of fixed signals	3.26
Completion of message	14.20
Conditions for taking 'OFF' Home Signal	3.40
For taking 'OFF' Outer Signal	3.41
For taking 'OFF' Last Stop Signal or Intermediate Block Stop signal	3.42
For taking 'OFF' Warner Signal	3.43
For taking 'OFF' Gate Stop Signal	3.44
For taking 'OFF' Calling-on Signal	3.45
For taking 'OFF' manual stop signals in Automatic Block Territory on single line	9.06
For granting line clear at a Class 'A' station	8.02
For granting line clear at a Class 'B' station	8.03
For granting line clear at a Class 'C' station	8.04
To be observed in working trains on the Following Trains System	10.03
To be observed for following trains on the Pilot Guard System	11.02
To be observed for following trains on the Train Staff and Ticket System	12.03
For closing the block section	14.10
Of permanent way and works	15.01
Conduct of Railway Servants	2.10
Control of shunting	5.13

E.C.RAILWAY

Consent required before interfering with Block working equipment	14.03
Couplings	4.26
Cranes	4.27
'D'	Rule No.
Damaged or defective vehicles	4.29
Defective or damaged points	3.77
Defects at level crossings	16.06
Definitions	1.02
Departure of a train from a non signaled line	5.11
Departure of a train from a line provided with common departure signal	5.12
Description of warner signals and their indications	3.06
Distant signals and their indications	3.07
Stop signals and their indications	3.08
Flare signals	3.65
Detaching engines	4.57
DETONATING SIGNALS	3.59
Description of	3.59
Method of using	3.60
Placing of.....in thick, foggy or tempestuous weather impairing visibility	3.61
Placing of.....in case of obstruction	3.62
Replacement of.....on the line	3.63
Direction of running	4.06
Driving electric train	4.21
LOCO PILOT :	
and Guard to examine notices before starting	4.30
To have authority to proceed	14.23
To obey certain orders	4.39
and Assistant Loco Pilot to keep good look out	4.40
and Assistant Loco Pilot to look back	4.41
To see that the train is stopped clear of fouling marks	4.58
Not to leave engine when on duty	4.61
to report failures	9.11
to have Train staff or Train Staff Ticket	12.04
To examine authority to proceed	14.09
Drawing of a train to an advanced position at night or in thick, foggy or tempestuous weather impairing Visibility.	5.18
Delivery of authority to proceed to Loco Pilot or Guard on the following Train System	10.04
Distinction between trolley lorry and Motor Trolley	14.18
Distinguishing marks of Train Staff Tickets and boxes	12.13
Distinguishing marker and signs for signals	3.17
DUTY (IES)	
For securing safety	2.11
Of Station Master generally when a signal is defective	3.68
Of Station Master when an approach Stop signal is defective	3.69
Of Station Master when a departure Stop signal is defective	3.70
Of Engine Crew in respect of signals	3.78

E.C.RAILWAY

Of Loco Pilot in respect of Calling-on signal	3.79
Of Loco Pilot when an approach stop signal is 'ON' or defective	3.80
Of Loco Pilot when a departure stop signal is 'ON' or defective	3.81
Of Loco Pilot as to signals when two or more engines are attached to a train	3.84
Of Guard when taking over charge of a train	4.34
Of Gangmate and Gangman when apprehending danger	15.17
Of Loco Pilot and Guard when an Automatic Stop Signal on double line is to be passed at 'ON'	9.02
Of Loco Pilot and Guard when an Automatic Stop Signal on single line is to be passed at 'ON'	9.07
'E'	
Efficient brakes	15.21
Electric repeater	3.23
Engine pushing	4.12
ESSENTIALS OF:	
Absolute Block System	8.01
Automatic Block System on double line	9.01
Automatic Block System on single line	9.03
The Following Train System	10.01
The Pilot Guard System	11.01
The Train Staff and Ticket System	12.01
The One Train Only System	13.02
Equipment of trolley, lorry or motor trolley	15.20
Equipments of Guard, Loco Pilot and Assistant Loco Pilot	4.19
Exceptions in providing minimum equipment of signals	3.33
Exhibition of hand signals	3.52
Examination of trains before starting	4.31
Examination of train by Loco Pilot	4.32
Examination of single and multiple units by Loco Pilot	4.33
Exchange of signals between LocoPilot, Guard and Station staff	4.42
'F'	
Failure of electrical Block Instruments of track circuit or axle counters	14.13
Fire	6.10
Fixed signals at level crossings	3.34
Fixed signals generally	3.36
Assistant Loco Pilots to obey Loco Pilots	4.38
Forms	5.07
Forms of messages and written authority to proceed	14.17
Forms of Train Staff Ticket	12.14
Following Train System	10.1 to 10.09
'G'	
Gang-mate in each gang	15.11
Gateman to observe passing trains	16.04
General use of signals	3.01
GUARDS	4.25
Guards to be in-charge of trains	4.36
To keep a good look out	4.43
To see that the train is stopped clear of fouling marks	4.56
Not to leave train till handed over	4.60

Attracting attention of Loco Pilot	4.45
‘H’	
Hand signals for shunting	3.56
Head light and marker lights	4.14
Height gauges	16.11
Hose or water crane	4.53
HAND BRAKE:	
Application of Guards	4. 47
Assistance from Guards	4.46
‘I’	
Illustrative diagrams –Absolute Block System	8.16
Illustrative diagrams-Automatic Block System	9.16
Inspection of electrical way and works	17.03
Inspection of Permanent way and works	15.04
Inspection of Gauges, Signals, Tools and implements	15.13
Intermediate Block Stop Signal	3.11
Intimation of officials when defects remedied	3.76
‘K’	
Keeping of materials	15.03
Kinds of signals	3.02
Kinds of fixed stop signals for approaching trains	3.09
Kinds of fixed stop signals for departing trains	3.10
Kinds of fixed stop signals in Automatic Block Territory	3.12
Knowledge of rules	2.03
Knowledge of possession of hand signals	3.58
Knowledge of signals and equipment of gang	15.12
Knowlwdge of signals	16.01
Knowlwdge and possession of detonators	3.64
‘L’	
Leaving vehicles in sidings outside station limits	5.22
Level Crossings	16.1 to 16.11
Line Clear Tickets	14.25
Limits of speed generally	4.08
Limits of speed over facing points	4.10
Limits of speed while running through stations	4.11
Limits of speed with engine tender formost	4.13
Loading of vehicles	4.28
Loose shunting	5.21
Locking of facing points	3.39
Lorries and trollies out of use	15.28
‘M’	
Means of granting or obtaining line clear	14.01
Means of communication	4.18
Manning of engine in motion	4.20
Maintenance of line	15.02
Method of using detonators(Fog signals)	3.60

Minimum equipments of fixed signals at stations provided with manually operated multiple aspect signalling	3.27
Minimum equipments of fixed signals at stations provided with modified lower quadrant signaling	3.28
Minimum equipments of fixed signals at other stations provided with two aspect signaling	3.29
Minimum equipments of fixed signals in automatic block territory on single line	9.04
Movement of trains against the direction of traffic on the Automatic block system	9.13
Motor Trolley	15.25
Moving of train carrying passengers after it has been stopped at a station	4.59
‘N’	
Normal Aspect of Signals	3.37
Neglect of duty	5.05
‘O’	
Obedience to Rules and orders	2.06
Obedience of orders and keeping of books and returns	5.03
Obligation to provide fixed signals at stations	3.25
OBSTRUCTION	
of running line	5.19
on double line at a block station when a train is approaching	8.05
On double line in block section	8.06
On single line at a class ‘A’ station when a train is approaching	8.07
In face of an approaching train at a class ‘B’ station on single line	8.09
Within station section at a class ‘B’ station on single line	8.10
Outside station section at a class ‘B’ single station equipped with two aspect signals	8.11
Outside station section at a class ‘B’ single line station equipped with manually operated multiple aspect signals	8.12
Outside the first stop signal at a class ‘B’ station on single line	8.13
In face of approaching train or trains on the Following Train System	10.07
Outside the Home Signal	12.16
At level crossing	16.07
Obstructing the block section at a class ‘A’ station on single line	8.08
‘P’	
Passing a Gate Stop signal at ‘ON’ in Automatic Signalling Territory	9.15
Passing of Gate Stop signal at ‘ON’	3.73
Passing of Intermediate Block Stop Signal at ‘ON’	3.75
Passengers	4.54
Parting of Train	16.08
Petrolling of lines	15.05
Permission before entering on or crossing a running line	3.82
Permission of Guard to detach engine from train	4.48
Placing of detonators in case of obstruction	3.62
Placing of detonators in thick, foggy or tempestuous weather impairing visibility	3.61
Placing of Stop signals at converging Junctions	3.20
Placing of Stop signals at diverging Junctions	3.19
Placing of signals at signal arms; painting of signal arms	3.04
Placing of more than one signal on the same post	3.22
Points affecting movement of trains	3.38
Points	3.51

Prevention of trespass, damage or loss	2.05
Proceed hand signal	3.54
Proceed with caution hand signal	3.55
Procedure during failure of automatic signalling	9.12
Procedure when Semi Automatic Stop Signal is 'ON'	9.14
Procedure in case of accident or disablement of the One Train Only System	13.04
PROTECTION	
And working of points of outlying sidings	3.35
Of trolley on the line	15.26
Of lorry on the line	15.27
Of material train when stabled	4.64
Of trains stopped between stations	6.03
Of train stopped in an Automatic Block signaling section	9.10
Of trains on the Following Train System	10.09
Of trains on the Pilot Guard System	11.06
Of trains on the Train Staff and Ticket System	12.17
Private engines and vehicles	4.66
Portion of a train left in a block section	6.09
Provision of an Advanced Starter, Shunting Limit Board or Block Section Limit Board	3.32
Provision of Instruments	14.02
Preservation of messages and written authority to proceed	14.21
Precautions before commencing operations which would obstruct the line	15.08
Procedures when engine is disabled on Train Staff and Ticket System	12.10
Proper running line	4.05
Position of brakevan on train	4.24
Permit to work on electric equipment	17.04
Person incharge of working train on Automatic Block System on single line	9.08
Pilot Guard System	11.1 to 11.6
Pilot Guard's tickets	11.05
Pilot Guard to accompany train or give authority to proceed	11.04
Pilot Guard's dress or badge	11.03
Putting in or removing points or crossings	15.06
'Q'	
Qualified person to be incharge of lorry or trolley when on the line	15.22
'R'	
Reception of a train on an obstructed line	5.09
Reception of a train on a non signalled line	5.10
Record of Train staff tickets issued	12.15
Red flag or light to be shown	15.19
Repeating signals	3.16
Replacement of detonators on the line	3.63
Reporting of defects in signals	3.85
Report of neglect of duty	5.05
Report of conditions likely to affect running of trains to Controller or Centralised Traffic Control Operator	6.07
Report to the Commissioner of Railway Safety	10.02
Responsibility of Station Master regarding tail board or tail lamp of passing trains	4.17
Responsibility of Station Master for working	5.01
Responsibility as to proper preparation of authority to proceed on the Following Train System	10.06

E.C.RAILWAY

Responsibility of Station Master as to authority to proceed	14.11
Responsibility of Gangmate as to safety of line	15.14
Responsibility for shunting	5.14
Riding on engine or tender	4.22
Road Traffic	16.03
'S'	
Securing of vehicles at stations	5.23
Setting watch	4.03
SHUNTING	
At stations under centralized Traffic Control	5.15
During reception of trains	5.16
Near level crossing	5.17
And securing of vehicle	5.13 to 5.23
Control of.....	5.13
Loose.....	5.21
On gradients	5.20
Stop hand signals	3.53
Shunt signals	3.14
Shutting off power	4.55
SIDINGS	
Leaving vehicles in Putside station limits	5.22
Traps, slip and catch	3.50
SIGNALS	
Additional fixedat stations generally	3.30
At Class 'D' stations	3.31
Fixed..... at level crossings	3.34
Calling-on	3.13
Co-acting.....	3.15
Description of warner signals and their indications	3.06
Description of Distant And their indications	3.07
Description of stop and their indications	3.08
Exhibition of hand.....	3.52
Kinds of	3.02
Kinds of fixed stop.....for approaching trains	3.09
Kinds of fixed stop for departing trains	3.10
Knowlwdge and possession of hand	3.58
Knowledge of.....	16.01
Out of use	3.18
Procedure when fixed..... Are defective	3.68 to 3.85
Showing of hand.....	3.52
Shunt.....	3.14
Signal Cabins	5.03
Use of night..... by day	5.03
Warner not to be used when a stop signal is defective	3.72
Slip sidings, traps and catch sidings	3.50
Sounding the engine whistle	4.50
SPEED	
Limits of.....generally	4.08
Limits ofover facing points	4.10
Of trains	4.08 to 4.13

E.C.RAILWAY

Starting and Stopping of trains	4.49
Supply and care of equipment	16.02
Supplies of copies of rules	2.01
Supply of Working Time Table and Schedule of Standard Dimensions	4.07
SYSTEM(S)	
Absolute Block.....	8.01 to 8.16
Automatic Block	9.01 to 9.06
Of working	7.01
One Train Only.....	13.1 to 13.4
Pilot Guard.....	11.1 to 11.6
Train Staff and Ticket.....	12.1 to 12.17
‘T’	
Taking alchohalic drink, sedative, narcotic, stimulant drug or preparation	2.09
Taking ‘OFF’ signals for more than one train at a time	3.47
Tail and side lights	4.15
Tail board or Tail lamp	4.16
Tower wagon	17.08
Throwing out water, fire or cinders	4.52
Tripping of circuit breakers of locomotives and electrical multiple units at netral sections	17.07
Time of attendance for train crew	4.04
Traps, Slip sidings and catch sidings	3.50
Train held up at first stop signal	4.44
Train unusually delayed	6.04
Train in block section without authority to proceed	6.06
Train parting	6.08
Train Staff and Ticket System	12.1 to 12.17
Train Staff and Train Staff Ticket by whom to be delivered to Loco Pilot	12.05
Train Staff and Train Staff Ticket when to be delivered to Loco Pilot	12.06
Train staff to be kept on engine	12.07
Trains not to be started until Train Staff returned	12.08
Train staff or Train staff Ticket to be given up and Ticket to be cancelled on arrival of trains	12.09
Train staff tickets: how kept	12.11
Train staff : how kept	12.12
Train Signal Register	14.7 to 14.16
Transmission of signal	14.15
Time of running	15.25
Trespassing	16.09
Transfer of charge of gate	16.10
‘U’	
Up-keep of the copy of rules	2.02
Use of night signals by day	3.03
Use of fixed signals	3.05
Use of fixed signals for shunting	3.46
Use of flare signals	3.66
Use of the One Train Only System	13.01
Use and operation of block working equipment	14.26

E.C.RAILWAY

‘V’	
Vehicles escaping from a station	6.11
‘W’	
Warner not to be used when a stop signal is defective	3.72
Warner or Distant signal defective in the ‘OFF’ position	3.71
Warning to staff and public	17.05
Work in thich, foggy or temepestuous weather impairing visibility	15.07
Work involving dange to trains or traffic	15.06
Working of train on Centralised Traffic Control territory	9.09
Working in case of accident or failure of communications	6.02
Working of Track Maintenance Machine	4.65
Workers on material trains	4.63
Working of material train in a block section	4.62
Writing and signing of messages and written authorities to proceed	14.19



Register of Addendum and Corrigendum

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