

SOUTH EASTERN RAILWAY

INDIAN RAILWAYS

(OPEN LINES)

GENERAL (AMENDMENT) RULES

2022

TOGETHER WITH THE SUBSIDIARY RULES OF SOUTH EASTERN RAILWAY

(For Official use only)

For the Guidance of Railway Servants (e copy-edition 2022)

(Reproduced Edition of G & SR – 2011 including 82 to 136 c/slips)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(RAILWAY BOARD)

No. 69-RR/4 dtd. 11/2/1976 &

No. 91 / Safety (A & R) / 29/6

Dated New Delhi, the 31st January, 1996.

RESOLUTION

General Amendment Rules for Indian Railways (Open Lines) 1996 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 Accidents Committee, 1962, and the Railway Accidents Inquiry Committee, 1968, who desired that the revision of the Rules should be consistent not only with the conditions obtaining at present but likely to obtain in the foreseeable future, and emphasized the need for keeping the basic complexion of rules intact while at the same time providing for technological changes in recent years.

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

3. In consideration of strong views expressed by the Commission of Railway Safety and the positive recommendations of the railway Accidents Committee, 1962 and the Railway Accidents Inquiry Committee 1968, Member Traffic, Railway Board decided in September, 1972, that the revision of the existing General Rules should be so undertaken as to be in consonance with these view and to cover such

aspects only of the existing rules as require modification in the light of the technological changes or where certain existing rules have outlived their use. A fresh revision of the General Rules was accordingly taken up by the Safety Directorate in consultation with other Directorates of the Railway Board.

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

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

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

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

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

Documents accompanying: - General Rules for Indian Railway (Open Lines), 2011 (E-Edition 2022) administered by the Government.

PREFACE

1. The General (Amendment) Rules for Open Lines of Railway together with the Subsidiary Rules of the South Eastern Railway (E-copy 2022) are herewith published for the guidance of staff.

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

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

(c) The Subsidiary Rules shall be read in conjunction with the General (Amendment) Rules and are equally binding on the staff. This is also useful for all departments related to Railway Operations.

(d) To encourage paper less work, saving printing and paper costs, this railway has taken initiatives to publish all rule books on e-platforms/online mediums, so that all can access even on their mobile phones also as ready reckoner.

3. **Legal obligation of railway servants**: - Under section 101(b) Equivalent Section of the Indian Railway Act 1989 all Railway servants on the Railway are bound by the General (Amendment) Rules as well as the Subsidiary Rules, Manuals and Special Instructions. They must make themselves fully acquainted with all these rules and instructions and any revisions made from time to time. The addendum and corrigendum Nos. **82 to 136** of GR & SR of SER edition – 2011 have been incorporated (including corrections in images/figures) in this book. A record of all Addenda & Corrigenda issued subsequent to the publication of this book shall be kept on the record pages at the end of the book.

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

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

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

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

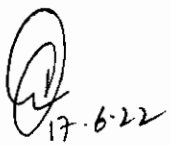
8. **Supplementary Rule Books:** - Separate books containing detailed instructions for working trains by Electrical Instruments entitled "Block Working Manual" (E- edition 2020) is issued to all Staff responsible for receiving, dispatching or passing trains. A separate book containing detailed instruction on matter containing to Accidents entitled "Accident Manual" including "Disaster Management" is issued to all concerned staff. Standing orders, general instructions etc. have been embodied in a separate book entitled "Operating Manual". These manuals should be studied carefully by the staff.

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

10. I am thankful to Sri Ashish Bhatia, CPTM and Sri M L Datta, Dy. COM/S/HQ for their initiatives to bring this manual. I would like to place on record my appreciation for the efforts of Sri Y.V.S Murty, Ch. T. I./Safety/OPTG, for typing, compilation, editing and in preparing of this manual in soft copy e-form, which is now easily accessible to all.

11. Staff concerned possess a copy of this book and should be thoroughly acquainted with the rules and regulations to enhance safety.

12. Though every care has been taken to **reproduce** this book carefully, correction and omission, if any may be brought to the notice of the undersigned. I also request suggestions from all quarters for improvement of this manual in subsequent E-editions.



(Prabhas Dansana)

Principal Chief Operations Manager

SER/GRC/KOLKATA-43

Disclaimer-1

This G R & S R is an e-book/palm top version 2022 with its corresponding addendum and corrigendum slips 82-136. C/slips 135 (SR 7.01.01/02 have updated data of sections and system of working) and 136 (for GR 1.01/4.35 updated directly in the chapter as on 30/5/22) with the permission of authorized officer, added herewith new information based on updated data from Divisions and Gazette.

Chapters 1, 2, 3, 4, 5, 6, 7, 9, 13, 14 15, 16 have correction slips from 82-136 are added here in typed form in the chapters. This e copy is totally to be used for ready reckoner by the S E Rly official staff only, who are always away from office premises and have no hard copy (2011) on hand with them.

Book typed, updated, compiled in E-Book format by Y V S MURTY, Chief Transportation Inspector OPTG/Safety/GRC /S E Rly, and Checked (with the kind help of Transportation Instructors of ZRTI/Sini, CDTIs /CTIs of Divisions/PCSO dept./GRC).

Disclaimer-2

The information contained in this E-Book/palm top version is for general information purposes only. While we endeavour to keep the in-formation up to date and correct, we make no representations or warranties of any kind, express or implied, about the completeness, ac-curacy, reliability, suitability or availability with respect to the website or the information or related graphics contained in this E-Book version for any purpose.

Pin pointing of mistakes, reviews, suggestions and comments from all corners welcomed whole heartedly. Please feel free to give your valuable ideas to make this e-copy/palm top book for further changes which will help to make this book better in future (cti.s.ser@gmail.com).

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1	T/351	Disconnection/Re-connection Notice	S&T Dn (Old)
2	T/369(I)	Advance Authority to pass defective Signals.	New
3	T/369(3b)	Authority to pass Signals in 'ON" or Defective Position.	OP/T27A, R
4	T/409	Caution Order	OP/T80/Large
5	T/A-409	'NIL' Caution Order	New
6	T/B 409	Reminder Caution Order	OP/T80 (Small)
7	T/431	Train Examination Advice /report	T/431
8	T/509	Authority to receive a train on an obstructed line.	New
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1) <u>DESIGNATIONS</u> :

<u>Old</u>	**<u>New</u>**
Driver	Loco Pilot
Asstt. Driver/Fireman	Asstt. Loco Pilot
Brakes man, Guard	Asst. Guard, Train Manager
Train Examiner	JE/SE/SSE(C&W)
PWI	JE/SE/SSE(P.Way or Works)
BSI	JE/SE/SSE(S&T)
Traction Foreman (Tr./OHE)	JE/SE/SSE (Traction/OHE)
Loco/Shed Foreman	JE/SE/SSE (Loco/Shed)
Traction Foreman (RS)	JE/SE/SSE(RS)
Traction Loco Controller	As it is.
DEE (RS-O)	DEE(OP)
Power /Traction Controller	Chief Crew Controller
TPC	As it is.
DPC	“
TLC	“
COM	Pr.COM/PCOM
ASM/Dy.SS/AYM	SM//YM
AOM post equivalent to	ATM/ARM/AARM/S.D.(GAZ)
	STJM/PM/CM posts includes TGM.
2) Deleted Words -	
Fusee/Flare	Now Warning signals
	(LED Based electronic flashing H/S lamp/ red flag)
Lowering signals	Now-Taking off signals
Morse Telegraph	Now- not in existence.

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CHAPTER I

PRELIMINARY

1.01. Short title and commencement. –
(1) These rules may be called the Indian Railways (Open Lines) General (First Amendment) Rules, 2022 (c/s 136 based on gazette).
(2) They shall come into force on the date of their publication in the Official Gazette.

S.R. 1.01(1).01.- The General Rules apply to all Indian Railways. The subsidiary Rules are prefixed SR and apply only to South Eastern Railway.

SR. 1.01(1).02- General Rules are liable to be revised by the Government of India and the Subsidiary Rules by the Authorised Officer of this Railway appointed by the General Manager and shall be duly notified. {C/slip 133 for GR 1.01 (1 & 2 added)}.

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

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

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

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

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

(5) "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).01(a) The nomination of Authorised Officer under this Rule is notified from time to time in the official Gazette or\and circular of this railway;

(b) Power to issue working instructions is also delegated to the Divisional Railway Managers within their own Divisions and to their Senior Divisional, Divisional and Assistant Operating Officers personally acting on behalf of the Divisional Railway Managers. No other official has authority to

issue Working Instructions except, when necessary, in an emergency and then only on behalf of the Divisional Railway Manager.

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

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

(8) "Block Back" means to 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 stations on to which no running train may enter until Line Clear has been received from the block station at the other end of the block section;

SR. 1.02(10).01. Demarcation of Block Section:-

Class of station	Points at the station in rear from which Block Section commences	Points at the station in advance at which Block Section ends
'A' Class at both Double and Single line sections.	At the Last Stop Signal	At the Starter signal
'B' Class Double line in Two-Aspect Signaling Territory.	At the Last Stop Signal	At the Home signal
'B' Class Double line in Multiple Aspect or Modified Lower quadrant signaling territory	At the last stop signal	At the Outermost facing points or at the Block Section Limit Board where there are no facing points or the Outermost points are trailing.
'B' Class Single line	(i) At the Advanced	(i) At the Advanced

provided in Two-Aspect Signalling territory.	Starter, if one is provided OR	Starter for opposite direction, if one is provided OR
	(ii) At the Shunting Limit Board, if there is no Advanced Starter; OR	(ii) At the Shunting Limit Board for the opposite direction, if there is no Advanced Starter; OR
	(iii) At the Home signal for the opposite direction, if there is no Advanced Starter or Shunting Limit Board; OR	(iii) At the Home signal, if there is no Advanced Starter or Shunting Limit Board for opposite direction; OR
	(iv) At the outermost facing points, if there is no Advanced Starter, Shunting Limit Board or Home Signal.	(iv) At the outermost facing points, if there is no Advanced Starter or Shunting Limit Board for opposite direction or Home signal.
'B' Class-Signal line provided in Multi-Aspect or Modified lower quadrant Signalling territory.	(i)At the Advanced Starter, if one is provided; OR	(i) At the Advanced Starter for the opposite direction, if one is provided. OR
	(ii) At the Shunting Limit Board, if there is no Advanced Starter; OR	(ii) At the Shunting Limit Board for the opposite direction, if there is no Advanced Starter; OR
	(iii) At the outermost facing points, if there is no Advanced Starter or Shunting Limit Board.	(iii) At the Outermost facing points, if there is no Advanced Starter or Shunting Limit Board for opposite direction.
At 'C' Class provided in Two Aspect or Multiple-Aspect or Modified Lower quadrant Signalling Territory both on Double line and Single line sections.	At the Home signal	At an adequate distance beyond the Home signal (the adequate distance shall not be less than 400 meters).

(11) "Centralised Traffic Control" means a system by which the working of trains over a route, to which the system applies, is

governed by fixed signals remotely controlled from a designated place;

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

(13) “Commissioner of Railway Safety” means an Inspector appointed to exercise any functions under the Act, and includes an Addl. Commissioner of Railway Safety;

(14) “Competent Railway Servant” means a railway servant duly qualified to undertake and perform the duties entrusted to him;

(15) “Connections” when used with reference to a running line, means the points and crossings or other appliances used to connect such line with other lines or to cross it;

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

(17) “Day” means from sunrise to sunset;

(18) “Direction of Traffic” means-

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

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

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

(20) “Electrical Communication Instrument” means either a telephone or a Morse telegraph instrument;

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

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

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

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

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

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

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

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

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

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

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

(31) “Intermediate Block Post” means a class ‘C’ station on a 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; {c/slip **120** for GR 1.02 clause (31 & 32) added}

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

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

(35) “Level Crossing” means the intersection of road with railway track at the same level;

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

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

(38) “Main Line” means the line ordinarily used for running trains through and between stations;

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

(40) “Mixed Train” means a train intended for the carriage of passengers and goods, or of passengers, animals and goods;

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

(42) “Night” means from sunset to sunrise;

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

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

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

(46) “Point and Trap Indicators” are not signals, but are appliances fitted to and working with points to indicate by day or by night the position in which the points are set;

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

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

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

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

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

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

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

Section	**Signalling arrangement**
On Single line-	The portion of the railway which lies between the –
	(a) (i) Outers in B Class stations and Warners in A and C class stations in Two Aspect Lower quadrant signaling territory; and (ii) Distant signals in Multiple Aspect\Modified Lower quadrant signaling territory.
	(b) Between the Up and Down first stop signals in Automatic signaling territory.
On Double line-	The portion of the railway which lies between the
	(a) Outermost signals on each direction (i.e., up or down) separately, except on the section where there is more than one Distant signal, this will be reckoned between the Inner Distant and the Last Stop signal on each direction; and
	(b) On automatic signaling section the station limits shall be the portion of the railway which lies between the first Automatic signal in rear of the Home and the Advanced Starter or up to the Outermost points at the trailing end where no Advanced Starter is provided;
	(c) At station where the Automatic signal falls within the jurisdiction of the station in rear, the station limits shall be reckoned from the Home signal.

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

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

(54) “Station Section” means that section of station limits-

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

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

(b) on a single line-

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

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

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

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

(a) on a double line -
(i) between the outermost facing points and the Last Stop signal of the station in either direction, or

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

(b) on a single line –

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

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

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

SR. 1.02(55)(1) Subsidiary Rules binding on staff: The subsidiary Rules in this book shall be read in conjunction with the General Rules and are equally binding on the staff. Also, working rules and instructions issued in

form of Manuals or otherwise shall be read in conjunction with General and Subsidiary Rules and be binding on the staff.

(56) “System of Working” means the system adopted for the time being for the working of trains on any portion of a railway;

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

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

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

(60) “Two-Aspect Signalling” means a signalling arrangement in which each signal displays at any one time either of the two aspects.

1.03. CLASSIFICATION OF STATIONS. -

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

(2) Block stations are those at which the Driver 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 1.03.01(a) Special Class station- Any station which cannot be worked under A, B, C or D class conditions is termed ‘Special’ class.

(b) The classification of each station on South Eastern Railway shall be shown 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 instructions.

SR. 2.01.01.– For supply of rule books, the staff shall apply to their divisional head of the concerned branch through the supervising staff who shall make arrangement for the supply. The copy of rules to be supplied by Railway administration under General Rule 2.01 may be hard copy of electronic copy of the document or relevant extracts thereof. (c/slip **131** added)

SR. 2.01.01 (a). - Rule books may be either in print form and/ or in digital form. The digital form may be through an electronic device (tablet) issued by the Railway administration to the Guards. The field staff may also be allowed to keep print form or digital form (in their mobiles) to read as ready reckoner with them.

The railway administration shall ensure updation, revision and amendments to rules in both the forms simultaneously and shall provide necessary infrastructure/arrangements to enable this and take steps to provide such equipments (fixed or portable as applicable) as necessary so that the Rule books in digital form can be accessed by the Railway servant at all times in their respective departments. (c/slip**122** added)

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.

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

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

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

(b) pass the prescribed examinations, if any,

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

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

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

2.05. Prevention of trespass, damage or loss.–

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

(2) Every railway servant shall endeavour to prevent–

(a) trespass on railway premises,

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

(c) injury to himself and others, and

(d) fire in railway premises.

2.06. Obedience to rules and orders.– Every railway servant shall promptlyobserve and obey—
(a) all rules and special instructions, and
(b) all lawful orders given by his superiors.

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

2.08. Absence from duty.–

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

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

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

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

(2) No railway servant, directly connected with the working of trains, shall take or use any alcoholic drink, sedative, narcotic or stimulant drug or preparation within eight hours before the commencement of his duty or take or use any such drink, drug or preparation when on duty.

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

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

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

(b) be prompt, civil and courteous,

(c) not solicit or accept illegal gratification,

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

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

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

SR. 2.10.02.- To all train passing staff, it is instructed to keep their personal mobile phones switched 'Off' while doing duty and not to switch 'On' the mobile phones before completion of their duty until and unless any emergency permits to do so. Unauthorised usage of personal mobile phones while on duty may attract D & A Rules against the staff concerned for breaching of safety of trains and its operations. (c/slip **118** added)

2.11. Duty for securing safety.–

(1) Every railway servant shall–

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

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

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

(2) Every railway servant who observes–

(a) that any signal is defective,

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

(c) anything wrong with a train, or

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

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

SR. 2.11.01.–(a) In all cases of bad riding attributable to any defect in the permanent way,the Loco Pilots and other staff concerned shall act in the manner indicated below:—

(b) Duties of Loco Pilot.

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

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

(iii) He shall also make a report of the occurrence to the Shed/Loco/Traction Foreman on return to Hd.Qrts.

(c) Duties of Guard.

In the event of a Guard feeling a heavy lurch or jerk which, he considers dangerous for the passage of trains, he shall bring the train to a stand at the next station or block cabin by destroying the vacuum/air pressure

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

(d) Duties of Station Master and Switchman.

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

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

(1) JE/SE/SSE (P.Way) / JE/SE/SSE (Shed/Loco)/AEN of the home station of the engine.

(2) JE/SE/SSE(Shed/Loco) of the shed to which the engine is at that time running.

(3) DOM/DEN/DME.

(4) DME of the concerned Division if the engine belongs to other Division.

(5) D.I./JE/SE (RS)/AEE(RS)/DEE(RS) of the Division in case of Elec. Power.

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

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

(iv) In the absence of engineering officials, the first train allowed in the affected section should be issued with a caution order instructing the loco pilot to stop dead before the affected kilometer and after satisfying himself about the

condition of the track, pass over the track in question at speed not exceeding **10** kilometres per hour or if he finds that the line is unsafe to pass, stop dead at site and inform nearby SM to send Engg. Official to attend and certify. If the loco pilot is not able to detect anything doubtful, subsequent trains shall be dispatched with a speed restriction of **10** kilometres per hour till the track is certified to be safe by Engineering officials. (c/slip **93 added**)

(e) Duties of Loco Pilots of subsequent trains: Loco Pilot/s of subsequent train/s shall be guided by the caution order issued to him by the Station Master in (iii) above.

(f) Duties of Permanent way staff.

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

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

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

(b) The Station Master shall issue message to DME/DEE (RS), LF, LI, TFR stating the nature of defects as reported and assistance required.

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

(d) Duties of Loco Staff.–

The JE/SE/SSE (Loco/Shed/Traction) (RS) in case of electric engine after examining the engine carefully and carrying out any adjustment necessary, will communicate by telephone full particulars about the engine and adjustment made to Divisional Mechanical Engineer or Divisional Electrical Engineer (RS) in case of electric engine (or in his absence from Headquarters, Assistant Mechanical Engineer/ Assistant Electrical Engineer

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

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

(a) Duties of the Loco Pilot.–

The Loco Pilot shall–

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

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

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

(iv) In case the track, in his opinion, is not safe for passage of trains at the normal speed, take necessary action as per SR 2.11.01 **-**(ii) of (b) & (c).

(b) Duties of Station Master and Switchman.–

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

(ii) In cases coming under (a) (iv) above, the Station Master and Switchman shall, in addition, take necessary action as per SR 2.11.01 **-**(ii) & (iii), subject to the variation that the Caution Order to be issued to subsequent trains may be for a speed restriction of 20 kmph or such lower limit as indicated by the Loco Pilot.

(c) Duties of the Permanent Way Staff.–

(i) The Permanent Way Inspector or Engineering official first available shall at once inspect the track on receiving information of such occurrence and take such steps as necessary to ensure safety of trains. Removal of the affected rails if considered necessary, and modification or removal of the

Caution Order as the case may be, shall be the responsibility of the P.W. Inspector concerned.

(ii) Rails with wheel burns having a depth of 6 mm or more and having a length or diameter of 50 mm or more, should be treated as a potential source of danger to the traffic, making it unfit for main lines. Such rails should be changed at once and speed restrictions should be lifted only after changing such rails. In case of minor wheel burns, the number of such burns which have been formed on the rail table shall be indicated, with the date, on the web of the rail itself with white paint. These should be kept under careful watch.

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

SR. 2.11.04.– **Precautions for working of trains during storm, cyclone or strong wind-**

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

(b) Should a train be caught on the run in a cyclone, storm or strong wind of an intensity which in the opinion of the Loco Pilot, is likely to endanger the safety of the train, he shall immediately control the speed of his train and bring it to a stop at the first convenient place taking care as far as possible to avoid stoppage of the train at places like sharp curve, high embankments and bridges (including approaches thereof). In controlling the speed and bringing the train to a halt, the Loco Pilot shall take care to avoid jerk. He shall re-start the train, in consultation with the guard only after the cyclone, storm or strong wind abates and it is considered safe for the train to proceed.

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

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

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

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

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

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

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

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

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

CHAPTER III
SIGNALS

A. General Provisions: -

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

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

a) fixed signals, b) hand signals,

c) detonating signals and d) warning signals.

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

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

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

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

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

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

B. Description of Fixed Signals

3.05. Use of fixed signals -

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

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

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

(3) The aspects of a color 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 or 90 degrees above the horizontal in case of multiple-aspect upper quadrant signals.

3.06. Description of Warner signals and their indications -

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

(2) A Warner signal is intended to warn a Driver –

(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 -

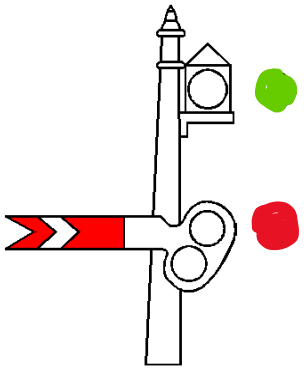
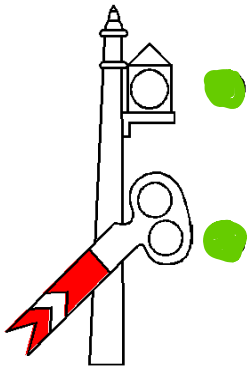
(a) on a post by itself with a fixed green light 1.5 to 2 meters above it by night, or

(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 be such that the Warner signal cannot be taken 'off' while the Stop signal above it is 'on'.

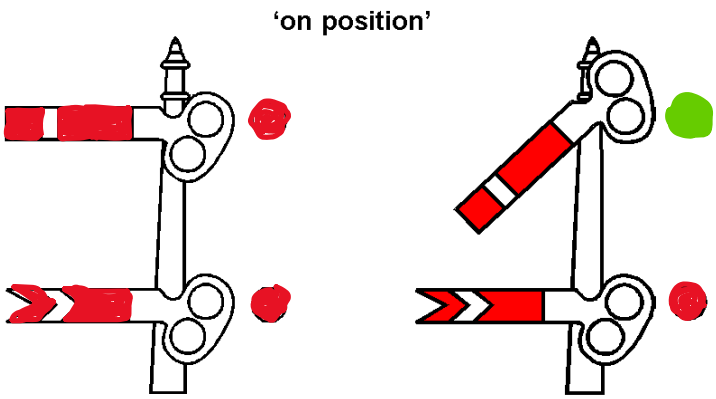
(5) The aspects and indications of a semaphore Warner signal are shown below.

(a) <u>Semaphore Warner signal in Two- Aspects Signaling Territory-on a postby itself</u>

'on position'	'off' position'
	
ASPECT : Proceed with caution	**Proceed**
……Proceed with …… caution and be ……prepared to stop ……..at the next Stop signal	Proceed

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

'On position'



…….Aspect:

…….Stop — Proceed with caution

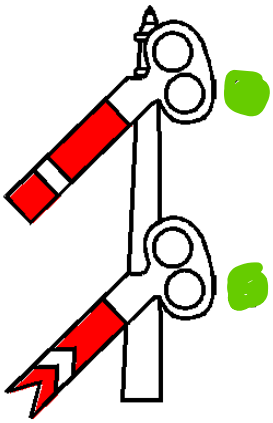
…….Indication:

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

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Signals

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

'off position'



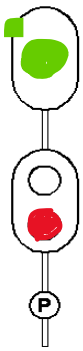
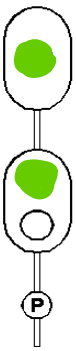
Aspect :
Proceed

Indication :
Proceed

Chapter-III
Signals

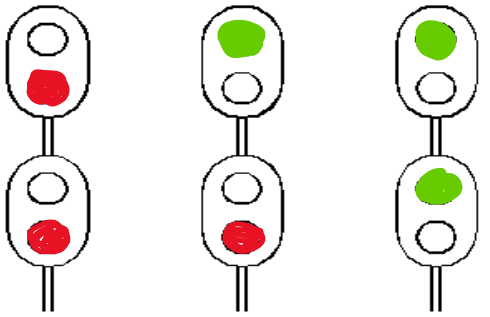
6) The aspects and indications of a colour light Warner signal are shown below...

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.

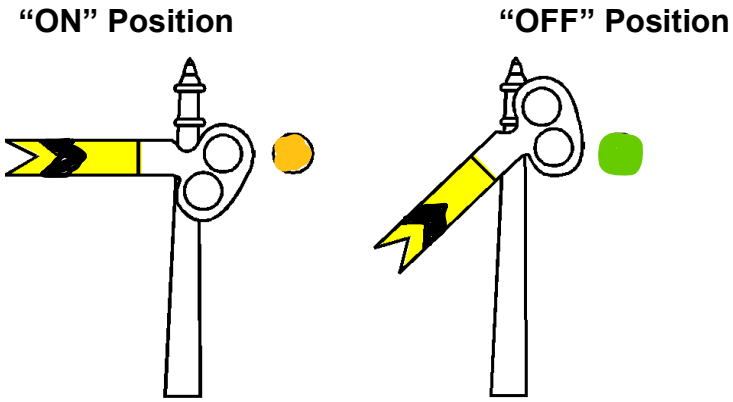
(8) Where special circumstances justify the use of an un-worked Warner, it shall be secured in the 'on' position and not be coupled or duplicated for directing purposes.

3.07. Description of Distant signals and their indications -

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

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

Semaphore Distant signal in Two-Aspect Signalling Territory



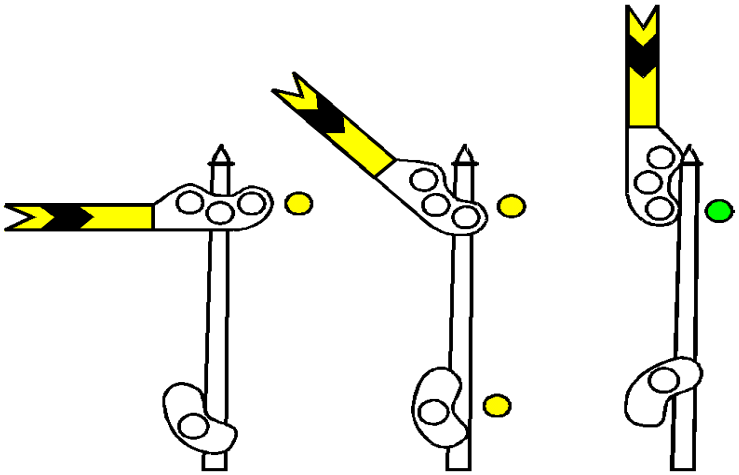
……Aspect:	
……Caution	**Proceed**
……Indication:	
Proceed and be prepared to stop at the next Stop signals	Proceed

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

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



…….Aspect:
……Caution ……. * Attention *Proceed
……Indication:

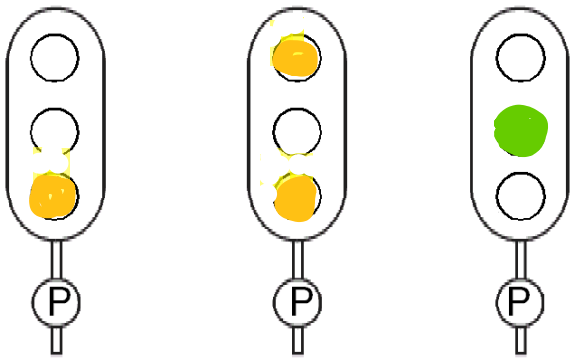
Proceed and be prepared to stop at the next stop signal	**Proceed and be prepared to Pass next signal at such restricted speed as may be prescribed by special instructions. Train is being received either on Main line and is required to stop at the starter signal, or on a loop line required to stop at the starter signal or to pass run through via Loop line**	**Proceed, Block section ahead is clear, train is to pass run through the station via Main line**

Note: The distance between the two yellow lights shall be 1.5 meters when this signal displays 'Attention' aspect at night.
c/slip 86* for GR 3.07 (3) "attention" and "Proceed"***
And
***(4) "attention" and "Proceed" added.*

(4) The aspects and indications of a color light Distant signal are shown below.

Color light Distant signal in Multiple-Aspect Signaling Territory

"ON" Position **OFF" Position**



Aspect Caution Indication:	****Attention** (*c/slip 86 for **Attention & **Proceed added*)	****Proceed**
Proceed and be prepared to stop at the next stop signal	**Proceed and be prepared to Pass next signal at such restricted speed as may be prescribed by special instructions. Train is being received either on Main line and is required to stop at the starter signal, or on a loop line required to stop at the starter signal or to pass run through via Loop line**	**Proceed, Block section ahead is clear, train is to pass run through the station via Main line**

(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 an Intermediate Block signal or with a Stop signal protecting a level crossing. When a colour light Distant signal is combined, (i) with the Last Stop signal of a station in rear or (ii) with an Intermediate Block signal or (iii) 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 as in case of (i) and (ii) above and until the level-crossing gates have been closed and locked for the passage of trains as in case of (iii) above. (**c/slip 133** added)

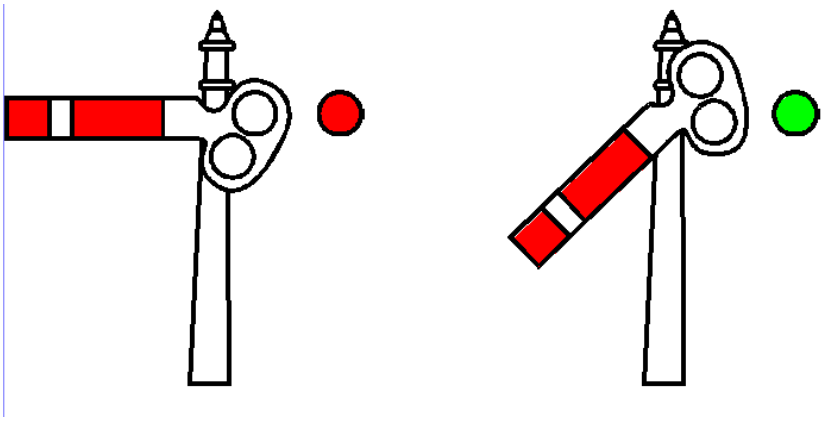
3.08. Description of Stop signals and their indications-

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

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

Semaphore Stop signal in Two-Aspect Signalling Territory

"ON" Position	"OFF" Position



ASPECT:

Stop Proceed

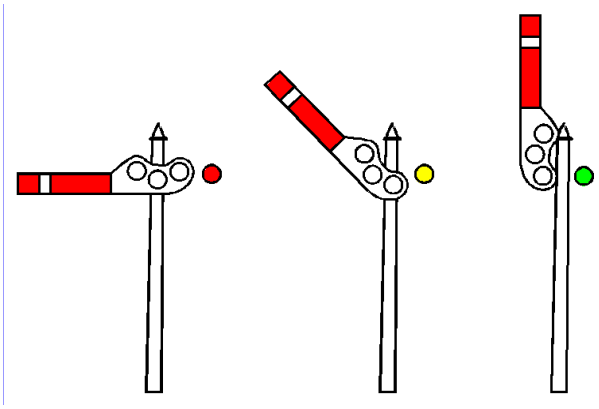
Indication:

Stop dead Proceed

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

Semaphore Stop signal in Multiple-Aspect Signalling Territory

"ON" Position "OFF" Position



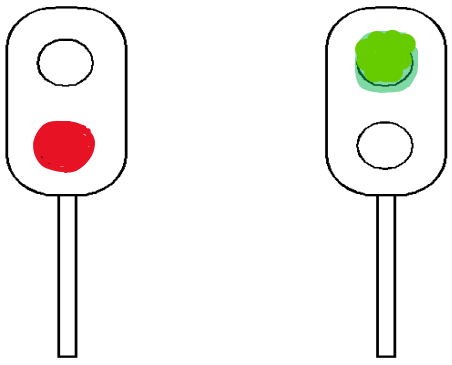
…… **Aspect:**

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

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

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

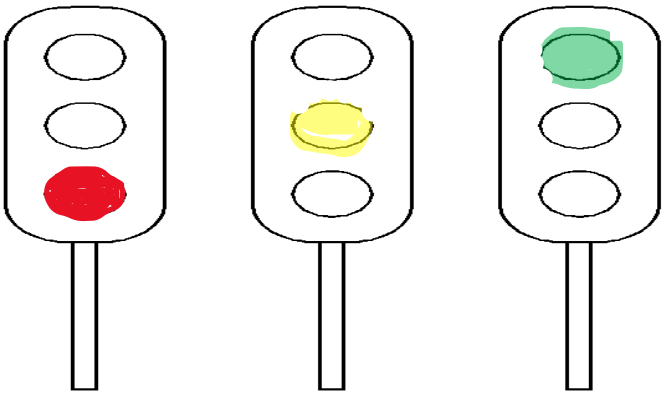
"ON" Position **"OFF" Position**



Aspect:	
Stop	**Proceed**
Indication:	
Stop dead	Proceed

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

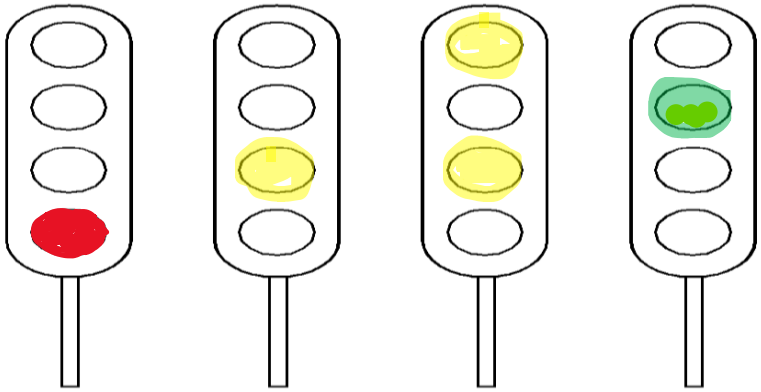
"ON" Position **"OFF" Position…**



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

(c). <u>Colour light Stop signal in Multiple Four-Aspect Signalling Territory</u>

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



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

3.09. Kinds of fixed Stop signals for approaching trains-

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

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

(3) The Home signal is the first Stop signal of a station at which an Outer signal is not provided and the second Stop signal of a station at which 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 signals which control the movement of trains leaving a station are of two kinds, namely- Starter and Advanced Starter.

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

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

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

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

SR. 3.10.01. - Last Stop Signal - Where there is no Advanced Starter, the Starter is the last Stop signal. At a 'C' class station, in the absence of a Starter, the Home signal is the last Stop signal.

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

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

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

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

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

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

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

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

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

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

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

3.13. Calling-on signals -

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

(a) a short square ended semaphore arm, or

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

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

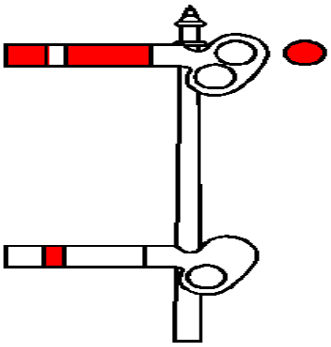
(3) A Calling-on signal, when taken 'Off', calls on the Loco Pilot of a train to draw ahead with caution, after the train has been brought to a stop even though the Stop signal above it is at on and indicates to the Loco pilot that he should be prepared to stop short of any obstruction.

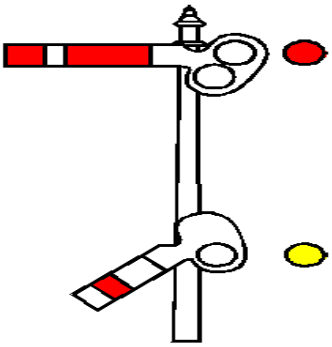
(4) A Calling-on signal shall show no light in the 'on' position.

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

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

"ON" position OFF" Position





ASPECT:

Proceed slow

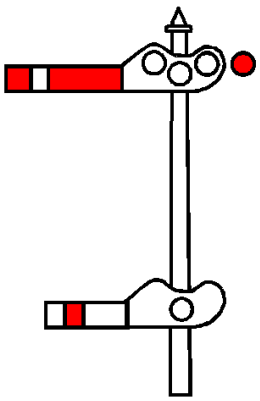
Indication:

Loco pilot shall obey the aspect of the Stop signal

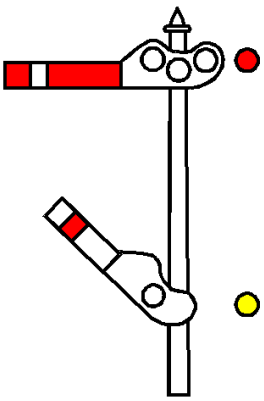
stop and then draw ahead with caution and be prepared to stop short of any obstruction.

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

"ON" Position



"OFF" position



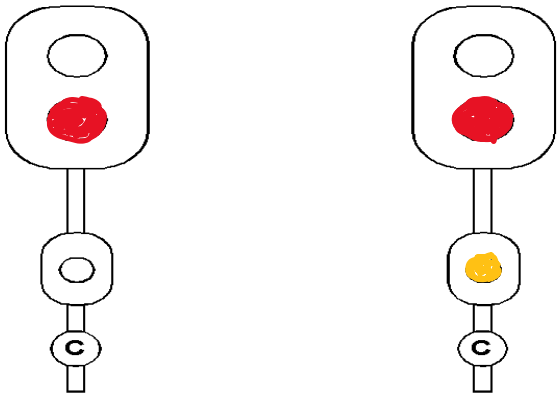
Aspect:
Proceed slow
Indication:

Loco pilot shall obey the aspect of the Stop signal	Stop and then draw ahead with caution and be prepared to stop short of any obstruction.

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

(a) <u>Colour light type Calling-on signal inTwo-Aspects Signalling Territory</u>

<u>"ON" Position</u> **<u>"OFF" Position</u>**

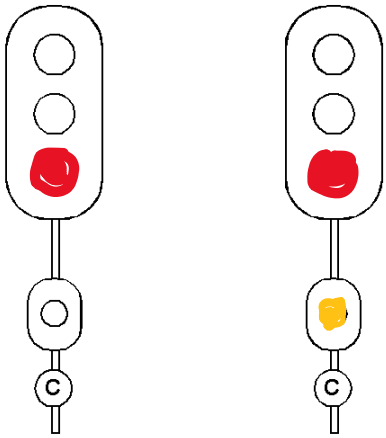


ASPECT:
Proceed slow Indication

Loco pilot shall obey the aspect of the Stop signal	Stop and then draw ahead with caution and be prepared to stop short of any obstruction

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

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



ASPECT:
Proceed slow
Indication:

Loco pilot shall obey the aspect of the Stop Signal	Stop and then draw ahead with caution and be prepared to stop short of any obstruction

3.14. Shunt signals -

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

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

(ii) a position light signal.

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

(2) Shunt signals control shunting movements.

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

(4) More than one Shunt signal may be placed on the same post and when so placed the topmost Shunt signal shall

apply to the extreme left-hand line and the second Shunt signal from the top shall apply to the next line from the left and so on.

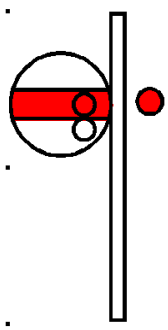
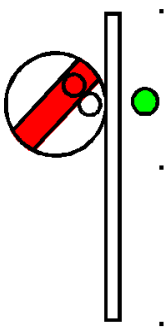
(5) When a Shunt signal is taken “OFF”, it authorises the Loco pilot to draw ahead with caution for shunting purpose although Stop signal if any, above it is at on.

(6) When a Shunt signal is placed below a Stop signal, it shall show no light in the ‘ON’ position.

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

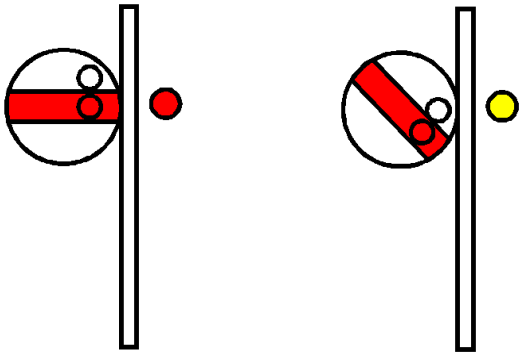
(8) The aspects and indications of a disc type Shunt signal are shown below.

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

“ON” Position	**“OFF” Position**
	
ASPECT:	
Stop	**Proceed slow**
Indication:	
Stop dead	Proceed with caution for shunting

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

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

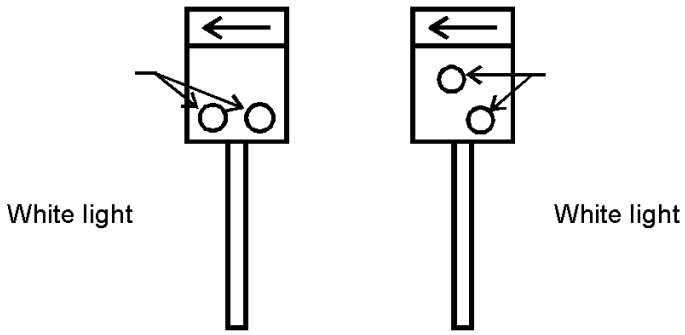


ASPECT:	
Stop	**Proceed slow**
Indication:	
Stop dead	Proceed with caution for shunting

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

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

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



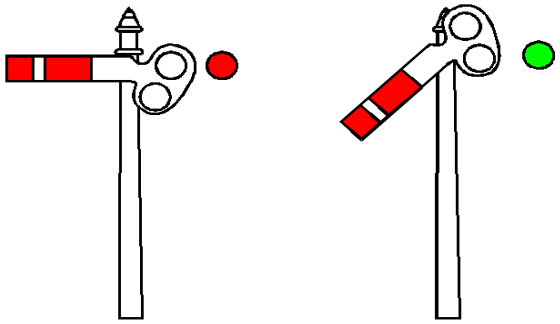
ASPECT:

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

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

(a) <u>Miniature Semaphore Arm type Shunt Signal in Two-Aspect</u> <u>Signalling Territory</u>

<u>"ON" Position</u> **<u>"OFF" Position</u>**



ASPECT:

Stop	**Proceed slow**

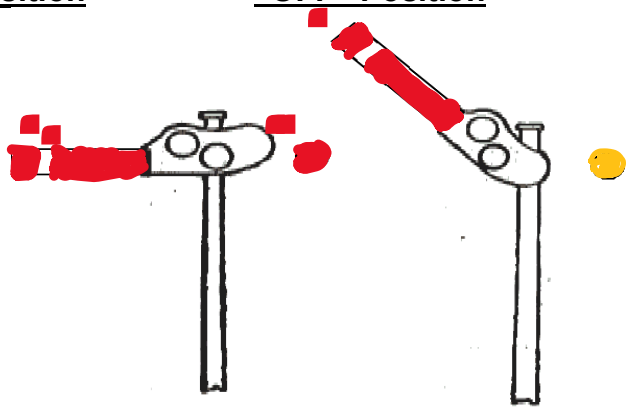
Indication:

Stop dead

Proceed with caution for shunting

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

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



ASPECT:

Stop

Proceed slow

Indication:

Stop dead

Proceed with caution for shunting

3.15. Co-acting signals -

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

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

3.16. Repeating signals -

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

(2) A Repeating signal shall be provided with an “R” marker and shall be of -

a) banner type, or

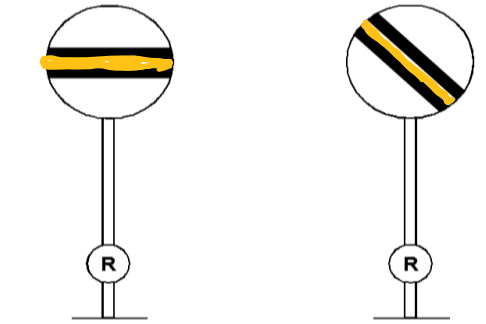
b) a square ended semaphore arm, or

c) a colour light signal,

(3) The aspects and indications of a banner type Repeating Signal are shown below

Banner type Repeating signal in Two-Aspect Signalling Territory

“ON” Position **“OFF” Position**

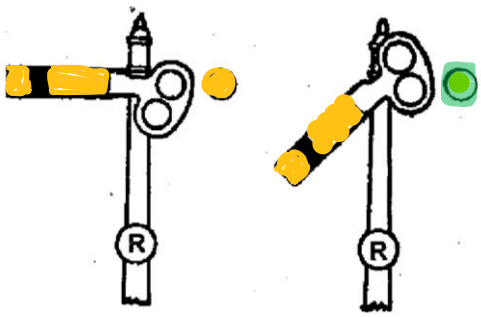


ASPECT:	
Signal ‘ON’	**Signal ‘OFF’**
Indication:	
Signal which it repeats is at ‘ON’	Signal which it repeats is ‘Off’

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

Semaphore Arm type Repeating signal in Two-Aspect Signalling Territory

“ON” Position **“OFF” Position**

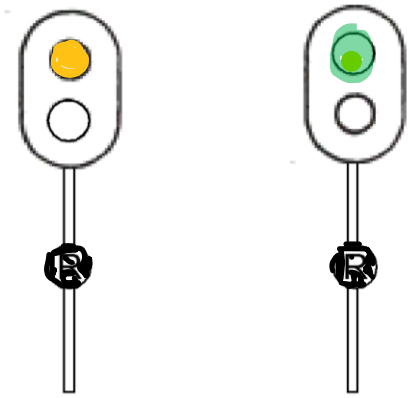


ASPECT:	
Signal 'ON'	**Signal 'OFF'**
Indication:	
Signal which it repeats is at 'ON'	Signal which it repeats is 'OFF'

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

Colour light type Repeating Signal

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



ASPECT:	
Signal 'ON'	**Signal 'OFF'**
Indication:	

Signal which it repeats is at 'ON'	Signal which it repeats is 'OFF'

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

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

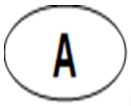
a) Home signals	400 meters
b) Main Starter signals	400 meters
c) Loop Starter signals	200 meters
d) Outer/Warner signals in Two-Aspects lower quadrant signalling territory only	1.2 Kilometers

iii) In regard to Multiple-Aspect signals, all signals shall be visible for a minimum period of five seconds for the maximum permissible speed allowed on the section.

3.17. Distinguishing markers and signs for signals:

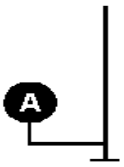
(1) Where necessary, signals shall be distinguished by prescribed markers. Such markers shall be fixed on the signal posts below the signals as under: -

Chapter-III
Signals



In the below figure this A belongs to automatic stop signal

in place **G** of 1st figure**.** 

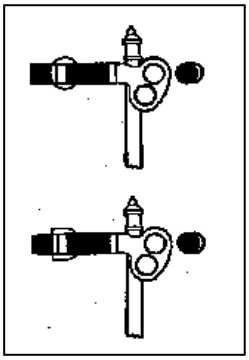
Appearance	Provided on	Description
	Automatic Stop Signal	Letter 'A' in black on white circular disc.
	Semi-Automatic Stop Signal	White illuminated letters. 'A' against black background when working as an Automatic Stop signal, and letter 'A' extinguished when working as a Manual Stop Signal.
	Colour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

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

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

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

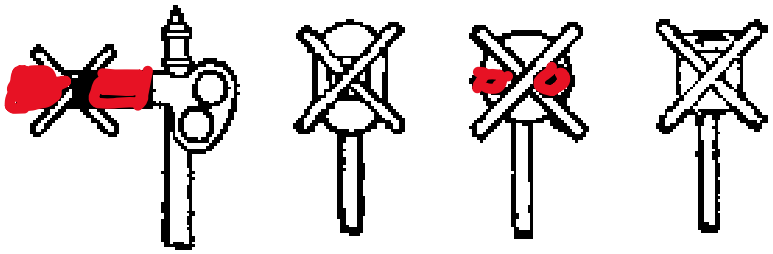
(2) Where necessary, signal arm shall be distinguished by pre-scribed signs as under: -

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

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

3.18. Signals out of use -

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

Provided that for speeds 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 point indicators.

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

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

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

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

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

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

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

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

(b) under approved special instructions.

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

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

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

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

SR. 3.23.02. _ Starter Indicators (c/slip **82** added)

a) A starter indicator may be provided to repeat the aspect of the starter signal to enable the Guard of a train to know the aspect of starter signal, when due to typical yard layout, he is not able to see it from the Guard's compartment. This shall exhibit '**No light**' when the starter it refers is at 'On' and 'Yellow light' when it is 'Off' and shall be provided at a convenient place so that it shall be clearly visible from guard's compartment. This is an aid for Guard and shall never considered as a signal. No marker shall be provided on it and this shall not be shown on the SI plan of the station. The details of the starter indicators, where provided shall be mentioned in Appendix-B of the SWR of the concerned station.

b) Where Starter indicator is provided, its 'Yellow' aspect indicates to the Guard of a train standing on the line to which it refers, that the starter is taken 'off' for his train.

c) Indication of a Starter Indicator shall be provided on SM's panel. On becoming aware of the failure of the Starter Indicator, the SM shall advise the S & T staff for rectification. The Guard of all trains expected to run over the line provided with 'Starter Indicator' shall be advised about its failure either through a caution order issued from previous notice station/last stopping station or through any available means by the SM of the Station where the 'Starter Indicator' has been provided.

3.24. Back lights –

(1). Every semaphore or disc signal, the light of which cannot be seen from the place from which the signal is worked, shall be

provided with a back-light to indicate whether the signal light is burning or not.

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

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

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

C. Equipment of Signals

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

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

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

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

SR. 3.26.01. No new signal shall be taken into use until it has been inspected by a Sighting Committee consisting of Divisional Transportation Inspector, Loco Inspector and Signal Inspector, on electrified sections, the Driving Inspector shall also be a member of Sighting Committee.

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 low-

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

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

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

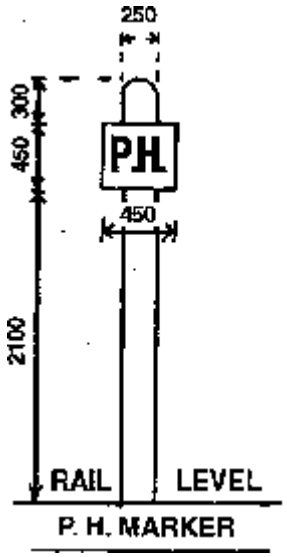
(a) at class 'A' stations ...	a Warner, a Home and a Starter,
(b) at class 'B' stations. on a single line ...	an Outer and a Home.
on a double line	an Outer, a Home and a Starter, and both on a single and a double line a Warner shall be provided in accordance with Rule 3.06. If trains run through at a speed exceeding 50 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 additions 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 stations as may be necessary for the safe working of trains.

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

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

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



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

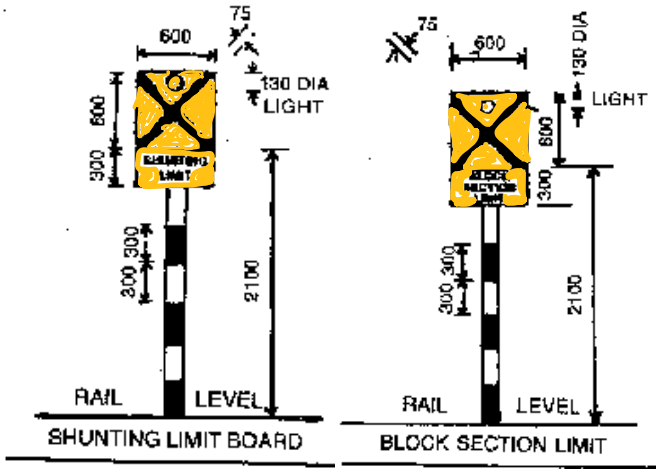
(1). On a single line class 'B' Station worked on the Absolute Block System, if the obstructing of the line outside the Home signal or the outermost facing points in the direction of an approaching train is permitted under special instructions under Rule 8.09, a Shunting Limit Board or an Advanced Starter 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 the two aspect signalling 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 up to which shunting may be permitted.

(2). On a double line class 'B' station worked on Absolute Block System equipped with multiple-aspect or modified lower quadrant signalling and where there are no points or the outermost points at the approaching end are trailing, a Block Section Limit Board (bearing the words 'Block Section Limit' on the side which faces the station and fitted with a lamp showing white light in both 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.

Note: The shunting Limit Board and Block section Limit Board are shown in SR 3.32.01. The original G & SR book should be consulted for guidance.

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



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

Not with-standing anything contained in rules 3.27, 3.28, 3.29 and 3.32 -

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

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

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

Provided that at stations with manually operated multiple aspect signals, where the speed of trains through a station does not exceed 50 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 gate which closes across the line at a level crossing shall, except when interlocked with station signals, be provided with signals fixed at an adequate distance from the level crossing showing Stop aspects in both Up and Down directions when the gates are open for the passage of road traffic.

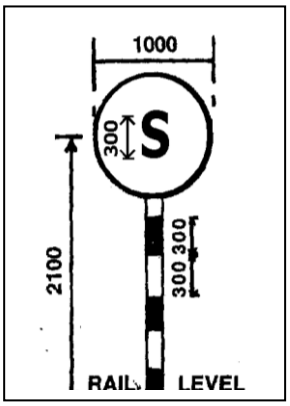
(2) Except where otherwise prohibited under special instructions, a ‘G’ marker shall be provided on a gate Stop signal.

SR. 3.34.01. (a) A gate Stop signal shall be placed in rear of the level crossing at a minimum distance of 400 meters in two- aspect signalling territo-

ry and 180 meters in multiple-aspect or modified lower quadrant signalling territory.

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

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



SR 3.35.01. Indication to Drivers for points outside station limits - An indication ('S' marker*) as per diagram shown alongside shall be provided at a distance of **30** meters in the rear of the facing points of every outlying siding to indicate to Drivers the location of such points. (* black 'S' on yellow back ground) (colour image in last pages)

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

D. Working of Signals and Points

3.36. Fixed signals generally -

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

(2) A signal which has been taken 'off' for the passage of a train shall not be placed 'on' until the whole of the train which it controls has passed it, except- (c/s 97 added)

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

i) relevant Starter and Advanced Starter may be replaced to 'on' position and thereafter, the Loco Pilot of the train for which the signals had been taken 'off' shall be advised by on-duty Station Master through 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-clause (i) or through a written memo and his acknowledgement received, the route set shall not be altered except to avert an accident; or

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

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

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

SR. 3.36.02. Replacing signal to 'ON'

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

However, at stations where approach/dead approach locking has been provided, such alteration of route could happen only after a preset time delay. The SWR of all such stations should contain a detailed procedure to this effect under para 'Abnormal condition" with the heading 'Emergency route alteration", indicating, inter alia, the time delay involved in that station.

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

(i) On single line section before changing the route or allowing any other movements, the
"Authority to Proceed" if any, handed over to the Loco pilot must be withdrawn;

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

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

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

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

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

SR. 3.36.04.- Taking 'OFF' fixed signal -

(a) Incoming trains -

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

(b) Outgoing trains -

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

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

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

3.37. Normal aspect of signals -

(1) Unless otherwise 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 train - The Station Master shall not give permission to take signals 'off' for a train until -

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

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

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

(2) When a running line is blocked by a stabled load, wagon, vehicle or by a train which is to cross or give precedence to another train or immediately after the arrival of a train at the station the points in rear on double line sections and at either end on single line sections should be immediately set against the

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

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

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

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

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

(c) The facing end Assistant Station Master/Switchman/ Cabin man shall acknowledge the directive of the Station Master by repeating the line number, and the number and description of the train. He must stop all non-isolated shunting and ensure that the nominated line is clear and free from obstruction at his end. He shall set and lock the concerned points, traps, derails etc. for the nominated route. He shall then give a Private Number to the Station Master as an assurance for the compliance of the orders given to him.

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

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

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

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

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

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

(b) Similarly, he shall also advise the trailing end Switchman/Cabin man to set and lock the nominated route and to give the relevant slot for the nominated route, giving the number and description of the train and line number nominated.

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

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

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

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

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

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

i) Number and description of the train;

ii) The line number nominated;

iii) Whether the train will stop or pass through.

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

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

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

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

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

i) Number and description of the train;

ii) Line nominated;

iii) Whether the train will stop or pass through.

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

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

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

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

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

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

(a). When only train is to be received and despatched –

i) The Station Master on duty shall select a clear line and call a Points man and give him verbal instructions for setting the trailing points with the following informations.

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

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

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

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

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

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

i) The Station Master on duty after selecting clear lines for the trains from respective directions shall call the Points man and give him the following instructions.

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

ii) The Points man in turn shall repeat the instructions of the Station Master.

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

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

the nominated route for the second train and see that it is clear and free from obstruction.

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

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

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

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

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

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

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

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

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

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

SR. 3.38.06 (New para as per c/slip-**92)**

Chapter-III
Signals

Rules for the working of trains at stations provided with Central Panel: -

Central Panel Rules: -

The SWRs for central panel must be read in conjunction with G & SR & BWM etc. These rules do not in any way supersede any rule in the above books.

1. The station working rules diagram should be based on drawing issued by signal department.
2. The central yard must be provided with track circuit axle counter and the indication of occupation of track should be made available on the panel. The condition of the signal and the track should be displayed on the indication panel with visual indications separately.
3. Responsibility: - Dy SS/SM/ASM on duty at the station is responsible for ascertaining and ensuring the clearance of nominated line (Provided with track circuits or axle counters) for admission of a train, free from all obstructions, observing the track indicators provided on the panel. He must ensure the clearance of the nominated line before taking 'off' the Home Signal.
4. For reception of the train he should follow GRs 3.36 to 3.40, 3.47, 3.50, 3.51, 5.08, 5.09, 5.10, 8.01 (1) (a) (b), 8.03 (1), 8.05 (2), 8.06 and subsidiary rules there under and 3.42.02 (a) (iv), 3.42.02, 3.42.03, 3.49.02 (a), 3.09.01, 3.69.01 including other relevant provisions of GR, SR, BWM and SWRs.
5. Reception of Trains:- After getting train entering block section signal from the rear or adjacent stations, the SM shall act as stated below:-

i) He will ensure non-isolated shunting is stopped, shunting authority withdrawn and kept under his custody.

ii) He will set and lock all the relevant points, traps, derails etc. & close and lock the L C Gates, if any, and also ensure that the nominated line is clear and free from all obstructions, including the clearance of the sand hump and over run line, if any.

Then only, he will take 'off' the relevant Home Signal.

iii) Physical verification is necessary for the lines which are not provided/equipped with track circuits/axle counters, before lowering 'off' the reception signal.

iv) If there is a gap of more than 24 hrs. between two movements on any track circuited line, the SM must physically check and ensure that the line is clear and free from any obstructions.

v) Physical verification is also necessary when trolly, lorry, motor trolly or rail motor wagon (which may not actuate the T C or A C) has entered earlier on any line and next train is a regular train. If signal fails to respond, the train should be dealt in accordance with GRs 3.68 to 3.76 and its subsidiary rules, treating the case as a signal failure.

6) Despatch of trains will be according to the procedures detailed in GR 3.36, 3.38, 3.39, 3.42, 5.11, 8.01 (1) (a) and SR 3.36.01, 3.36.02 (b), 3.36.03, 3.36.04 (b), 3.42.01, 3.42,02, 3.42.04, 5.11.01 and other relevant portions of GRs and SRs and BWM rules.

SM should ensure that:

i) Line clear has been obtained from the station in advance in case of Absolute system territory, and or next stop signal + adequate distance beyond it is cleared in case of Automatic system territory.

ii) All the non-isolated shunting at that end is stopped, Shunting Authority has been withdrawn.

iii) After ensuring clearance of the line ahead, he will set and lock the relevant points, including isolation points and close and lock the L C Gate against the road traffic.

Then only he will take 'off' the Advanced Starter and concerned Starter for the Outgoing train.

7) During failure/disconnection of Axle counter and Track circuit:- SM shall physically verify the clearance of line and trains shall be dealt in accordance with GRs 3.68 to 3.76 and subsidiary rules there under in case of axle counter failure/disconnection and Signals shall be treated as failed if track circuit fails/disconnected, before allowing any train to move over the line.

8) In the event of interlocking going out of order due to any reason or when the signals are defective; or in the event of introducing of single line working, which necessitates trains to be piloted IN or OUT, the procedure of setting and locking of points to be followed, would be the procedure in force at non interlocked station.

9) Working in case of failure of reception signals:

i) When route setting can be done correctly yet the signal does not taken off.

The SM should cancel the route and try to re-lower it again. If the signal still does not take off then, he should try to set alternate route, if possible. If the signal does not take off for that route also, then he should try to take off Calling-on signal where available, and if not available or failed, then he should reset the desired route and take action as per SR 3.69.04.

10) A) Where point/lock indication is specifically provided on panel, the SM should ensure observance of SR 3.69.04, that is the following:

i) Clearance of the nominated route from panel indications.

ii) Points are correctly set, point lock indications are not flashing, they are lit and remain steady.

iii) Cancellation of the signal route that caused the above point locking has not been initiated.

iv) Point indication lit on the panel board is noted in TSR in red ink.

v) Collar button is placed on signal button.

vi) Pilot man along with T/369 (3b) is deputed to pilot the train.

B) Where Point indication is not specifically provided on the panel or panel locking indication failed to appear, SM should ensure.

i) By physical verification that the nominated route is clear.

ii) All points on the route are correctly set by crank handle operations and clamped and padlocked.

iii) Wherever cross over exists on the route, its other end is also clamped and padlocked.

iv) Pilot man along with T/369 (3b) is deputed to pilot the train (SR 3.69.04 has to be complied with).

11) Working in case of failure of departure signals.

GR 3.70, SR 3.70.01, SR 3.70.02 and SR 3.70.03 also have to be complied with.

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

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

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

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

(c) In the event of the interlocking going out of order when a train is being admitted or despatched without taking 'off' the necessary signals, the facing points concerned shall be locked either by a clamp or by a through bolt with a padlock. If, however, any of these points are key-locked and the Station Master is in possession of the key or keys ensuring the points being set and locked in the required position, such key locked points need not be clamped and padlocked.

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

(a) Applicability -

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

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

(b) Description -

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

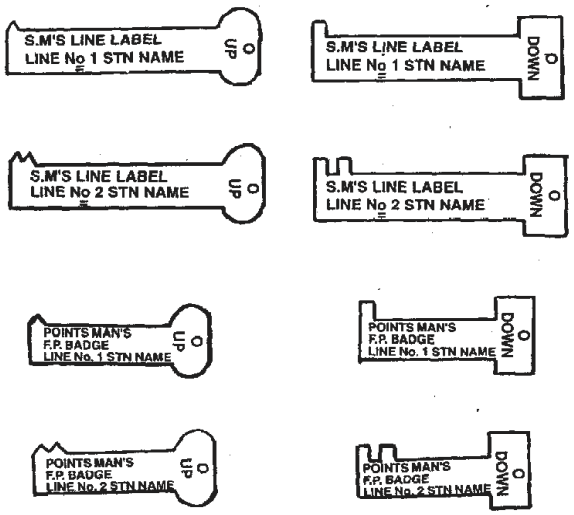
ii) a) Metallic Lables, one each for each line and direction shall be provided and shall be known as “Line Labels”. Each label shall be readily distinguishable from the others and have clear and distinguishing indications that it is the Station Master’s label and refers to a specific running line for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

b) The “Line Lables” should remain in the personal custody of the Station Master except when any label is handed out.

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

b) These sets should remain in the personal custody of the Points man on duty at the facing points for the relevant direction, except when any badge has been handed out.

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



(c). Reception and Despatch of Trains –

When only one train is to be received and despatched –

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

ii) Hands over the appropriate “LINE LABEL” along with keys of the facing points’ padlock to the Points man.

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

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

v) The facing points Points man arranges to hand over his appropriate “LINE BADGE” to the Station Master through the Porter accompanying him.

vi) The facing points Points man remains at the points to man them and shows “GREEN” hand signal to the Station Master.

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

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

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

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

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

xii) Then both the Points men shall return to the station (the points man at the trailing points may return earlier, if required, after setting the trailing points). The facing points points man shall return to the station Master the Station Master’s “Line Label” and the keys of padlocks of the facing points and get back his own ‘Line Badge’.

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

i) The Station Master gives verbal instructions to two Points men (one for each end unless otherwise prescribed in the Station Working Rules) in the presence and hearing of each other, regarding the number of the line nominated for the reception of the respective trains with description, direction, including which of the two trains is to be received first, and whether the second train will be stopping or run through.

ii) The Station Master shall hand over appropriate “LINE LABEL” along with keys of facing points padlocks to the Points men.

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

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

v) The Points men shall return their appropriate “LINE BADGES” to the Station Master through a Porter deputed for the purpose.

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

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

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

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

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

xi) After the complete arrival of the second train, the Points man concerned shall unlock and set the trailing end points for the departure of the first train and exchange GREEN hand signals with the station Master.

xii) After the departure of the trains, both the Points men shall set the points to normal, return to the Station Master the Station Master’s “Line Lables” and keys of padlocks for facing points and take back their own “Line Badges”.

Note: The possession with the Point man of Station Master’s ‘Line Lables’ for the line assigned for the reception of the train, shall deemed to make him responsible for the setting of the trailing points for the despatch of other trains also.

(e). Reception and despatch of passenger trains -

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

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

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

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

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

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

SR. 3.39.05. - Points of sick sidings –

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

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

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

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

SR. 3.39.07. Loss of siding keys of stations -

a) Station Master shall report loss of siding key at once by wire to Divisional Safety Officer, Divisional Signal and Telecommunication Engineer, Divisional Transportation Inspector and Block Signal Inspector. Until the recovery or replacement of the lost key that particular line shall be worked as non-interlocked, if the siding key is lost when the points are set for sidings, the

points must be clamped and padlocked for any movement over them in the facing direction.

b) If the lost key is found subsequent to the supply of a new key, the fact must be reported by wire to the above officials and the old key shall be returned to the Block signal Inspector who shall take it in his imprest stock.

SR. 3.39.08. - a) Every Railway Staff operating or issuing instructions for operation of points and signals at stations and yard (e.g., Dy. Station Superintendents, Dy. Chief Yard Masters, Station Masters, Yard Masters, Asstt. Station Masters, Asst. Yard Masters, Yard Foreman, Switchman, Cabin man, Shunting Jamadar, Shunt men, Points men, Engine Pilotmen, Points Locking Jamadars, Siding Porters, Token Porters, Badge Runners etc.) shall be thoroughly conversant with the working of points and signals and interlocking at the station/ yard/branch line/siding where they work. Before they are allowed to take up independent charge, such staff of grade Rs. **Rs. 4,200 (RPS)** and below shall be examined by Station Supdt/Dy Station Supdt./ Supdt./ Chief Yard Master/Dy. Chief Yard Master/Divnl. Transportation inspector as the case may be and after satisfying that the staff concerned is thoroughly conversant with the working of points and signals and understands the interlocking in force shall issue a competency certificate for working points and signals in favour of such staff under his signature in the prescribed form. The competency certificate in favour of Station superintendent/Dy. Chief Yard Master in Grade Rs. **4,600 (RPS)** and above shall be issued after satisfactory examination by the **DOM**.

b) The staff working at more than one station /Yard/Siding shall hold this competency certificate for each such station/Yard/ Siding.

c) The staff operating or issuing instructions for operation of points and signals shall be examined and issued fresh competency certificate on each occasion where there is any major change in the working of points and signals or interlocking at which they may be working.

d) At Stations provided with Panel Interlocking/Route Relay Interlocking, competency certificates to Station master/Assistant Station Master shall jointly be issued by DTI and Block Signal Inspector concerned after joint testing of operation of points and signals.

e) The competency certificate for working points and signals shall be valid for a period of three years from the date of issue and shall be renewed before the expiry of the period of validity.

f) The competency certificate issued in favour of the staff shall be kept pasted staff-wise in the competency certificate register of the station/ yard

concerned. The register shall also maintain the particulars of the date of issue of the competency certificate and the date on which the renewal of the competency certificates is due.

Proforma of competency Certificate for working points & signals

OP/TI/A

Competency certificate for Working Points & Signals

(Office Foil)

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

Certifiedthat

Shri_____

Designation _____was examined on _____and found fit and qualified to perform the duties of _____ at the following station/yard……._____siding_____section_____

SS/CYM/SM/YM/DTI

(*_____)

Date_____

OP/TI/A

Competency certificate for Working Points & Signals

(Station Foil)

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

Certified that

Shri_____

Designation_____was examined on _____and found fit and qualified to perform the duties of _____at the following station/yard_____siding_____section_____

SS/CYM/SM/YM/DTI

(*_____)

Date_____

*** Write full name**

Note: (i) The staff may be examined in the duties of more than one capacity (e.g., a Points man as Shunt man, Points Locking, Jamadar, Shunting Jamadar etc.) and certified for the duties of different categories.

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

(iii) In urgent cases the Station Master/AYM may examine the Staff and if found competent, may temporarily put the staff to work in a particular capacity

but he must be examined by the competent authority and certified fit within seven days, The SM/AYM must make a diary entry of his having examined such staff and found competent.

Proforma of Competency Certificate for working Panel/Route Relay Interlocking

OP/TI/C Competency certificate for Working Points & Signals at station provided with Panel/Route Relay Interlocking. (Office Foil) No..... Date..... Certified that Shri_____ Designation_____was examined on _____and found fit and qualified to perform the duties of in operation of Panel/Route Relay points and signals of _____ station.	**OP/TI/C** Competency certificate for Working Points & Signals at station provided with Panel/Route Relay Interlocking. (Station Foil) No..... Date..... Certified that Shri_____ Designation_____was examined on _____and found fit and qualified to perform the duties of in operation of Panel/Route Relay points and signals of _____ station.
_____ DTI (*_____) Hd.Quarter_____ BSI (*_____) Hd.Quarter_____	_____ DTI (*_____) Hd.Quarter_____ BSI (*_____) Hd.Quarter_____

(c/s 128- <u>new para</u> added here)

(g) In case of any change in the working at a station due to introduction of PI/RRI/EI/SSI/BPAC/SSDAC/MSDAC or any other new instrument, staff required to be made conversant with the changed working and before they are allowed to take up independent duty, they shall be jointly examined by TI &

SSE (Signal) of the station or section. After satisfying that the staffs concerned are thoroughly conversant with the working of newly commissioned items at that station, they shall issue competency certificate in the given proforma including OP/T-1C or 1A as the case may be. After the competency certificate is issued, it shall be countersigned by the AOM/ARM duly authorized on this behalf. (SR. 3.39.08 last para)

TI & SSE (Signal) shall remain stationed at such station till staff are well conversant and if required, SMs (LR/RG SMs) of other stations, who are already trained hands on these new instruments, shall be deployed for initial 03-04 days in each shift.

South Eastern Railway

Competency Certificate (Station/Record Foil)

No. - ……. Date.-……

We the undersigned have jointly examined Shri/Smt/Miss----------
---

Father's Name…----------Designation…….
on…… Time…--------and jointly certify that he/she is thoroughly conversant with the working of newly commissioned Block Instrument/PI/RRI/EI/SSI/BPAC/SSDAC/MSDAC…etc and fit to perform train passing duty at----------Station/Yard.

---------- ----------

Full Signature of TI (with stamp) Full Signature of SSE (Signal) (with stamp)

c/slip 120 GR added below

"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." **(c/s 120 GR added)**

(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 up to the Starter, or

b) on a single line the line is clear up to the trailing points or under approved special instructions up to 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 color light signals, or

b) 120 meters in the case of stations provided with multiple-aspect signals or modified lower quadrant signals.

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

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

SR. 3.40.02. - (a) Trains to be received on a loop or Goods loop with trap point isolation or on a loop or Goods loop with a trap siding, the far end of which terminates in a buffer stop which is less than the adequate distance required vide GR 3.40 (3) beyond the trailing points on the single line or beyond the starter on the double line.- The trap point must be closed and the points at the far end of loop or goods loop line shall be set to connect with the main line and the line shall be clear for an adequate

distance as prescribed in GR 3.40 (3) beyond the starting signal on the double line or beyond the outermost trailing points on the single line or such other points as are specified in the Station Working Rules. When two trains are to be crossed at such station on the single line, the points at the far end of loop line, or Goods loop line shall still remain set for the main line and the line shall be kept clear as specified above. Signals may be taken 'off 'for reception of the train to be received on the loop or Goods loop line provided signals for the train from the opposite direction are kept in the 'on' position. Signals are to be taken 'off' for the reception of only one train at a time.

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

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

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

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

SR. 3.40.04 - Under special instructions, certain Coaching and Goods yards are declared as 'Terminal yards' for the purpose of reception/dispatch of Coaching/Goods Train and regulating yard shunting.

'Terminal Yard/Station means yard/part of the yard/station, specially declared so by the authorized officer, where normally no train runs through and passenger trains/goods trains originate or terminate or continue its onward journey after change of crew and / or locomotive and/or issue of Caution Order and/or shunting etc. Such Station/Yard/Part of yard shall be provided with Stop Boards or Fixed aspect single Red signals at a place where trains normally come to a stop. Signal overlap is not required at such station/yard.

Whenever the single aspect Red signal/Stop Board is fixed at the fouling mark, the adequate distance for taking "off" goods home is reckoned as Zero.

Speed of incoming trains inside the station section is restricted and requisite speed restriction boards are duly exhibited below the respective Home signals.

The Station Working Rule of such "Terminal Yards" shall clearly specified the procedure to be followed for reception and dispatch of trains and regulation of shunting movements.

Fixed single aspect Red signal/Stop Board should be provided in regular coaching terminals and bay lines in coaching yards, whenever necessary to indicate the place where the trains should normally come to a stop except at stations where standard buffers are provided at the terminal end of the lines.

These may also be provided at temporary terminals which are created as part of gauge conversion, doubling, new line work etc., where further movement beyond the place of stop is feasible and permitted. The Stop Board shall be rectangular in shape and painted yellow with letters 'STOP' in black and Reflective paint/material shall be provided for visibility during night. The fixed Dummy Red signal shall be a miniature red aspect mounted on a single aspect signal unit fitted on a standard signal post with the letters STOP painted on the number plate.

This fixed Dummy Red Signal/Stop Board, shall be passed by a Shunter or LP when a proceed hand signal is shown by an authorized Railway servant at the foot of the Dummy Fixed Red Signal/Stop Board. (c/slip **99** added)

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

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

1. For trains booked to stop-

(i) If the station section is clear the Outer signal shall be taken 'off 'and a green flag (by day) or a green light (by night) shall be shown at the facing points. Should the facing points not be manned, Loco pilots shall come to a stop before reaching the points and wait till the points are manned.
(ii) if the station section is not clear, the train shall be stopped at the Outer and, if necessary, be piloted into the station.

3.42. Conditions for taking 'OFF 'last Stop signal or Intermediate Block Stop signal. -

(*c/slip* ***120 added*****)**

(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 signaling-

(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'.

SR. 3.42.01.- (a) (i) On double line sections where Block Instruments are installed in the Cabins, the Station master on duty at the station shall di-

rect the Switchman /Asstt. Station Master of the departure end cabin to obtain 'line clear' for the outgoing train giving the number and description of the train and the line from which the train is to be started and to set and lock the route for the train concerned on receipt of 'Line Clear'. These instructions shall be supported by a Private Number.

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

(iii) The Station Master on receipt of this assurance from the departure end Switchman/Assistant Station Master shall authorise him with a private number to take 'OFF 'the departure signals.

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

(ii) the departure end Cabin man shall acknowledge instructions of the Station Master by repetition. He shall stop all non- isolated shunting at his end and after ensuring clearance of the line shall set and lock the relevant points, traps and derails etc. for the passage of the outgoing train. After complying with the instructions, the Cabin man shall give a Private No. to the Station Master as an assurance.

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

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

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

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

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

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

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

(ii) Where multiple- aspect upper quadrant signals are provided-
The Main Home, Main Starter, Distant (raised to 90 Degree from the horizontal) and Advanced Starter may be taken ‘off’.

(iii) Where modified lower quadrant signals are provided- Main Home, Distant, Advanced starter, Starter and Warner may be taken ‘off ‘.

(iv) Where Colour light signals are provided-

Main Home, Advanced Starter and Main Starter may be taken ‘OFF’

SR. 3.42.03.- Sequence of lowering signals at a station for a stopping train. -If the station section is clear but the section ahead is not clear, only the reception signals shall be taken ‘off ‘irrespective of type of signalling arrangements.

SR. 3.42.04.- Procedure of taking ‘off ‘departure signals after the train has stopped at the station. -Where a train has been brought to a stand at Starter signal and on completion of its work at the station, if the section ahead is clear and ‘Line Clear’ has been obtained, the Advanced Starter and then Starter may be taken ‘OFF’.

SR. 3.42.05. Working of Intermediate Block Stop signals-The last Stop signal of the station in rear shall be taken ‘OFF’ on the clearance of the line provided either with track-circuit or axle- counters between the last Stop signal of the station in rear and the Intermediate Block Stop signal. A train may be allowed to proceed up to the Intermediate Block Stop signal even when ‘Line Clear’ has not been received from the station in advance. The Intermediate Block Stop signal shall be taken ‘OFF’ by the station in rear, only when ‘line clear’ has been received on the Block Instrument.

3.43. Conditions for taking ‘OFF ‘Warner signal. -

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

3.44. Conditions for taking ‘OFF ‘Gate Stop signal. -

A Gate Stop signal shall not be taken ‘OFF ‘; until the concerned level crossing of such level crossing/or crossings is or are free from obstruction and the gate of such level crossing or crossings are closed and locked against road traffic. Where a Gate Stop signal is interlocked with station signals it shall be worked in accordance with special instructions.

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

3.45. Condition for taking 'OFF 'Calling -on signal-

A Calling - on signal shall not be taken 'OFF 'until the train has been brought to a stand at the Stop signal below which the Calling -on signal is provided.

3.46. Use of fixed signals for shunting.

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

(2) At stations where Advanced Starters are provided Starters may be taken 'OFF 'for shunting purposes, except where the interlocking interferes with this practice, in which case hand signals shall be used where 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 'ON' , until the train for which the signals have been taken 'OFF ' has come to a stand at the station, or has cleared the station, and the signal so taken 'OFF ' for the said train have been put back to 'on' except where under special instructions, the interlocking or the layout of the yard renders a contrary procedure safe.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.49. Care and lighting of signal lamps. -

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

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

(a) approach lighted signals,

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

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

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

SR. 3.49.01.-Lighting and extinguishing of signal lamps. -

(a) Except on certain branch line sections where no train runs during the night, all signal lamps, indicators and the lamps or boards as indicated in GR3.49(1) are to be ordinarily lit and extinguished in accordance with the timings shown below-

Lighting time					**Extinguishing time**			
Divisions	Feb .. to .. Apl..	May . to Jly …	Aug to Oct	Nov. to Jan	Feb . to. Apl	May to. Jly	Aug .. to Oct..	Nov to Jan
	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.
Kharagpur	17.20	.18.00 .	17.00 .	16.50	6.20	5.10	5.45	6.00
Adra	17.25	.18.05 .	17.05 .	16.55	6.25	5.15.	5.50	6.05
Chakradharpur	17.30	.18.10	17.10 .	17.00	6.30	5.20	5.55	6.10
Ranchi.	17.30	.18.10	17.10 .	17.00	6.30	5.20	5.55	6.10

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

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

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

(e) The railway servant who lights the signals shall inspect the roundels for cracks or breakages and if any defect is noticed, immediately report the matter to the Station Master on duty who shall enter the report in the Station Diary and Signal Failure Register and Caution order Register. Such signals shall be treated as defective, during the period they are required to be kept burning and action shall be taken in accordance with the procedure prescribed in General Rules 3.68, 3.69 & 3.70 and Subsidiary Rules made there under. In case of crack or breakage of red roundel, the signal shall not be allowed to remain lit and a railway man shall be deputed to show Stop hand signal to the approaching trains from the foot of the signal.

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

SR. 3.49.02. - Warning to lamp man -Any direct contact of close proximity to 25 KV live conductor is dangerous. The Station Lamp man climbing up the signal post for removal or fixing or cleaning or lighting the signal lamp shall not carry any long article which may accidentally touch or come in close proximity to live conductors. The lamp man shall not bring any part of his body near live conductor (safe distance 2 meters).

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

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

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

(a) It is not necessary to stop the train at the Stop signal controlling points leading to the catch sidings provided the following conditions are satisfied -

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

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

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

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

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

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

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

3.51. Points -

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

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

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

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

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

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

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

SR. 3.51.04. - Repairing renewal or installing signals and point gears. - When it is necessary to do any work in connection with the repairing, renewing, overhauling or installing signals and point gears, either interlocked or non-interlocked, at any station which will endanger the safe working of trains the official in charge of signal department/ Civil Engineering department shall prepare and hand over the 'Disconnection Notice' on form T-351 by S&T Official and/or a written memo (by engineering officials) and obtain signature of the Station Master on the record foil of the 'Disconnection Notice/Written Memo. At stations having only Switchman the 'Disconnection Notice' shall be made over to the Switchman and his signature obtained. The official-in-charge of Signal/Civil Engineering department shall not interfere with any signal or point gear until the 'Disconnection Notice' has been acknowledged.

The Station Master or the Switchman shall not give his signature, if signals have already been taken 'OFF' for reception/ despatch of a train until the said train has arrived/passed clear of the signals and points mentioned in the 'Disconnection Notice' or if 'Line Clear' has been given for a train, until the train has passed the said signal(s) and points.

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

The Station Master shall inform the Switchman/Cabin man on duty at either end of the station, giving details of the signal(s) and/or the points which are to be repaired, overhauled, renewed or in any way interfered with, supported by a Private Number. The Switchman/Cabin man shall acknowledge this information supported by a Private Number and place lever collar(s) on

the concerned levers of the points and signals. The Switchman at either end shall make an entry in remarks columns of Train Signaling Register in Red ink to this effect.

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

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

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

He shall then cancel the entry in the Caution Order Register and make an entry in the Train Signal Register, Station Diary to this effect. The Station Master shall then advise completion of the work to Switchman/Cabin man (where end Cabins are provided) and to Block Station and Notice Station in rear under a message by exchange of Private Numbers. The Reconnection Notice/Written Memo handed over by the S & T/Civil Engineering Official in charge, after the completion of the work should be kept in the register specially maintained for the purpose along with the concerned Disconnection/ Written Memo.

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

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

b) If all the lines at a station happen to be blocked, when line clear has been granted to a train, the points should be set for the line occupied by a stabled load or a goods train in that order so that, in case of mishap, the chances of casualties are minimised. In case all the lines are occupied by passenger train, points should be set for a loop line, to negotiate which the speed of the incoming train would be reduced which in turn, would minimise the consequences/casualties. While doing so, points may be set for a loop occupied by a train, if any, whose engine is facing the direction of approach of the incoming train rather than for a loop occupied by a train where a passenger coach, will in the case of collision, receive the impact.

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

E. Hand Signals

3.52. Exhibition of hand signals -

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

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

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

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

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

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

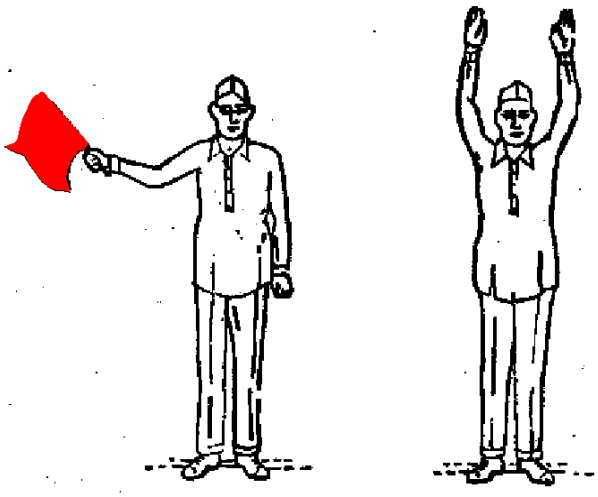
ii) Hand signal lamps should be cleaned daily for efficient working of their slides, burners, wicks and reflectors.

3.53. Stop hand signal -

Indication: **Stop dead**

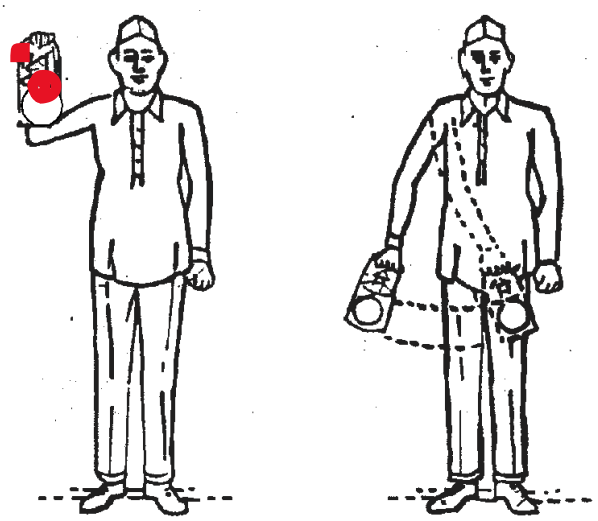
How given by day:

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



How given by night:

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

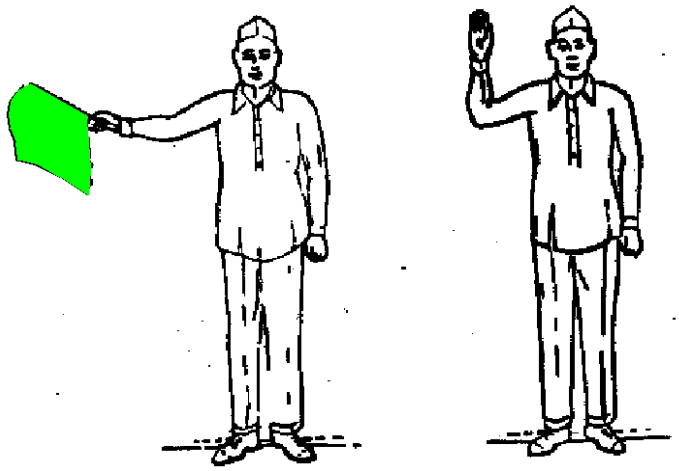


3.54. Proceed hand signal -

Indication: **Proceed**

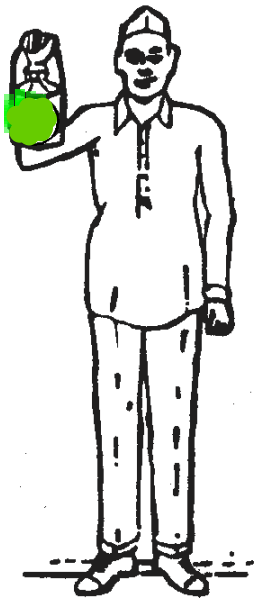
How given by day:

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



How given by night:

By holding a green light steadily as illustrated below:

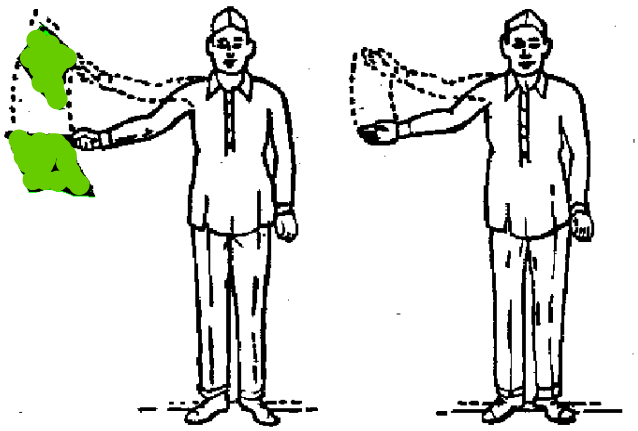


3.55. Proceed with caution hand signal:

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

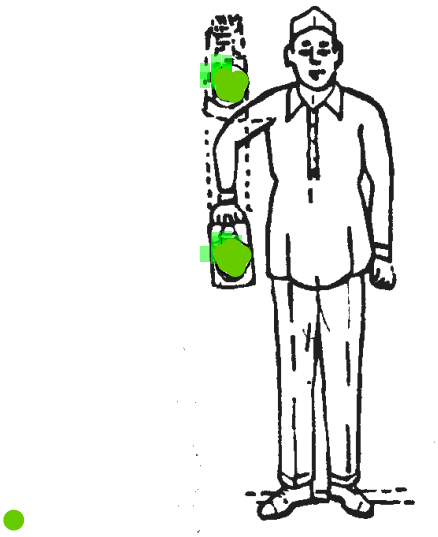
How given by day.

By waving a green flag vertically up 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 show.

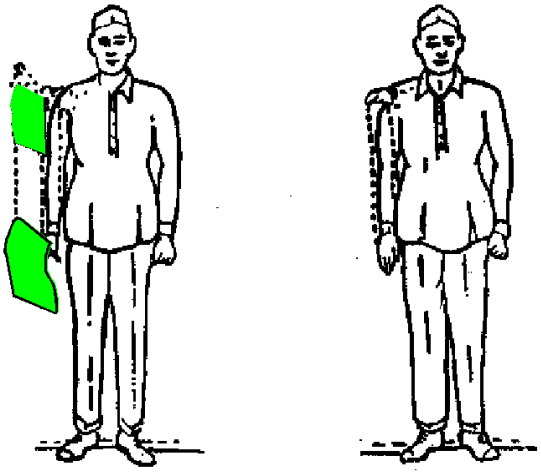
3.56. Hand signal for shunting -

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.

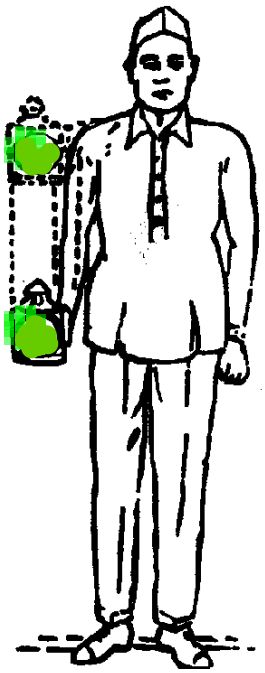
How given by day:

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



How given by night:

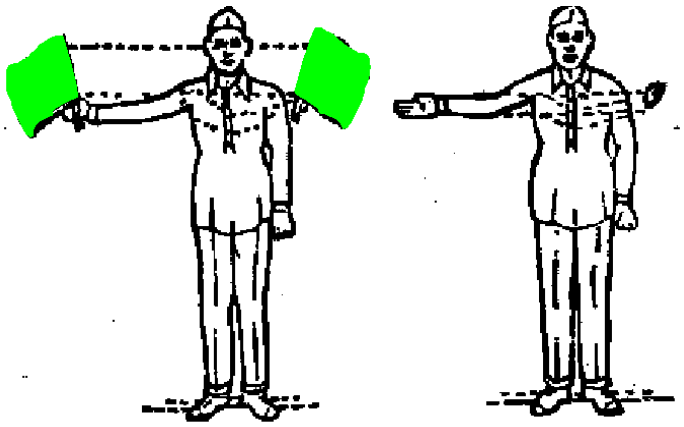
By a green light moved slowly up and down as illustrated below:



(b) Indication: Move towards the person signalling

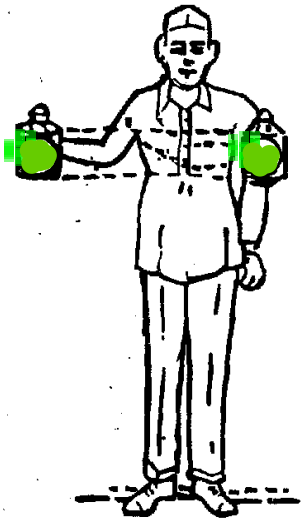
How given by day:

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



How given by night:

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

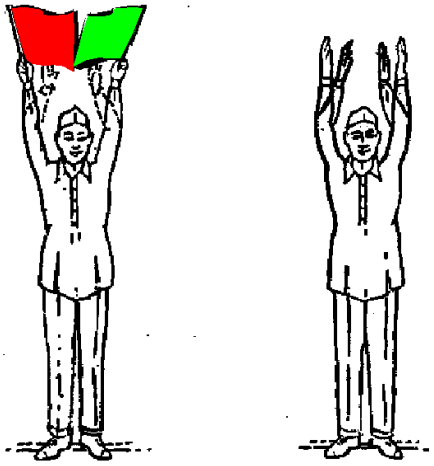


NOTE: The hand signals for 'Move away from the person signalling' and 'Move towards the person signalling' shall be displayed slower and slower, until the Stop hand signal is given if it is desired to stop.

(c) Indication: Move slowly for coupling

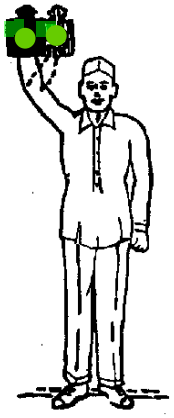
How given by day:

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



How given by night:

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



SR. 3.56.01.- Shunting signals are to be given by the Station Master, Guard/Asst. Guard of a train, Yard foreman, Shunting Jamadar or Points man, or such duly authorized person. To avoid conflicting signals only one such person at a time shall control the shunting of a train or engine by exhibiting signal which shall be clearly visible to the loco pilot.

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

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

3.58. Knowledge and possession of hand signal -

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

a) a correct knowledge of hand signals; and

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

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

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

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

F. Detonating Signals

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

3.60. Method of using detonators -

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

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

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

(1) In thick, foggy or tempestuous weather impairing visibility, whenever it is necessary to indicate to the Loco pilot of an approaching train the locality of a signal, two detonators shall be placed on the line, by a railway servant appointed by the Station Master in this behalf, about 10 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 the back- light by night of a fixed semaphore signal specified by special instruction; or

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

SR. 3.61.01. (*c/slip 109*)

SR 3.61.01: -TRAIN OPERATIONS DURING FOG- Precautions.

(1) Provision of Fog Safe Device: - A reliable Fog Safe Device, if available, may be provided on all Locomotives running in fog affected areas during fog. Placement of detonators under conditions prescribed in Para 5(i) will be dispensed with, where reliable Fog Safe Device is available and is in working order.

(2) 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.

(3) PME/Refresher Training and other Safety/Promotional Courses of Loco Pilots/Assistant Loco Pilots and Guards in STCs/ZRTIs, etc., who become due between 15th December and 31st January should be completed by 15th December. All crews (Loco Pilots, Assistant Loco Pilots and Guards) on stationary duty should be utilized for train working especially during fog. Simultaneously loco/crew/rake links to be reviewed during the period of fog.

(4) 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 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 quality 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: -

(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 the 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: -

* Depute fog signalman with detonators to place detonators in situations prescribed under Para 5(i) 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.

* Engineering Department will make all efforts to provide fog signalman.

* No shunting should be carried out on non-isolated lines after granting Line Clear to an approaching train.

(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, up to the Advance Starter at stations which do not have track circuiting in this zone.

(5) Necessity of Placement of Detonators: -

(i) **Where it is necessary to Place Detonators**: The Detonators should be placed at 270 meters short of the First Stop Signal at station 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).

(ii) **Where Not Necessary to Place Detonators**: -

It is not necessary to place detonators to indicate 'location of a Stop signal' to the Loco Pilot in the following circumstances: -

(a) In sections where a reliable Fog Safe Device has been provided on locomotives;

(b) Where adequate pre-warning is provided; i.e., at stations where double distant signals are provided;

(c) Where maximum speed allowed in the station section is up to 15 kmph even at stations where pre-warning signal is not available, but a Warning 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 site(s) of Temporary Speed Restriction imposed due to maintenance of Track/OHE/Signal.

(6) 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 controls the train so as to be prepared to stop short of any obstruction; this speed shall in any case not be more than 60 kmph. However, speed of trains during foggy/inclement weather may be enhanced to 75 kmph provided that there is fog device in the loco and is subject to the judgment of the loco pilot.

(ii) Loco Pilot to whistle frequently to warn the gateman (where provided) and road users at level crossings about the approaching train.

(iii) 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 75/60 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.

(SR. 3.78.04 is reproduced above, which had changed in c/slip 113; In the above c/slip 109. point no.6 is changed. Rest is same).

(7) (a) 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.

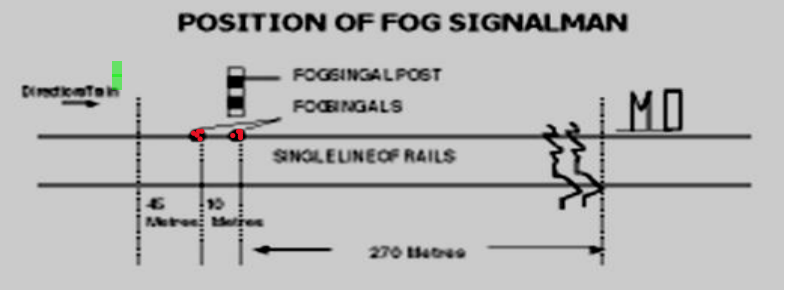
(b) First stop signal location kilometer chart of every station to be provided to each Loco Pilot either as an easy to carry Card or in the Working Time Table.

(c) Prevailing Fog Situation should be advised to Crew and Guard in lobby during 'Sign On'.

7.(**d**) In foggy or tempestuous weather or in dust storm when station signals cannot be seen, the Station Master on duty shall personally ensure that the Station signals are lit, and then send two trained men to act as Fog signalman, one in each direction, to the fog signal posts, which are erected at all stations **270** meters in rear of (i.e., outside) the first stop signal.

(**e**) Each of these men shall be provided with **20** detonating (fog) signals (c/slip **93**:- 24 detonating signals wherever mentioned, should be replaced by **20**) or such lesser number as shall be prescribed under special instructions. The Fog Signalman shall, on reaching the fog signal post, place two fog signals on the rail about 10m, apart so that the

same on explosion under the wheels of an engine, will warn the Loco pilot of his proximity to the Outer or Home signal of the station, as the case may be. The position of the fog signal post, the fog signals and the Fog Signalman are shown in the diagram below -



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

(**g**) Each of the trained men sent out with fog signals, shall carry a lighted hand signal lamp. If the Fog Signalman be aware of any obstruction on the line, he shall show a Stop hand signal in accordance with General Rule 3.53 in the direction in which a train is expected or approaching. On Single/double line sections for trains leaving a station, the Fog Signalman deputed to place detonators shall show to the Loco pilot a 'white light'. (c/slip **93** added)

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

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

Divisional Railway manager shall notify the names of stations at which fog prevails persistently. At each such station, four of the station Class IV staff (or if this number is not available it may be made up by one or a maximum of two Gang men per station being deputed by the SSE/SE/JE (P. Way) shall be posted and detailed to work as a Fog

Signalman. All four men shall be fully trained in fog signal duties and shall be regular employees of the railway, and not “Substitutes or Casual labour.” These four men shall be on intermittent duty, one on duty at each end of the station and two resting at the station, each performing three hours ’ON’ and three hours ’OFF’ duty. The four employees detailed as Fog signal man shall be replaced by the appointment to two or more class-IV staff at the station and by one or two temporary men in the engineering gang from which the permanent men have been withdrawn.

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

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

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

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

(**l**) A “Station Detonator Register” in form **OP/T-I24** (as prescribed) shall be maintained at each station and shall show the names of Fog Signal men on duty, periods of duty, the stock of detonators, the number of detonators sent out with each Fog Signalman, the number of each train under which detonators have been exploded, and the number of unused detonators and used cases (including those which have failed to explode) returned each time by Fog Signalman to the Station Master on duty.

(**m**) The Station Master shall explain the procedure of placing detonators to all men deputed and/or posted at his station and obtain their

signatures or thumb impressions in the “Station Detonator Register” as an acknowledgement that they have understood the rules relating to the fog signaling of trains.

Instructions for Fog Signalmen are contained in SR 3.64.07.

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

3.62. Placing of detonators in case of obstruction. -

(1) Whenever in consequence 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 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, Gang mates, Gatemen and all other railway servants on whom this duty is laid by the Railway Administration, shall keep a stock of detonators.

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

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

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

SR. 3.64.01.-(a) **Stock of detonators. -**A case containing 10 detonators shall form part of equipment when on duty, of every Guard, Loco pilot, Permanent way Gangmate, Gateman, patrolman, Stationery watchman, Lineman of traction Department, Signal/Block Maintainer. Every push trolley, motor trolley, lorry and tower Wagon shall be equipped with a case of 10 detonators. Every keyman shall be supplied with 8 detonators.

(b)The Divisional Railway Managers shall prescribe the number of detonators which shall be kept in stock at stations, in each SSE/SE/JE (P. Way) office and Running Sheds, OHE Depot, BSI's office and also the minimum number below which the stock shall not be allowed to fall.

(c) Station Masters, Running Shed, SSE (Loco /Traction/OHE) SSE/SE/JE (P. Way) and SSE/SE/JE(S&T). shall be responsible for seeing that the stock of detonators is never allowed to fall below the minimum.

SR.3.64.02- Supply of detonators. –

(a) Station Masters shall supply detonators to Guards headquartered at their stations and to Gatemen working under their control.

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

(c) Chief crew controller/crew controllers//SSE/SE/JE (loco/shed, Traction) (RS) shall supply detonator to Loco pilots.

(d) SSE/SE/JE (OHE) shall supply detonator to Linemen, Drivers of Tower wagons and such other staff working under them.

(e) The SSE/SE/JE (S&T) shall supply detonators to the Signal/Block Maintainers working under them.

(f) The users of push trolley, motor trolly, lorries etc. shall arrange to get the supply of detonators either from the Division Railway Managers/or through the Station Master, SSE/SE/JE (P way, Loco, RS, OHE, S&T) or Crew Controller of their Headquarters Stations as may be prescribed by the Divisional Railway Managers.

SR. 3.64.03.- Storage of Detonators. -

(a) Detonators shall be handled with care as they are liable to explode if handled roughly.

(b) Detonators shall be kept in the tin cases in which they are supplied. They shall be stored in dry places and not left in contact with brick walls, damp wood, chloride of lime or other disinfectants, nor exposed to dampness or steam or other vapours. On sections where the climate is humid, “Silicagel” bags may be kept in the containers to absorb moisture. These ’silicagel’ bags should be heated periodically in order to expel the absorbed moisture.

(c) Fog signals shall not be exposed to sun rays except when used on the track, as this can be dangerous.

(d) The month and year of manufacture are shown on the label outside each tin case and are also stamped on each detonator. Detonators shall be used up in the order on the date stamped on them, those of the oldest manufacture being used first. They shall always be stored in such a way as to facilitate ready withdrawal in the correct sequence. This shall also apply to the arrangement of detonators in individual tin cases kept with users like Gangmates, Keymen, Gang men and Patrolmen, where the same tin case may, at any given time, contain detonators of different dates of manufacture.

SR. 3.64.04. - Use of detonators-

(a) A detonator shall be placed over the rail closest to the inner side of the rail and be fixed with the help of lead strips bending inside the rail and the label/brand should face upward.

(b) When a railway servant has placed one or more detonators on the line, he shall withdraw beyond the safety radius of **45** 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 rear of the locomotive, train or wagon passing over the detonators.

(c) Station Masters, SSE/SE/JE (P. Way, Shed, Loco, Traction & S&T) and Transportation Inspectors shall be responsible for ensuring

that the detonators in the possession of the staff under their control are tested regularly as prescribed in SR 3.64.05 and that the staff know when and how to use them. All such staff as are expected to use detonators shall be tested once in three months by the controlling senior subordinates or by inspecting officials in regard to their knowledge of the use of detonators.

(d) Each Station Master, SSE/SE/JE (P. Way, Shed, Loco, Traction & S&T) shall maintain a register of receipts, use and testing of detonators supplied to them.

(e) The normal shelf life of detonators manufactured during 2010 and thereafter shall be 5 Years reckoned from the year of its manufacture. It can, however, be extended further for a maximum of 3 more years, provided that detonators which are more than 5 years old are effective. For this purpose, two detonators, of each batch/lot should be tested at the end of 5 years and if the result of these tests are satisfactory, life of the detonators 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. However, the life span of detonators of earlier lot in use shall continue to be 7 years from the year of manufacture (for those lots which were manufactured up to 2009). (c/slip **83** added).

(f) Railway servants in possession of detonators shall be responsible for ensuring that they are not put to any improper use.

SR. 3.64.05.- Testing of detonators. -

(a) Station Masters, SSE/SE/JE (P. Way, Loco/Shed, Traction & S&T) and other officials holding stocks of detonators supplied to them for issue to staff under their control as well as for their own use shall be responsible for testing, one in 12 months at least 2 detonators drawn at random from each batch of detonators received by them. Particular care shall be taken to ensure that the oldest detonators remaining unused with the staff to whom they were issued are tested without fail.

(b) Detonators shall be tested under the wheels of any empty wagon pushed by a locomotive at a restricted speed of **8 to 12 kmph**. The tests shall be carried out under the direct supervision of an official not below the rank of Transportation Inspector, SSE/SE/JE (P. Way, Loco, Traction & S&T) Station Masters of Guard's-quarters stations are, however, authorized to test detonators in their charge including those issued by them to the Guards.

(c) During testing no person shall be allowed to approach within a radius of 45 m. of the detonators being tested, except for the engine

crew who shall also keep themselves well within the cab. The official in charge of the testing shall, before commencement of the operation, post sufficient men to ensure that no person trespasses the prescribed safety radius until the testing is completed. The men posted for this purpose shall also observe the prescribed safety radius and shall place themselves as far as possible in the rear of the wagon used for the test for greater safety against flying splinters.

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

(e) A record of the number of detonators testes shall be kept in a special register maintained for the purpose.

(f) Deficiencies resulting from withdrawal of detonators, for the purpose of testing, from the staff to whom they were issued shall be made good by issue of detonators from a lot which has been tested and found to be effective.

(g) If any of the detonators tested fails to explode, the entire batch it represents shall be withdrawn and replaced by fresh stock.

(h) Detonators bearing any sign of rust on the surface or appearing unsatisfactory in any way and those failing to explode in actual working shall also be retuned promptly to the issuing officer for replacement.

SR. 3.64.06.- Disposal/destruction of time expired Detonators (fog signals). -

Time expired detonators shall be destroyed by the following methods:

-

(a) by soaking them in light mineral oil for 48 hours and throwing them one by one into fire with due precautions;

(b) by burning them in incinerator;

(c) by detonating them under the wagons during shunting operations;

(d) by throwing them in deep sea.

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

It may be noted carefully that in no case the detonators shall be buried or thrown in water at such place where they could be recovered by human beings.

SR. 3.64.07.-Instructions for the supply and use of fog signals at stations, to indicate to the Loco pilots of approaching trains, the location of a signal.

(a) Recruitment. - Fog Signalmen shall be detailed for duty at stations, being recruited partly from the Station Traffic staff and partly form Engineering Gagmen and must not be substitutes or casual labour but regular employees of the railway.

(b) Relief. - Divisional Operating Manager shall arrange for a Relief Force for relieving Fog Signalmen at stations in area in which fogs are prevalent when such men are absent on account of sickness or authorized leave.

(c) Supply and method of use. - (i)Each Fog Signalman, while being sent to the fog signal post, shall be given 24 detonating (fog) signals (pataka) or less as may be prescribed under special instructions. The Station Master shall ensure that fresh supplies of Fog signals are sent out, as necessary, to the men in replacement of those used.

(ii) One Fog Signal man shall be sent to each of the fog signal posts which are erected at all stations in rear of (i.e., outside) the First stop signal.

(iii) Each Fog Signalman on reaching the fog signal post shall at once place and secure on the rails two fog signals (Pataka) about 10 meters from each other, one being opposite and, on the rail, next to the fog signal post and the other beyond it and in the direction from which the incoming train would come.

(iv) He shall then station himself 45 meters behind the fog signal post.

(v) Fog Signalman shall never leave their post until relieved by another trained Fog Signalmen except when he has to report to the Cabin man or the Station.

(vi) A Fog Signalman shall never sleep while on duty at the fog signal post. He must realize 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 relived at a fog signal post, both men shall allow the train to pass and explode the fog signals already placed and secured on the line. As soon as the train has passed or if no train is approaching, the Fog-Signal man who is being relieved, shall pick up the last two detonators (fog) signals he had placed on the line and take them with any unex-

ploded detonators or exploded cases he has, back to the station. The Fog Signalman coming on duty shall place two fresh detonators on to the lines.

(d) Exception for branch lines. - On branch lines or sections, on which traffic is light, the Station Master on duty may, under “special instructions”, send a Fog Signalman out to the fog signal post for reception of each individual train. This procedure shall only be permitted if it is provided for in the Station Working Rules.

(e) Method of securing. - Fog Signals shall be placed on the line with the label or brand upwards, and shall be secured by bending the clasps round the head of the rail.

(f) Placing Fog signals on a mixed gauge. - Where the use of Fog signals is necessary under these rules on a mixed gauge, Fog signals shall be placed on one rail of each gauge, or on the rail common to both.

Examples -

(i) Where one rail is common to both gauges.

(1) (1) - (1)A <-- 10 meters -->A

(2) (2) - (2) ----------

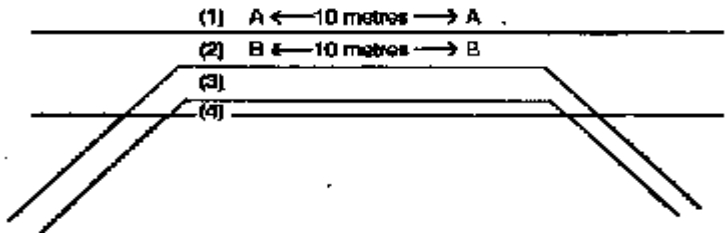
(3) (3) - (3) ----------

(1) Rail common to broad gauge and meter gauge

(2) Meter gauge rail

(3) Second broad gauge rail

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



1 and 4 two broad Gauge rails

2 and 3 two Meter gauge rails

(iii) IN case (i) the fog signal shall be placed at

A .... A

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

(iv) In case (ii) the detonating (fog) signals must be placed at A.....A and B .....B.

(v) To know the location of the 1st stop signal of a station during foggy weather the kilometer chart of the 1st stop signal location of every station be mentioned in working time table for information of loco pilot.

(g) Renewal of detonating (fog) signals. -On both double lines, detonating (fog) signals shall be placed on the rails for each train and shall be renewed each time a train passes over them.

(h) Hand signals. -(i) The Fog signalman shall always carry a lighted hand signal lamps 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 a 'Stop' hand signal to an approaching train. Under no other circumstances shall a Fog signalman show a hand signal to the Loco pilot of an approaching train, but on single line sections, for a train leaving a station, the Fog Signalman shall show a "proceed" (green) hand signal to the loco pilot.

(i) Acknowledgement of rules. - The Station Master shall explain to each Fog Signalman at his station relating to the duties of Fog signalling and obtain his assurance in the month of October of every calendar year in the Fog Signal Register.

(j) Record of fog signals and exploded cases. -

(i) The Station Master on duty shall be responsible for ensuring that the Fog Signalman before going out on duty to the fog signal posts, count the number of fog signals issued to them. This number shall be entered in the "Station Detonator Register" in part III of the Register and the Station Master on duty and the Fog Signalman shall jointly sign this entry.

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

STATION DETONATOR REGISTER

At.....Instructions

1. This register contains the following parts -

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

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

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

Part IV -Particulars of issue and testing of Fog signals at Depot, Station, Loco Shed & C.

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.

(From errata issued on 22/9/14 this part I added) OP/T – 124 part-I

South Eastern Railway **part -1**, fog signal man posted at ---------station							
Period for which worked at the station	Name of fog signal man	Substa-ntive post of fog signal man	Assur-ance of fog signal man	Sign. of SM	Date of testing of the fog signal man in his duties by the SM	Sign of fog signal man	Sign of the SM

Delete phrase 'hand' in 5th column and add 'hand 'word in 6th column after detonators on' (hand). In part II -stock of detonators ---in the below figure

SOUTH EASTERN RAILWAY OP/T. 124
PART II
Stock of Detonators.

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

SIGNALS SIGNALS

SOUTH EASTERN RAILWAY OP/T. 124
PART III
..... Station

Date	Duration of Fog		Name of Fog Signal man on duty.	Time fog Signalman sent out.	Number of detonating (fog) signals issued			Signature/ thumb impression of fog Signalman	Signature of Station Master.	Train for which used.
	Time commenced & control advised	Time cleared and control advised			To F/S man.	Sent out for renewal.				
						No.	Time			
	H / M	H / M		H / M			H / M			

F/S Man returned to station.	Number of detonators returned to Station Master on duty				Signature of		Remarks
	Unused detonators.	Shells of exploded detonators which failed to explode	Balance of detonators not accounted	Explanation for not accounted for detonators	Fog signalman or thumb impression.	Station Master on duty.	
H/M							

G. Signals to warn incoming train of danger ahead

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

3.66. Use of warning signals- When it becomes necessary to protect an obstruction in a block section, a signal may be used, as prescribed by special instructions under 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 pre-

scribed by special instructions under rule3.65 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."

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 sections are controlled, the Controller also.

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

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

SR. 3.68.01.- (a) Station Masters are strictly prohibited from interfering or allowing the station staff to interfere with Signalling & Interlocking equipment, except for the provision laid down in SR3.68.02(a).

(b) In no circumstances may a signal be taken 'OFF 'by pulling the wires by hand or in any way other than the prescribed method.

(c) A signal in the 'OFF' position is the final indication that the points are correctly set for the route for which it applies, and if it is found impossible to take 'OFF' a signal, the setting of points on the route to which it applies shall be inspected by SM /Switchman/Cabin man before the signal is declared as defective irrespective of what is indicated by the position of the switches and route levers, points levers or lock lever.

(d) If on inspection it is found that the defect is due to presence of ballast or other obstructions causing a gap in the points, the obstruction shall be removed and the signal taken 'OFF' and normal working continued.

(e) In case of failure of track circuit for the line to which the signal applies, the aforesaid railway servant shall also inspect the entire route so as to ensure that the route is clear of all obstructions.

(f) If a signal which is not relevant to the operation comes 'OFF' while taking 'OFF' the signal for a relevant route, both these signals shall be deemed as defective.

SR. 3.68.02. - As soon as the Station Master has become aware that any signal has become defective or has ceased to work properly, the following procedure shall be followed: -

(a) The Station Master shall take measures either by disconnecting the wire or by other means to place the signal at 'ON 'position if not already in that position;

(b) If this signal cannot be kept in the 'ON' position a competent Railway servant in uniform shall be deputed to exhibit a Stop hand signal at the foot of the defective signal post and to place a detonator 90 meters outside it provided it is a Stop signal. The aforesaid railway servant shall replace the

detonator every time it is passed over by a train. He shall not leave his post until relieved by another competent railway servant. Relief shall be arranged every four hours in such cases. If this condition happens at night or if it continues after dark, the green glass of the signal arm in question shall be so broken as to prevent a green light being seen, to ensure that a Loco pilot may not mistake it for a signal lowered for his train. If it is a Routing signal (not Home), Starter or Advanced Starter, a detonator need not be used. If it is a Warner/ Distant GR3.71 shall be complied with.

SR. 3.68.03.- If the defective signal is in' on' position a competent railway servant in uniform shall be deputed if action is to be initiated to receive trains in accordance with the provision prescribed in SR.3.69.02.

SR. 3.68.04.-(a) As soon as the Station Master becomes aware that any signal at his station governing the movement of trains, has become defective he shall immediately report such defect with complete particulars either in writing or by telephone to the Signal Maintainer concerned, SSE/SE/JE(S&T), Asst. Signal & Telecom. Engineer (where posted).A copy of the report of failure of signal/ signals shall be endorsed to Divisional Operations Manager , Divisional Safety Officer, Divisional Signal& Telecom Engineer, Chief Controller, Divisional Transportation Inspector, Station Master of the adjacent Block station in rear and Notice stations concerned. On controlled section the section Controller shall also be informed over phone.

(b) He shall make necessary entries in signal Failure Register, Train Signal Register, Diary and Caution order Register.

(c) On receipt of a written or telegraphic or telephonic report from the Station Master, the concerned staff of the S&T department shall attend to the reported defects and issue disconnection notice in form S&T/DN (T-351) where necessary and obtain acknowledgement from the Station Master and then carry out the work.

(d) When the defect has been rectified, the official of the signal department shall issue a reconnection memo on the relevant portion of the form S & T / DN (T-351) to the Station Master as a certificate for rectification of the defect and obtain his signature. The Station master before acknowledging such memo shall test the signal and satisfy himself that the signal is in proper working order.

(e) Thereafter the Station Master shall make necessary entries in the Failure register, Train Signaling register, Diary and Caution Order Register.

(f) Station Master and official of the signal department who rectifies the defect shall issue rectification message to the officials mentioned in Para (a).

SR. 3.68.05 - Failure of signal lights where colour light Signals are provided: -

(a) At station provided with colour light signals where lights cannot be kept burning due to power failure including failure of stand- by arrangements, the Station Master must inform the station on either side and the section controller, immediately, who shall inform the Sr DEE/DEE and Sr. DSTE /DSTE concerned.

(b) before despatching a train to such a station, Station Master of the station in rear shall issue T/409 (Caution Order) to the loco pilot advising him of the absence of any light on the signals and therefore for keeping a good vigil and look out and to stop at the foot of the first stop signal post of the station where signal lights are out.

(c) T/369(3b) (Authority to pass defective signals) shall be issued to the Loco pilot by the Station Master of the station where the failure has occurred, at the foot of the first stop signal and the starter signal, as the case may be.

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

It will be worth mentioning that as and when Power supply is resumed and signal is “lit” again, the advice as indicated in (a) above shall be cancelled and the loco pilot of the train shall be guided by the aspect of the signal.

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

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

fective 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, authorising the Loco pilot to pass the defective signal at “ON” delivered at the foot of the defective signal through a competent railway servant; or

(c) by taking ‘OFF’ the Calling - on signal where provided; or

(d) by authorizing the Loco pilot to pass the defective signal at ‘ON’ over the signal post telephone where provided, in accordance with special instructions.

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

SR. 3.69.01. - If at an interlocked station, the Home signal for any route is out of order and it remains in the ‘ON’ position but does not affect the interlocking of any other route, it is permissible to admit trains direct into the station on the other lines by taking OFF the other relevant Home signals and (in conjunction there-with) the outer signal, where provided.

SR. 3.69.02.- (a) (i) The Station Master of the station at which Outer, Home or Routing signal has become defective shall advise the station in rear and, also the last stopping stations for Mail, Express and Passenger trains, except in case where a signal post telephone or Calling - on signal is provided on the defective signal so that the Loco pilots of all approaching trains may be issued with the written authority on form T - 369 (1). The stations receiving the message shall acknowledge the same supported by Private Number and also intimate the number of the first train to which T - 369 (1) is being issued;

(ii) If the station in rear of the affected station, happens to be a Block-Hut, the advice for issuing T - 369 (1) shall be sent to the station in rear of such block hut or block huts.

(iii) In case of goods trains form T-369 (1) shall be issued and handed over to the Loco pilot at the Station preceding the station at which signal is out of order. For this purpose, such trains shall be stopped out of course;

(iv) The Station Master after sending the advice to the station in rear, shall depute a Jamadar/Points man/Token porter in uniform at the foot of defective signal with hand signals;

(v) If the Outer is defective, the railway servant mentioned in sub -rule (iv) shall display hand signal according to the aspect of Home signal i.e. if the Home is in 'off' position, he shall display proceed hand signal to the approaching train,

(vi) if both the Outer and Home become defective or Home itself is defective, the aforesaid railway servant shall display stop hand signal from the foot of the Outer signal till such time proceed hand signal is displayed from the facing end Cabin or from the Station Platform where end cabins are not provided. The exhibition of proceed hand signal by the aforesaid railway servant as well as from the Cabin/Station Platform as the case may be, shall continue till such time the train has passed the place of showing such signals.

Possession of T -369 (1) and exhibition of 'proceed' hand signal at the foot of First Stop signal by the railway servant shall be authority for the Loco pilot to pass such signals in defective position.

(vii) When the station in rear or the last stopping station has been advised to issue T - 369 (1), the Station Master shall not give 'Line Clear' to the station in rear for any train unless all concerned points are correctly set, all facing points (trailing points also in case of motor operated points) locked/ clamped and padlocked and the clearance of route is ensured for the nominated route as prescribed in SR 3.69.03 or SR 3.69.04, whichever is applicable.

(b) The procedure detailed in sub - rule (a) shall not apply to stations worked under automatic block system or when the signal becomes defective in 'OFF' position. In such cases trains shall work in accordance with the procedure detailed in SR 3.69.03 and 3.69.04.

SR. 3.69.03.- At a station where Outer/Home/Routing signal is defective and there is no calling on signal or signal post telephone provided on the defective signal or these are out of order and also the stations in rear have not been advised to issue T-369(1) to the approaching trains in terms of SR 3.69.02, the following procedures shall be adopted for reception of a train except at stations with panel interlocking, route relay interlocking or solid state interlocking arrangement, in which cases SR 3.69.04 shall be followed.

(a) When it is necessary to admit a train past fixed signal/ Signals which are defective, except in case of shunting operation, the Station Master on duty

shall depute a Jamadar/Points man/Token porter to pilot the train giving him a written authority on form T - 369 (3b). Before handing over the written authority to the pilotman the Station Master shall ensure that all the points are correctly set and all facing points are clamped and padlocked of the nominated route for the nominated line and take possession of pad-lock key. The Railway Servant deputed shall not hand over the written authority to the Loco pilot unless the train has been brought to a stop outside the first Stop signal. Thereafter the Loco pilot shall proceed provided he is in possession of T-369 (3b) and the pilotman has boarded the engine, and display 'proceed' hand signal to pass the defective signal/signals in defective position.

(b) At station where cabins are provided at either end before handing over the written authority to the Pilotman. The following procedure shall be observed -

(i) The Station Master on duty shall personally supervise the correct setting of all points, clamping and padlocking of the facing points and clearance of the nominated route for admission of a Passenger train or a goods train when a Passenger train is standing on the adjacent line.

(ii) The Switchman/Cabin man shall be responsible for correct setting of all points, clamping and pad locking of all the facing points and clearance of the nominated route for admission of a goods train. After complying with the procedure stated above, the Switchman/ cabin man shall give a Private Number to the Station Master as an assurance of having done so. The Station Master shall, then hand over the written authority T - 369 (3b) to the Pilotman for piloting the train.

(c) At a station where end cabins are not provided the correct, setting clamping and padlocking of facing points on nominated line shall devolve on the Station Master for all trains except where Line label and badge system has been brought into force, in which case the procedure as laid down in SR 3.69.02 shall be followed.

(d) The procedure detailed in sub-rule (a), (b), (c) shall also apply for receiving a train on a non - signaled line.

SR. 3.69.04.- During failure of an approaching stop signal at a station provided with panel interlocking, route relay interlocking or solid-state interlocking arrangements the following procedures shall be followed.

(a) If the route setting can be done correctly yet the signal does not take off, the operator will cancel the route that has been set and try to reset the route. If the signal still does not take off, the alternative route, if any, shall be attempted, taking into consideration, of course, that such diversion will be possible for the train. If the signal does not take off for that route even then, the SM on duty shall try to allow movements by taking off the calling on signal in case it is available. If the calling on signal is not available or it fails to take off, then the SM shall reset the desired route and take the following action:

(i) At stations, where point lock indication specifically provided on the panel, he shall personally ensure from the indication displayed in the panel that the route is clear, the points are correctly set and the point indications are not flashing, the point lock indications are lit and remained steady and the cancellation of the signal route that caused the above point locking has not been initiated. The SM shall note down the point lock indications lit on the panel in the TSR in red ink and place button collars on the signal buttons. Thereafter, he will depute a competent railway servant to pilot the train along with a written authority on T/369(3b), for the loco pilot to pass the concerned signal at danger.

(ii) At stations, where point lock indication is not specifically provided on the panel or in case the point locking indication fails to appear in the indication panel, the SM on duty shall ensure the clearance of the nominated route, proper setting of all points through crank handle operation and clamping and padlocking of all facing and trailing points on the route. In addition, wherever crossovers exist on the route, the other end of the cross over, even though it may not be in the route of the train, shall also be clamped and padlocked before issuing T/369(3b), to the loco pilot to pass the defective signal.

At stations where end panels are provided, the procedure as stipulated in SR 3.69.03 (b) shall be followed with the addition that all trailing points shall also be clamped and padlocked and wherever crossovers exist on the route, the other end of the cross over, even though it may not be in the route of the train, shall be clamped and padlocked.

SR. 3.69.05.- Where telephone is provided below the first Stop signal which has become defective, the train shall be stopped outside such signal and Loco pilot shall contact the Station Master on telephone who shall after complying with the procedure laid down in 3.69.03 (b),(c) give a Private number to the Loco pilot and arrange to display proceed hand signal either from station platform or from the cabin till the train has arrived complete. The Loco pilot on receipt of Private Number and on seeing the proceed hand signal as mentioned above, shall pass the defective signal as in GR 3.80(2).

SR. 3.69.06.-(a) When the Home or Inner Home signal becomes defective the Outer shall also be treated as defective.

(b) When the Outer signal is defective (in case when advice has not been sent to the station in rear to issue written authority in advance,) the Station Master shall depute a Jamadar/Points man/Token porter in uniform with a written authority on form T- 369 (3b) to pilot in the train. After the train has come to a stop at the Outer signal, the Pilotman shall exhibit proceed hand

signal to the Switchman / Cabin man who shall then take 'OFF' the home signal. After the train has stopped at Outer signal and on seeing the Home signal in 'OFF' position, the pilotman shall hand over the written authority on form T - 369 (3b) to the loco pilot to proceed and give a proceed hand signal.

(c) In case the Station Master has advised the station in rear to issue a written authority in advance and acknowledgement has been received, the Jamadar or Points man or Token Porter shall be deputed to the Outer signal. The pilotman shall display 'Proceed' hand signal at the foot of the Outer signal to the approaching train only after seeing the Home signal in 'OFF' position. If the Home signal is in the 'ON' position, the Jamadar or points man or Token Porter shall exhibit Stop hand signal to stop the train till the Home signal is taken 'OFF'.

3.70. Duties of Station Master when a departure stop signal is defective -

(1) In the event of a Starter becoming defective, the Station Master may authorise the Loco pilot to pass such signal by a written authority which shall be handed over to the Loco pilot at the station where the defective signal is located and in addition thereto, a competent railway servant shall show hand signals to the departing train in accordance with the instruction of the Station Master or by taking 'OFF' the Calling-on signal, if provided, under sub-rule (2) of Rule 3.13, after the train has been brought to a stand at the defective signal.

(2) In the event of an Advanced Starter becoming defective, hand signals may be dispensed with and the Station Master may authorise the Loco pilot to pass such signal by a written authority, which shall be handed over to the Loco pilot at the station, where the defective signal is located.

Provided that in exceptional circumstance where under approved special instructions, an Advanced Starter protects any points, hand signals shall not be dispensed with.

(3) For the purpose of handing over the written authority mentioned in sub-rules (1) and (2) the train shall be stopped at the station where the defective signal is located. The written authority to pass a defective departure Stop signal shall not be handed over to the Loco pilot unless all the conditions for taking 'OFF' such signal have been fulfilled.

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

SR. 3.70.01 - At a station when the Starter signal has become defective the Station Master shall issue a written authority in form T -369 (3b) / (in auto section T/A-912) to the Loco pilot to pass the defective Starter and in addition he shall depute a Jamadar/Points man/Token porter at the foot of such signal to exhibit proceed hand signal to the Loco pilot (Before handing over the written authority to the Loco pilot the procedure detailed in SR 3.69.03 (b)(i),(ii) and (c) shall be complied with. Provided that at stations having PI/RRI/SSI; SR 3.70.02 shall be followed.

SR. 3.70.02 - In case of stations having RRI/PI/SSI, the following procedures shall be followed:

If the route setting can be done correctly, yet the signal does not take off, the SM shall try to allow movements by taking off the calling on signal in case it is available. If the calling on signal is not available or fails to take off, then the SM shall reset the desired route and take action as mentioned in SR 3.69.04 (i) and (ii).

SR. 3.70.03.- In case the advanced starter becomes defective, such signal shall be passed on the written authority in form T- 369 (3b) Proceed hand signal, in this case, shall be dispensed with only where the Advanced Starter does not protect any Point.

3.71. Warner or Distant signals defective in the 'OFF' position -

(1) (a) If a Warner signal on a post 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 be extinguished and the train, after being first brought to a stand, may then be hand - signalled past the signal. Advice of the defective signal shall be given to the Loco pilot of the train at the station in rear warning them to stop at such signal.

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

(2) If the Warner or Distant signal of an Intermediate Block post is defective and cannot be kept it the 'ON' position, the Intermediate Block Stop signal shall also be kept at 'ON' and treated as defective and action taken as per rule 3.75.

3.72. Warner not to be used when Stop signal is defective- Whenever a Stop signal is defective or ceases to work properly at a station provided with Warner, the Warner applying to the line to which the defective Stop signal applies shall be kept at 'ON' until the defective stop signal is rectified.

3.73. Passing of a gate stop signal at "ON" -

1. When a Loco pilot finds a gate Stop signal at 'ON' he shall sound the prescribed code of whistle and bring his train to a stop in rear of the signal.

2(a) if the gate stop signal is provided with a 'G' marker, the Loco pilot shall wait at the signal for one minute by day and two minutes by night, and if the signal is not taken 'Off' within this period, he may draw his train ahead cautiously up to the level crossing, and

(b) if the gateman is available and exhibiting hand signals, proceed further past the gate cautiously, or

(c) If the gateman is not available or, is available but not exhibiting hand signals; he shall stop short of the level crossing, where he shall then be hand-signalled past the gate by the gateman, if there is one or in the absence of a Gateman, by one of the members of the engine crew of the train after ascertaining that gates are closed against road traffic.

(3) if the Loco pilot finds, after stopping at the signal that there is no 'G' maker, he shall proceed further only in accordance with the procedure laid down under special instruction.

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

(1) (a) If there is no fixed signal at a place where a fixed signal is ordinarily shown or

(b) if the light of a signal is not burning when it should or

(c) If a white light is shown in place of a colour light, or

(d) if the aspect of a signal is misleading or imperfectly shown, or

(e) if more than one aspect is displayed. The Loco pilot shall act as if the signal was showing its most restrictive aspect:

Provided that during night, if in the case of a semaphore Stop signal for approaching trains only, the Loco pilot finds the signal light extinguished he shall bring his train to a stop at such signal. If he finds that 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 him, and report the matter to the Station Master for necessary action.

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

SR. 3.74.01 - Conflicting signals -

Conflicting signal shall be treated as defective and, as such, equivalent to a signal at danger or at its most restrictive aspect. For instance, if the Warner is 'OFF' while the Outer, or the main Home is 'ON'; or when the Warner is taken 'OFF' in conjunction with the Home signal for one of the loop lines; or the distant shows Proceed/green aspect when the Home signal displays' Yellow' with route/lunar indication; or if one or more route/lunar indicators glow along with 'Stop'(red), or 'Proceed' (green), or 'Attention'(double yellow) aspects; or if more than one route/lunar indicators glow along with the caution/yellow aspect; or if a signal shows more than one aspect simultaneously, such signal shall be treated as conflicting and, hence, defective signals. The Loco pilot of a train on noticing such conflicting signals shall bring his train to a dead stop.

The train shall then be piloted after a careful examination of points/route etc. following extant rules.

SR. 3.74.02:- Frequent aspect changing and flickering/bobbing of Colour Light Signal

In case of a colour light signal, if its aspect changes from one aspect to other, such as green to yellow/red, yellow to red/green or vice-versa or is flickering/bobbing, the loco pilot shall bring his train to a stop short of it and treat the signal as showing its most restrictive aspect. If the signal subsequently as-

sumes a steady aspect and remains steady for 60 seconds (i.e., one minute), the loco pilot should regard it and act in accordance with the aspect so shown by the signal. If, however, the signal continues to flicker or bob or change its aspects and does not assume a steady aspect for at least 60 seconds, the signal should be treated as defective, in this case, the train shall be piloted after a careful examination of pints/route etc. following extant rules.

At locations, where piloting stands dispensed with, such as Automatic Stop Signals, Permissive Signals, IB stop signals and gate stop signals, the loco pilot shall proceed treating the signal as if it is showing its most restrictive aspect in accordance with the rules applicable for passing of such signals at 'ON'

3.75. Passing of Intermediate Block Stop signal at 'ON' -

(1) When a Loco pilot finds an intermediate Block Stop signal at 'ON' he shall stop his train in rear of the signal and contact the Station Master of the block station in rear on the telephone, if provided on the signal post.

(2) The Station Master shall authorise the Loco pilot to pass the intermediate block Stop signal, if defective, as prescribed by special instructions.

(3) If the telephone is not provided or is out of order, the Loco pilot after waiting for **5** minutes at the signal shall pass it at 'ON' and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding **15** 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 despatching a train, treat the entire section up to the block station immediately ahead of the Intermediate Block Post as One Block Section and issue a written authority to the Loco pilot to pass the defective intermediate Block Stop signal at 'on' without stopping at the signal, in accordance with the procedure prescribed by special instructions.

SR. 3.75.01 - (i) if the Intermediate Block Stop signal is 'ON' the Loco pilot shall stop at the signal and advise the Guard of the fact by sounding a long continuous whistle and shall then contact the Station Master in rear over the signal post telephone.

(ii) If the Station Master, on being contacted over telephone by the Loco pilot, finds that the signal is defective, he shall, after obtaining 'Line Clear' for the train from the Station in advance, authorise the Loco pilot on telephone to pass the Intimidate Block Stop signal at 'ON' and enter the Block Section ahead. He shall give the Loco pilot the Private Number and Identification Number under which he has received 'Line Clear' for the train from the station in advance.

The Loco pilot shall then sound one short, one long and one short whistle and, on receipt of Guard's signal shall proceed ahead, duly exchanging signals with him.

(iii) The Station Master on being contacted by the Loco pilot on signal post telephone, if he is unable to obtain 'Line Clear' for the train due to total interruption of communications, shall call for the Guard through the Loco pilot and on being contacted by the Guard, he shall advise the Guard of the circumstances and give a private number for the train to proceed up to the next block station. The Guard shall prepare a memo in duplicate authorising the Loco pilot to proceed with the private Number received from Station Master. In such case the speed of the train shall be restricted as prescribed in GR 3.75 (3).

SR. 3.75.02. –while complying with the instruction contained in GR 3.75(3) When the Loco Pilot has to pass an IBS Signal at 'ON' after waiting for 5 minutes at the signal, he shall proceed cautiously preparing to stop short of any obstruction at a speed not exceeding 15 Kmph. when view ahead is clear and 8 Kmph when view ahead is not clear due to curve, obstruction, rain, fog or any other cause until he reaches the foot of First Stop signal of the Block Station in advance obeying any gate stop signal in between the IBS Signal and First Stop Signal of the Block Station in Advance as per rules and even if the signal is 'off' the Loco pilot shall continue to look out for any possible obstruction short of the same and will act upon its indication only after he has reached it. Before starting, the Loco pilot shall sound one long whistle which may be repeated as necessary and shall then start his train on receipt of Guard's signal. There after he shall exchange signals with the Guard."

SR. 3.75.03.-The Written Authority as mentioned in GR 3.75 (4) shall be in form T - 369 (3b) in which the Private Number and Identification number obtained from the station in advance in support of 'Line Clear' shall be recorded. Display of 'Proceed' hand signal at the foot of defective Intermediate Block Stop signal may be dispensed with.

SR. 3.75.03(2nd para) (c/slip **130** added)

In such case, the Loco Pilot shall pass the IBS Signal at 'ON' at normal speed subject to other speed restrictions in force.

Note: Strike out 'IBS signal' and the words 'at a speed not exceeding **15** kmph' in the form T/369/3b, before issuing for this purpose.

While writing ID number and Private Number in T/369/3b, also write: 'pass IBS signal at normal speed observing other speed restrictions in force.'

SR. 3.75.04 - Backing of train on the portion of line after passing the Intermediate block Stop signal.

(a) When the Loco pilot of a train finds it necessary to back his train after clearing an Intermediate Block Stop signal, on the portion of the line provided with axle - counters, 'track - circuit, due to unavoidable circumstances, he shall not do so without drawing the attention of the Guard by sounding four short whistles, where upon the Guard shall checkup that the tailboard / tail lamp is correctly exhibited and shall proceed to protect the train as prescribed in GR 6.03.

(b) The Guard shall then check the location of the train and enquire from the Loco pilot the distance up to which backing is required and ensure that the distance is not likely to foul the track section provided with axle - counter/track - circuit. In order to clearly demarcate the track section, a board with legend 'Backing is not permitted beyond this point' shall be fixed at an adequate distance beyond the track section.

(c) If the backing is not likely to foul the axle - counter/ track- circuit section, he shall give a written permission to the Loco pilot for backing indicating the approximate distance and after protecting the train with reference to the point up to which train is to be backed.

(d) If the train which has passed the portion of the line controlled by axle - counters/track - circuit is to be backed and while so doing is likely to foul the above portion of the line, the Guard shall, before giving such permission walk to the telephone provided on the Intermediate Block Stop signal post and contact the Station Master on duty of the station in rear over the telephone and confirm by a Private Number from the Station Master that no train has been allowed behind his train or shall be allowed from the station in rear till the Guard informs the Station Master that his train has cleared the section.

(e) The Private Number so received shall be recorded on the memo to be issued to the Loco pilot.

3.76. Intimation to officials when defects remedied

As soon as a defective signal has been put into good working order, the Station Master shall intimate the fact to the officials who were advised of it being defective.

3.77. Defective or damaged points etc. -

(1) Whenever points, crossings or guard rails are defective or damaged the railway servant in charge of operation of points shall protect them and immediately arrange to report the circumstances to the Station Master.

(2) The Station Master, on becoming aware of such defective or damaged points etc. shall -

(a) Immediately arrange to have the defect rectified by the railway servant responsible for their maintenance.

(b) Arrange to ensure the safe passage of trains and

(c) Keep the signal or signals concerned at 'ON' until the defect is rectified.

SR. 3.77.01 - (a) While following GR 3.77. (in case of defects or damage to crossing or Guard rails or Points), the Station Master shall in form the SSE/SE/JE (P. Way), Sectional AEN&DEN and Signal Maintainer. SSE/SE/JE(S&T) and the DSTE and the Divisional Transportation Inspector and Divisional Operations Manager. After the defects or damages are rectified, the same official, shall also be advised by the Station Master.

(b) If interlocked points go out of order or become defective in any way. no train or vehicle is to be allowed to pass over them, and no train is to be permitted to approach such points, within a distance sufficient to ensure safety until they have been inspected and

(i) the defect has been rectified, or

(ii) the points have been secured by a clamp or a through bolt and padlocked. The speed shall be restricted to **15** kmph over the defective points and Caution Orders shall be issued to the trains from station in rear or Notice station until the defect has been rectified by the authorised staff of Signal Department.

(iii) As soon as repairs are completed and points are tested and found in working order, all concerned shall be notified by wire.

SR. 3.77.02 - In case any motor operated points become defective trains may be received or despatched on signal as per the procedure detailed in the Operating Manuals.

SR. 3.77.03 - In the event of any points being burst through, the Loco pilot shall immediately bring his train to a stop and shall not move until ordered to do so by the Station Master. The Station Master shall, if necessary, order the train to move to clear the points and shall not permit any movement to be made in a facing direction until the points have been correctly set and secured by clamp or through bolt and padlocked.

3.78 – Duties of engine crew in respect of signals:-

1. (a) The Loco Pilot shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not;

(b) The Loco Pilot shall not, however, trust entirely to signal, but always be vigilant and cautious;

2. (a) The Loco Pilot shall whistle intermittently when his engine explodes detonator(s) and take every possible caution including reduction of speed as necessary, so as to have the train well under his control and be able to stop short of any obstruction on the line;

(b) After proceeding **1.5** 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 the 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 a qualified railway servant who is conversant with it to assist him.

c/slip **115** as USR 3.78 (6) (a) and c/slip **127** below USR 3.78 (6) (a) as its 2nd and 3rd para after "Every Loco Pilot/Assistant Loco Pilot……..each line shall be provided".
Added new USR **3.78 (6) (a)** after GR 3.78 (6) with the following:-

USR. 3.78 (6) (a): Every Loco Pilot/Asst. Loco Pilot/Motor man should be given 3 trips (Up and Down direction separately) for learning road out of which one must be by night to familiarize himself with the section (s) on which he is rostered for duty. On ghat section and automatic territories minimum 6 trips of road learning shall be provided in both the directions. If more than one line is available in a section, at least one trip road learning in each line shall be provided. (c/slip-**115**)

Add the following lines below para USR 3.78 (6) (a):

"No separate road learning is required for Loco pilots/ALPs, who are already having learning in the same section, in case of existing section being added with 2nd/3rd/4th line and existing signalling system being upgraded to Automatic one. However, running staff may move in such sections with restricted speed of 40 / 15 kmph, during day / night, for the first trip only to acquaint themselves with the new signalling positions, sectional gradients and new infrastructure in the section.

Divisions shall ensure display of the location of new signals and sectional gradients in the crew booking offices, so that running staff will get prior information about the new infrastructure in the section with augmented sections such as 2nd/ 3rd/4th line and automatic sections in small stretches. In order to guide the engine crew and guard a signal location table for the new/2nd/3rd/4th line or section shall be provided to the crew guard as a ready reference." (c/slip-**127** added)

(b) On promotion to or officiating as LP (Goods) road learning as prescribed in SR 3.78 (6) (a) has to be provided to loco pilot to understand train dynamics. (c/slip 115 added)

(c) If loco pilot/asst. loco pilot has not operated on a section for over 3 months, he should be given road learning trip (s) as per the schedule given below:

Duration of absence	No. of trips	No. of trips on Ghat Section and Automatic Territories
1) 3 to 6 months	One trip	Three trips
2) 6 months to 2 years	Two trips	Three trips
3) Over 2 years	Three trips	Six trips

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

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

(f) A register should be maintained at the crew booking point. A loco pilot/assistant loco pilot 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 the last trip performed by a loco pilot/assistant loco pilot on different sections and update it every first of the month. On the basis of these records, depot in charge should book loco pilot/assistant loco pilot for road learning on a section where it is required.

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

SR. 3.78.01: -

i) Conducting a trip in a section guided by either a loco inspector or a loco pilot shall also be construed as a road learning trip for this purpose. A competency certificate shall be issued, if found qualified, by a competent Railway official as may be nominated by the DME/DEE (OP). A record of all competency certificates issued to these categories of staff shall be maintained by the SSE/SE (loco or shed) for staff belonging to Diesel locomotives and by the Chief Crew controller for the staff belonging to electric traction.

ii) The learning road for engine crew in respect of **siding** will be as follows:
6 months and above-------One trip.

Provided that an engine crew may be allowed to work a siding without such road learning trips when they are guided by an authorized shunting supervisor as mentioned in SR 5.13.03. Such trip of a crew guided by an authorized shunting supervisor shall be construed as a road leaning trip for the crew as required vide SR 3.78.01.

b) The SSE/SE/ Loco/Shed/Crew Controller shall before booking any Engine crew to work any train satisfy himself that the concerned staff is/are acquainted with the section over which he/they is/are required to work. (*c/slip**115 & 127** totally added in the above paras*).

SR. 3.78.02. - All Loco pilot/Motorman/Asst. Loco pilot who are required to work trains on section having automatic Block system of working shall be imparted one day's intensive course once in every six months, about the rules pertaining to this system. Thereafter, they shall be examined and if found qualified a certificate of competency shall be issued to each Loco pilot /Motorman/Asst. Loco pilot by a competent Railway official as may be nominated by DME/DEE (0P). A record of all such certificates issued in token of their knowledge and proficiency in these rules, shall be maintained by the Divisional Mechanical Engineer/ Divisional Electrical Engineer (0P). No Loco pilot/Motorman shall be put on duty on such section unless he possesses this certificate.

SR. 3.78.03. - In thick, foggy of tempestuous weather impairing visibility or when the view of a signal is obstructed, the Loco pilot shall whistle continuously (as per item 9 (i) of SR 4.50.01) and take every possible precaution including reduction of speed as necessary so as to have the train well under control and be able to stop short of any possible obstruction on the line.

SR. 3.78.04. – (In c/slip **113**, point 6 is same as below)-

SR 3.78.04.- 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 controls the train so as to be prepared to stop short of any obstruction; this speed shall in any case not be more than 60 kmph. However, speed of trains during foggy/inclement weather may be enhanced to 75 kmph provided that there is fog device in the loco and is subject to the judgment of the loco pilot.

ii) Loco Pilot to whistle frequently to warn the gateman (where provided) and road users at level crossing about the approaching train.

iii)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 exceed 75/60 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.

3.79. Duties of Loco pilot in respect of a calling on signal- The Loco pilot of a train shall be guided always by the indication of the Stop signal below which the Calling -on signal is fixed. If this Stop signal is at 'ON' he shall bring his train to a stop. If he finds that the Calling -on signal is taken 'OFF' he shall, after bringing his train to a stop draw ahead with caution and be prepared to stop short of any obstruction.

3.80. Duties of Loco pilot when an approach Stop signal is 'on' or defective. -

(1) The Loco pilot of a train shall not pass an Outer a Home or a Routing signal that refers to him when it is 'ON' or defective, unless -

(a) He has, at a previous station received notice in writing that the signal is out of order and unless he also receives a proceed hand signal from a railway servant in uniform at the foot of such signal, or

(b) After coming to a stand, he is either given a written authority by the Station Master to proceed past such signal or is 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.3.80.01- Except in case of Automatic Stop signal Intermediate Block Stop signal and Gate signal with 'G' marker. Loco pilot shall not pass a

Stop signal in 'ON' position or a defective signal unless authorized in accordance with GR 3.69 and/or GR 3.70 and Subsidiary Rules there to.

SR.3.80.02. - At a non-interlocked station on single line, if after a train has left the station, but before it has passed the Outer signal any danger be reported which should necessitate the stopping of the train, the Outer signal of the opposite direction, where possible, shall be worked up and down to attract the attention of the train staff. The Loco pilot and Guard shall be watchful for this.

3.81. Duties of Loco pilot when a departure Stop signal is 'ON' or defective -

(1) The Loco pilot of a train shall not pass departure Stop signal that refers to him when it is 'ON' or defective, unless his train has been brought to a stop at the station where the defective signal is situated and he is authorised to do so -

(a) by a written permission from the Station Master in addition, in the case of a starter, or Advanced Starter protecting points, he shall not pass such signals, when 'ON' or defective, unless he also receives a 'Proceed' hand signal from a duly 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) or Rule 3.13.

(2) In the case of a Last Stop signal, he shall not pass such signal, when 'on' or defective, unless he is also in possession of a proper authority to proceed under the system of working.

SR. 3.81.01. - The written permission to pass the defective departure signal shall be in the prescribed form T - 369 (3b).

3.82. Permission before entering on or crossing a running line. - No Loco pilot shall take his engine on or across any running line until he has obtained the permission of the Station Master and has satisfied himself that all the correct signals have been shown.

SR. 3.82.01. -Authority to enter or cross running line - No engine shall leave the Locomotive Yard for traffic lines or vice versa unless accompanied by and under the orders of a Traffic Pilotman. The Pilotman may be dispensed with when such movements are controlled by fixed signals.

3.83. Assistance of the engine crew regarding signals. -

(1) The Loco pilot and the Assistant Loco pilot, as the case may be shall identify each signal affecting the movement of the train as soon as it becomes visible. They shall call out the aspects of the signals to each other.

(2) The Assistant Loco pilot shall, when not otherwise engaged, assist the Loco pilot in exchanging signals as required.

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

SR. 3.83.01. - (a) Where two or more lines diverge, the route indicated by the signal such a 'Main Home, Loop Home, Main Starter, Loop Starter' etc. shall be called out and repeated.

(b) The Loco pilot and the Assistant loco pilot shall also call out the speed limits as indicated in Engineering caution indicator and speed indicator boards.

(c) While identifying each signal and the Engineering indicators pertaining to the train the Assistant Loco pilot shall call out the aspect sighted by him to the Loco pilot who after checking the aspect himself, shall repeat the same.

3.84. Duties of Loco pilots as to signals when two or more engines are attached to train -

When two or more engines are attached to a train, the Loco pilot of the leading engine shall be responsible for the observance of and compliance with the signals and the Loco pilot or Loco pilots of other engine or engines shall watch for and take signals from the Loco pilot of the leading engine, except in cases where special instructions, are issued to the contrary.

SR. 3.84.01. -When two engines are attached to a train, the Loco pilot of the leading engine shall be in charge of the train and shall receive the Line Clear Token or Starting Order. The second Loco pilot shall, however, satisfy himself that everything is in order, correct signals given etc.

SR. 3.84.02.- When an extra engine is attached to any train in rear or front of the train engine, the Loco pilot of the leading engine when ready to start shall sound one short whistle which shall be acknowledged by the Loco pilot of the engine in rear. There after the rear engine shall start after sounding one long and one short whistle. The Loco pilot of the leading engine shall not

start unless the rear engine has left whole weight of the train, where upon the loco pilot of the leading engine shall put the engine on motion after sounding one long & one short whistle.

SR. 3.84.03.-(a) On electrified section extra electric engine may be attached to a train either for double heading or for banking. The leading Loco pilot who is in charge of the train, shall in such cases notch up until the train moves, the rear Loco pilot assisting as required. As for as possible the leading Loco pilot should be 4 notches ahead of the second Loco pilot so as to ensure that field tap notch is not entered simultaneously and thus to reduce surges. The rear Loco pilot shall primarily observe his vacuum gauge and be prepared to switch 'off' power (if this is being applied at the time) should the needle make any movement back.

(b) If however the two engines work as multiple unit, the same shall be driven by only one Loco pilot with single control and the normal rules of single engine shall apply.

SR. 3.84.04.-Double heading or banking by electric and diesel locomotives. –

Except in special circumstance when it may not be possible to do so, the following procedure shall be adopted.

(a) In case of double headed diesel, electric locomotives, the electric locomotive shall be placed at the front.

(b) In case of banking the rear electric locomotive shall be coupled to the train.

(c) In both the cases the Loco pilot of the assisting engine should also observe the signals relating to electric traction same as the leading Loco pilot.

SR. 3.84.05. - For synchronizing the raising and lowering of the pantographs the conventional codes of communication between the leading and trailing Loco pilot is to blow the whistle as follow: - One long one short, and one long whistle (___0___) for lowering the pantograph to be acknowledged by the other engine. Two long whistle (___,___)for raising the pantographs, to be acknowledged by the other engine.

SR. 3.84.06. - Movement of diesel locomotives on Electrified section shall be governed in accordance with the instruction laid down in the rule 0901-0908 of Manual ACTM and Operation.

3.85. Reporting of defects in signals - (1) Should a Loco pilot or a Guard observe that the signal is rendered imperfectly visible by branches of trees or by any other cause, or that a signal light

is partially obscured or not burning brightly enough to give a clear aspect, he shall report the matter to the Station Master at the next station at which the train stops.

(2) When such a report is made by a Loco pilot or a Guard, the Station Master shall take immediate steps to advise the Station Master concerned who shall get it rectified.

SR. 3.85.01 - Loco pilot on observing any signal imperfectly showing its aspect or on noticing any defect with a signal shall report the matter in the combined train report (T34-H.F.) as also in the register maintained for this purpose in the Loco Shed. The SSE/SE (Loco / Traction) shall bring the fact to the notice of Station Master, SSE/SE (Signal/Way) and Divisional branch officers concerned.

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Chapter-III
Signals

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CHAPTER IV

WORKING OF TRAIN GENERALLY

A. Timings and Running of trains

4.01. Standard time - The working of trains between Stations be regulated by the standard time prescribed by the Government of India, which shall be transmitted daily to all the principal stations of the railway at 16.00 hours in the manner prescribed.

SR 4.01.01: a) The Chief controller shall be responsible to ensure that correct time as per IST is maintained in the clock provided at the control office.

b) The controller of each section controlling board at the divisional office shall check and ensure that the time of his room clock is tallied with the clock provided in the control office.

c) In-Charge of each area control office, station, crew and guard lobby, cabin, gate lodge, shall be also responsible for maintaining correct standard time in the clock provided in his office, by cross checking the time with the Section controller or the Station Master, as the case may be from time to time. {SR. 4.01.01.- (A & C slip **135** added)}

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

SR. 4.02.01. Punctuality of train -

Loco pilots/Motormen must be on the alert and ready to start their trains immediately they have received the Guard's signal and have satisfied themselves that the correct departure signals. If any have taken 'off' and is in receipt of correct "Authority to proceed", but no trains carrying passengers must be allowed to start before the departure time notified in the public time table.

4.03. Setting watch. - Before a train starts from a terminal or crew - changing station the Guard shall set his watch by the station clock or the clock at the 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 or Assistant Loco Pilot shall be in attendance for duty at such place and at such time as may be prescribed by special instructions.

SR. 4.04.01.-Every Guard, Loco Pilot, Asst. Guard, Assistant Loco Pilot shall report for duty at such place as a may be ordered by the Divisional Railway Manager or by an officer on his behalf.

SR. 4.04.02.- (a) Every Guard/Asst. Guard of passenger train shall be in attendance 30 mints. before the scheduled departure and 30 mints. after the arrival of the train.

(b) For trains other than passenger, the Guard/Asst. Guard shall be in attendance in accordance with instructions issued by the Divisional Railway Manager.

SR. 4.04.03.- Engine Attendance -

(a) Every Loco pilot and Assistant Loco Pilot shall "Sign on" at such time in advance of the starting time of their trains, as the Divisional Railway Manager will notify. In the calculation of the time required, the following shall be allowed for: -

(i) **45** minutes for Multiple Unit Electric Engine and **30** minutes for Diesel, Single Unit Electric Engine, EMU and MEMU for examining and taking over the Engine in the shed after "Signing On" duty.

(ii) Time as may be required for the journey between the Shed/Lobby and the train departure point.

They shall also remain with their Engines on arrival at the shed\lobby for the purpose of examining their engine, booking repairs etc., as follows: -

15 minutes for Diesel Engine, Single Unit Engine, EMU and MEMU.

30 minutes for Multiple Unit Electric Engines.

(b) In case of Multiple Unit/Single Unit/ Yard Pooling trains or Yard Pooling Engines, every Loco Pilot and Assistant Loco Pilot shall 'sign on' at such time in advance of the scheduled departure time of trains, as the Divisional Railway Manager will fix.

4.05. Proper running line - The Loco pilot shall take his train along the proper running line.

4.06. Direction of Running -

(1) On a double line, every train shall run on the left-hand line unless otherwise prescribed by special instruction.

(2) If there are two or more parallel line, the direction in which trains are to run on each line shall be prescribed by special instructions.

SR. 4.06.01.- (a) If there are two or more parallel line (two single lines or triple-lines) between two stations. The direction in which trains are to run on each line shall be given in the Station Working Rules.

(b) On a double line section if an accident obstruction precludes the use of one-line trains may run in accordance with the instructions contained in SR 6.02.01 and 6.02.06.

4.07. Supply of Working Time Table and Schedule of Standard Dimensions.

(1) A copy of the Working Time Table for the time being in force shall be supplied to each station. Guard, Loco pilot, Inspector of Way or Works and any other railway servant requiring the use of the Working Time Table during the course of his duties.

(2) A copy of the Working Time Table shall be supplied to the Commissioner of Railway Safety.

(3) A copy of the Schedule of Standard Dimensions for the time being in force shall be supplied to each Inspector of Way or Works and Train Examiner**.**

SR. 4.07.01. - A copy of Working Time Table and Appendices. If any shall also be supplied to each SSE/SE/JE (C&W, Traction, S&T), Loco and Driving Inspector and Divisional Transportation Inspector.

B. Speed of Trains

4.08. Limits of Speed Generally -

(1) (a) Every train shall be run on each section of the railway with the limits of speed sanctioned for that section by approved special instructions.

(b) The Sectional speed sanctioned and permanent speed restrictions shall be shown in the Working Time Table.

(c) The Loco pilot shall observe the sanctioned sectional speed except when either one speedometer in case of electric loco or two speedometers in case of other locomotives are defective. In such cases of defective speedometers both the maximum permissible and booked speed of coaching trains shall be reduced ten per cent from the speed and 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 run at restricted speed or where trains have to come to a stop due to the line being under repairs or due to any other obstruction action shall be taken as specified in Rule 15.09.

SR. 4.08.01.- No Locomotive shall be turned out from the shed with deficient or defective speedometer. In case the speedometer becomes defective enroute the Loco pilot shall work the train at speed 10% less than the permissible speed by estimating the speed with the help of his watch, K.M. posts & Interstation running time given in the Working Time Table.

4.09. Caution Order. -

(1) Whenever in consequence of the line being under repair or for any other reason special precautions are necessary, a Caution Order detailing the Kilometers between which such precautions are necessary the reasons for taking such precautions and the speed at which a train shall travel shall be handed to the Loco Pilot at the stopping station immediately short of the place where such precautions are necessary or at such other stations, and in such manner, as prescribed under special instructions.

(2) Sub - rule (1) does not apply in the case long continued repairs when fixed signals are provided at an adequate distance short of such place and have been notified to the running staff concerned.

(3) The Caution order referred to 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.

Chapter- IV
Working of Trains Generally

SR. 4.09.01.- The circumstances under which Caution Orders are to be issued to the Loco pilot of a train are listed below this list, however is not exhaustive.

CIRCUMSTANCES

1. When in consequence of the line being under repair or for any other reason special caution in necessary.

2. To look out for a train which is overdue.

3. When a train is to be received on a blocked line.

4. When any interlocked points, derails etc. go out of order or become defective in any way.

5. Whenever alterations or repairs being carried out to interlocked points, signals or an interlocking gear.

6. When a train runs on Block Ticket.

7.When any material train works in the block section between two stations.

8. When a Material Trolly is working in the Block section without block protection.

9. When working trains during total interruption of communications.

10. When working trains by introducing single line working on double line section due to an obstruction on one line.

11. On a double/multiple line section when it is necessary to advise the Loco Pilot to keep a sharp look out for any possible obstruction/infringement from the adjoining line.

12. On a double line section when a train is found to be running without tail board or tail lamp and there are reasons to believe that the train has arrived incomplete.

13. On a single line section when the 'Token' is lost.

14. When it is necessary to receive a train on a non-signaled line.

15. For working of pilots and work trains in mid-section.

16. When a level crossing gate is damaged.

17. When communication cannot be established with the Gateman of a mid-section level crossing gate provided with telephone and not protected by gate signal. (c/slip **90** added)

18. When any advice is to be given for 'Lowering' the pantograph of an Engine or Motor Coach.

19. For working of trains during prolonged failure of Automatic signals.

20. When a steam or diesel train is permitted to run on the section under power block.

21. In case of bad riding being reported.

22. For movement of ODC involving speed restrictions and special precautions.

23. Working of Tower Wagons on adjacent line.

24. When a crane is attached to a train.

25. When a Loco Pilot is passing a station where a running line is blocked for crane operation or on double line when the adjacent line in the mid - section is blocked for crane operation.

26. For allowing a train into a block section where patrolling is in force, in case the patrolman has not turned up within the prescribed time.

27. When a dead body is found on or near the track.

28. When any unbalanced Dead Engine is dispatched.

29. "Whenever any new signal is erected or there is a change in the location and/or type of signal, caution orders shall be issued for a period of 3 months from the date of erection of signal or change of location." (c/slip **101 added**).

30. When any track maintenance/relaying machine is allowed to work on the adjoining line.

SR. 4.09.02.- (a) In any of the circumstances listed in SR 4.09.01, the Station Master shall not permit any train or any vehicle running under block protection to enter the affected section either from his station or from the other end, unless.

(i) The Station Master at the other end has been informed of the circumstances and has acknowledge receipt of such information.

(ii) He has warned the Loco Pilot and the Guard of the danger ahead and its location by the issue of a caution order prepared in accordance with SR 4.09.04 except in case of permanent speed restrictions which are notified in the Working Time Table or

(iii) He has ensured that Caution Order has been issued by the Notice Station concerned. or

(iv) He has received a subsequent advice about restoration of normal working.

(b) The Station Master at the other end of the affected block section shall also take action in accordance with clauses (ii) to (iv) of sub-rule (a) above.

SR. 4.09.03.- **Procedure for issue of Caution Order.** -

(a) By the Station Master at either end of the concerned block section.

(i)The Station Master receiving information about any condition which requires issue of caution order shall immediately inform the Station Master at the other end of the concerned block section, the Controller, the Power Controller, the Traction Power Controller, the SSE/SE/JE (loco), other railway

servants concerned and the Notice Station or Stations (to be specified in the working Time Table) of such condition under exchange of Private Numbers.

The Controller/the Traction Power Controller/Power Controller shall in turn ensure that all the Station Master and the SSE/SE/JE(Loco/Traction) and Loco Inspector/Driving Inspectors concerned have been advised of such condition.

(ii) Run through trains shall be stopped out of course for issue of Caution Order till such time it has been ensured that a Caution Order has been issued by the Notice Station concerned.

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

(b) By the Station Master of a Notice Station-

(i) On receipt of information in terms SR 4.09.03 (a) (i) the Station Master of the Notice Station shall acknowledge the same and shall not allow any train which has to pass through the affected block section to leave his station unless he has warned the Loco Pilot and the Guard of the danger and its location through the issue of a Caution Order. He shall also advice the Station Master of the station is rear of the site of restriction of the particulars of the first train to which the Caution Order has been issued.

(ii) The Station Master on Notice Station shall issue, NIL Caution Order to the Loco Pilots and the Guards of all trains leaving his station if he has received no intimation of any special precaution to be observed between his station and the next Notice Station of the train, in the direction of movement.

NOTE: - The Loco Pilot shall not start the train and the Guard shall not give signal to start the train from a Notice Station until they have received the Caution Order.

(c) In case of a train originating from station other than Notice Stations -

In case of a train originating from a station which is not a Notice Station, the Station Master shall consult the controller of the Traction Power Controller or the Notice station in rear or the Notice Station in advance (on single line sections only) and issue Caution Orders up to the Notice Station in advance. However, when such information cannot be collected by the station due to failure of communication with Control or the Notice Station in rear or the notice station in advance (on single line sections only) and it becomes absolutely necessary to start the train originating from the station, the train may be started after issuing a Caution Order for restrictions, if any, or a “NIL’ Caution Order up to the block station in advance giving a written advice to the Loco Pilot to stop at the Block Station in advance and act upon instructions available there. These instructions shall be followed till a station is reached which can obtain particulars of all restrictions up the Notice Station in advance.

During Failure of Communications: - 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.

(d) In the case of trains running on suburban section Caution Order shall be issued to the Loco Pilot and the Guard by the Station Master of only such station as are indicated and specified in the Working Time Table except in case of emergency necessitating sudden imposition of speed restrictions. In respect of these trains the Caution Orders shall be either typed cyclostyled or printed as considered necessary, covering the entire section on which the train is to run and shall be issued only once unless any speed restriction is required to be cancelled or any new speed restriction is required to be imposed.

(e) In case of a station where no train is booked to stop -

(i) a caution order shall normally not be required to be issued except in a emergency necessitating sudden imposition of speed restrictions and

(ii) if any information warranting issue of a Caution Order is received by the Station Master of such a station, he shall immediately advise the adjoining block stations for issue of the Caution Order and only after obtaining their acknowledgements in this regard under exchange of Private Numbers, shall acknowledge the message requiring imposition of speed restrictions;

(iii) the Station Master of adjoining station who receives the information first shall act as if he had himself received the massage for imposition of the restriction.

SR. 4.09.04. - Description and Preparation of Caution Order -

(a) Caution Orders shall be prepared in the prescribed form on white paper in blue or black font or typed or made out on computers. All forms shall be serially numbered and the name of the station issuing it shall be stamped in each foil. Caution Order shall normally be prepared in triplicate by carbon process or by computer. One copy each being for the Loco Pilot, the Guard and the Station record. But in case of trains manned by a Co-Loco Pilot in addition to the Loco-pilot of the train with a banking engine or more than one leading engine separately manned, a fourth copy shall be prepared on plain paper for the extra Loco-pilot on the train.

(b) A Caution order shall have space enough for at least three restrictions. No entry shall be made on the back of the Caution Order. If more than one Caution Order form is used, the successive pages shall be numbered serially.

(c) It shall specify the kilometrage and the station at which or the stations between which the caution is required to be observed. the reasons therefore, and the speed at which the train will travel over the affected length. Station name shall be written in full.

(d) Wherever speed restrictions are required to be observed at two or more locations the kilometrage of all such stations shall be indicated in

geographical order in relation of the direction of movement. It shall always be dated and signed in full.

(e) Caution Order shall be made out separately for each train except at such stations and for such trains as may be specified, e.g., Gitanjali Express. Through Good trains with long runs. Local/ Suburban trains etc. in which case it may be typed, cyclostyled or printed, provided that it shall be checked up again at the time of service to ensure that all locations where caution is required to be observed have been incorporated therein. Necessary provisions in this regard shall be made in the Working Time Table, specifying the particular stations and trains to which this sub-rule applies.

(f) Any correction found necessary in a Caution Order shall be done neatly in ink and duly attested by the Station Master issuing the same. No over writing shall be resorted to.

(g) Reminder Caution order shall also issue 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 and of the trains which may be stopped out of course. In case of a train being worked by an engine pushing, a Reminder Caution Order shall also be issued to the Guard traveling on the leading vehicle. On single line section where a tangible authority to proceed is given, reminder caution order should be given to the Loco Pilot of through trains also along with the authority to proceed, while running through the station. Reminder Caution Order may not be issued on suburban section under special instructions.

SR. 4.09.05 - **Service of Caution Order. -**

(a)The Caution order shall be delivered to the Loco pilot and the Guard of a train by the Station Master either personally or through a competent railway servant deputed by him and the signatures of the Loco Pilot and the Guard to be obtained on the record foil in token of their having received, and understood it. When more than one form is served, each counter foil shall be signed by the Loco Pilot /Guard.

(b) In case a Loco Pilot is unable to understand the contents of the Caution Order, he shall call upon the Station Master to have it explained. Under special instructions, the responsibility for explaining the contents of the Caution Order may be instructed to the Guard of the train in big yards.

(c) Change of train crew enroute. - In case of change of train crew enroute, the Loco Pilot/Guard taking over charge shall take over all Caution Orders relation to his train to acquaint himself to the conditions on the line, giving due acknowledgement to the Loco pilot /Guard who is being relieved

(d) Attaching of Assisting/ Banking Engine enroute. In case of an assisting or a banking engine being attached at a station enroute the responsibility for acquainting himself about restrictions shall lie on the Loco Pilot of such an engine who shall contact the train engine Loco pilot or the Guard as the case may be and get the necessary information.

SR. 4.09.06. - Method of notifying/cancellation of special precautions. -

(a) When a competent railway servant finds it necessary to impose any speed restriction or any special precaution on a portion of a line, including OHE, due to repairs or work or for any other reason, he shall. -

(i) advise in writing the Station Master of the nearest Block station (preferably the Block station controlling entry into affected section) the exact kilometrage 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 advice other railway servants concerned as per SR 4.09.03 (a) who are required to be notified in this regard and also the Divisional Transportation Inspector, Chief Controller, Divisional Engineer, Divisional Operations Manager, Divisional Electrical Engineer (TRD) Divisional Electrical Engineer (R S) and.

(ii) not commence such operation until written permission is received from the Station Master.

(b) The Station Master receiving the advice shall not acknowledge it until he has advised the Station Master of the Block station at the other end of the Block section to be affected and obtained his acknowledgement.

(c) When the cause of such restriction or special precaution has been removed, the competent railway servant concerned shall advise this fact to the Station Master of the nearest block station, under exchange of Private Number, and the officials concerned who were notified earlier of the imposition of the restriction.

SR. 4.09.07. - Method of obtaining acknowledgement from the Station Master of Notice Station: -

(a) When the notice Station is situated in the same control section.

(i)The Station Master of the Block Station controlling the entry of the train into the section where special precautions are to be observed/cancelled/modified shall call upon the Station Master of the Notice Station concerned and transmit the message notifying/ canceling/modifying the special precautions. The Notice Station shall acknowledge the same supported by a Private Number. In case of notification of a new restriction or modification of an existing one, he shall also indicate the number and description of the first train to which such caution order/modified caution order will be issued.

(ii)The Section Controller shall then issue a Control Order to the Station Master of the block station immediately in rear affected section, indicating the number and described of all trains which are on the run between the Notice Station and such block station. to which caution order shall be issued as per clause (ii) of sub-rule(a)of SR 4.09.03.

(b) When the Notice Station is situated on a different Control Section: -

The Station Master of the block station controlling the entry of the train into the section where special precautions are to be observed/cancelled/modified shall contact the Dy. Chief Controller and transmit the message to a person nominated by him.

(i) When the Notice Station is situated in the same division: - The nominated staff receiving the message shall transmit the same to the Station Master of the Notice Station, who shall acknowledge it supported by a Private Number, indicating the number and description of the train to which the caution order/modified caution order will be issued.

The nominated staff receiving the message shall also ascertain the position of all trains on the run between the Notice Station and such block and then issue a control order to the Station Master of the block station controlling the entry of the train into the affected section indicating the number and description of the train to which caution orders shall be issued as per clause (ii) of sub-rule (a) SR 4.09.03 He shall also repeat the Private Number received from the Station Master of the Notice Station.

(ii) When the Notice Station is situated on a different division. - The nominated staff on receipt of such message shall contact the nominated staff of the concerned Division and transmit the message to him. The said staff and the Station Master of the Notice Station shall then follow the same procedure as detail in clause (i) above except that the said staff shall issue the order number detailing the particulars of the trains on the run on the section, the number and description of the first train to which such caution order will be issued, and the acknowledgement Private Number received from the Station Master of the Notice Station.

The said nominated staff of the Division on which such restriction has been imposed shall then give an order number to the Station Master of the station immediately in rear of the affected section detailing the particulars of the trains on the run on the section the number and description of the first train to which such caution order has been issued, the private number given by the Station Master of the Notice Station and the control order number given by nominated staff of the concerned division.

NOTE: - (i) The nominated staff shall reconcile the daily inter divisional restriction in force, after verifying from concerned Station Master, with the nominated staff of the concerned Divisions.

(ii) The nominated staff shall maintain separate Caution Order Register for each controlled section. Separate serial number shall be used for each section It shall also bear the reference of the Caution Order Register serial number of the Notice Station as well as of block station immediately in rear of the affected section.

SR. 4.09.08- Action by the Station Master after cancellation of the restriction. -

(a) The Station Master receiving advice regarding the removal of the restriction shall advise this fact to the Station Master at the other end of the Block Section concerned, the Station Masters of Notice Stations and other railway servants who were advised about it earlier. After issue of the advice regarding cancellation of the Caution Order, the Station Master may discontinue the issue of the Caution Order.

(b) If no train is booked to stop at the station the advice regarding the removal of the restriction shall be sent to one of the adjoining block stations as who shall take action in accordance with sub-rule (a) above.

SR. 4.09.09.- Record of Caution Orders. -

(a) At all Stations where Caution orders are issued, the Station Master shall keep an up-to-date record of the restrictions. with the dates of their enforcement and cancellation, authority, nature etc. in a Caution Order Register maintained in the manner indicated below: -

(i)The Caution Orders register shall be in the following format. -

A				B			
Resctrictions imposed or modified				Restrictions removed			
St. No.	From per-son	Particulars (copy of memo or message etc.)	Remarks as to modific-ation etc. (Serial No. to be quoted)	St. No.	From per-son	Particulars (copy of memo or message etc.)	Remarks
Signature of Station master 1) 2) 3)				Signature of Station master 1) 2) 3)			

(ii) All entries in the Caution Order Resister shall be made by the Station Master on duty in his own handwriting. No code except station code, shall be used while making entries in the Caution Order Register which should always be kept with the Station Master on duty. The entries shall be numbered consecutively. Whenever a Station Master is relieved for change of duties, he shall be responsible to ensure that each order in the Register has been signed by the person relieving him. A Station Master shall, when he comes on duty, record in the Station Diary Book the Serial Numbers of all the caution orders in force at the time. This entry shall also be checked and countersigned by the relieved Station Master in token of correctness.

(iii) Only one set of serial Numbers shall to use in both sections (A) and (B) of the Caution Order Register throughout the year, commencing from the 1st January.

(iv) On every Monday the Station Master in charge shall carefully go through the register and write in red ink taking a fresh page the restriction which are still in force in the following manner. “Serial No page reference of

the Register. No. & Date of the message, kilometrage location (between or stations or at station). speed restriction and brief reasons

Date ..... Signature of the Station Master"

All SM/ASMs of each shift should sign the Monday Summary of Caution Order. This should be confirmed by the Station Master in-charge. (c/slip **93**)

(v) Each register, on completion shall have a final summary of Serial number still in force which should be carried on to the next Register before it is brought into use. The Closing summary of the old Register and Opening summary of the new Register shall be duly signed by the Station Master-in-charge who should also quote the next consecutive Serial Number for posting.

(b) Similar records shall be kept at other place like Control Offices, Loco Sheds etc., also, where information in this regard is received. -

For this purpose, a register shall be maintained separately for each section and the restrictions imposed posted in proper sequence according to kilometrage. Loco pilots of outgoing train shall sign in the appropriate Register maintained in the Loco Shed and the shift-in-charge shall sign in token of the Loco Pilots having noted the particulars or restrictions. In case of illiterate or semi- illiterate Loco Pilots, the shift-in-charge shall explain the particulars to such Loco Pilot and obtain their thumb impressions/signatures in the Register.

(c) Whenever any restriction has to be observed within Station limits. the site of restriction shall be specified in relation to station signals. This information shall in each case embodied in the message issued by the Engineering Official-in-charge of the work and in the Caution Order issued by the Station Master in respect of such restriction.

(d) The Loco Pilots and the Guard shall hand over the Caution order to the JE/SE/SSE (Loco/Traction) RS and Station Master respective at the end their journey, along with other train papers.

SR. 4.09.10.- Preservation of Caution Orders. -

Record foils of the Caution orders shall be preserved for a period of twelve months after issue.

4.10. Limits of Speed over facing points -

(c/slip **129 added** below as (1))

(1) The speed of trains over non-interlocked facing points shall not exceed 30 kilometers an hour in any circumstances and the speed over turn-outs and crossovers shall not exceed its permissible speed or 30 kilometers an hour whichever is less,

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 interlock.

(Old SR 4.10.01, **SR 4.10.02**. Deleted vide c/slip**125)**

4.11. Limits of speed while running through station -

(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. 4.11.01.- *The speed of trains over interlocked facing points shall not exceed.

(a) When interlocked to standard I	50 kilometer per hour
(b) When interlocked to standard II	75 kilometer per hour
(c) When interlocked to standard III	maximum permissible speed of the section as mentioned in the Working Time Table.

*(new/current standards of signal interlocking & its speeds are in OPTG manual page 151).

4.12. Engine Pushing -

(1) No engine or self-propelled vehicle shall push any train outside station except in accordance with special instructions and at a speed not exceeding **25** kilometers 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 area of a train, which may be permitted under approved special instructions to run without being coupled to the train,

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

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

(3) For movement of trains outside station limits with engine pushing during night or in thick, fogy or tempestuous whether impairing visibility, or where other-wise prescribed by special instructions, the leading vehicle of such train shall be equipped with prescribed head light and marker lights except in case of emergency.

(4) When rains are working as described in sub rule (1) and (2), the engine pushing the load when it is the rearmost, or the rear most vehicle if any, shall carry a tail board or a tail lamp.

SR. 4.12.01.-(a) Whenever due to unavoidable circumstances, it becomes necessary for a train other than a train which has been permitted in advance to work and return on the same line back to the station from which it left with the engine pushing it, the Guard may authorize the Loco pilot to do so by issuing a written memo Provided-

(i) He received an assurance from the Station Master of the Block Station from which the train has left, either (a) on the portable telephone, if available, or (b) by sending the Asst. Guard / Assistant Loco Pilot or any railway servant as may be available, to the nearest Station Master to obtain written permission or (c) by sending information through the Guard/ Loco pilot of any train passing over the adjacent line with the request to send the written permission through one of the station staff.

(ii) The Guard and Loco Pilot shall comply with the provisions of sub-rule (2) and (3) of General rule 4.12

(iii) After permission to push back is obtained, at night or if the view ahead is not clear the Asst. Guard /Assistant Loco Pilot any other competent Railway servant be sent with Hand signal who shall proceed at an adequate distance in advance of the leading vehicle to pilot the train, and

(iv) The Guard shall travel in the leading brake van ensuring caution and shall be prepared to apply the brakes as the circumstances may warrant.

Provided that if the leading vehicle is not a brake van, the Guard shall travel in the leading vehicle or nearest vehicle thereto which is fitted with means to bring the train to a stop.

(b) The Loco Pilot may push back the train at a walking pace and shall bring it to a stop outside the First Stop Signal on single line section or the First Stop Signal pertaining to the correct line/Last Stop Signal pertaining to the wrong line whichever the leading vehicle may come across first on a double line section.

When the train is piloted in terms of a Para (iii) of sub-rule (a) above, the pilot man shall assist the loco pilot by showing Stop hand signal short of the aforesaid signal.

(c) The pilot man must show Stop hand signal short of the

(i) First Stop signal on single line section, or

(ii) First Stop signal pertaining to the correct line/last Stop signal pertaining to the wrong line whichever the leading vehicle may come across first on a double line section so as to enable the Loco Pilot to bring the train to a stop. After the train has been brought to a stop the Loco Pilot shall sound the Engine whistle thus "_____".

The Station Master may receive the train in the manner normally laid down for reception of the train but in case of a train pushing back on the wrong line on a double line section, reception should be arranged in the same manner as when single line working is introduced on the double line section.

SR. 4.12.02 : {In reference to GR 4.12(2)}A patrol or search light special with engine leading or a light engine/a goods train working as pilot train (e.g., in advance of specified passenger carrying trains, on account of perceived security concerns, etc.) may be booked to run either at its maximum permissible speed observing all other restriction, if any, in force over the section or at such lower speeds as are specifically stipulated in the context of exigencies that mandated their ordering in the first place.

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 necessary, to be established by the Loco Pilot.

(b) When any such train is so drawn the speed shall not **25** kilometers an hour higher speed, not exceeding **40** kilometers an hour, or such higher speed, as may be authorized by approved special instructions.

(2) In case of unavoidable necessary goods trains may run with steam engine tender foremost at a speed not exceeding 25 kilometers an hour or such higher speed which shall, in no circumstances, exceed **40** kilometers an hour, as may be laid down by special instructions.

(3) When trains have to be worked with steam engine tender foremost as a regular measure under sub- clause (i) of clause (a) of sub-rule (2) the head light and marker lights as prescribed in Rule 4.14 shall be provided on the tender.

C. Equipment of Trains and Train crew

4.14. Head light, marker light and speedometer.

(1) A train shall not be worked at night or in thick, foggy or tempestuous weather impairing visibility or in long tunnels, unless the engine carries an electric head light of an approved design and, in addition, two oil or electric white marker lights.

(2) An engine employed exclusively on shunting at stations and yards shall at night or during thick foggy or tempestuous weather impairing visibility, display such head lights as are prescribed by the Railway Administration and exhibit two red marker lights in front and in rear.

(3) The electric head light on the engine shall be fitted with a switch to dim the light and shall be dimmed-

(a) When the train remains stationary at a station;

(b) When the train is approaching another train which is running in opposite direction on double or multiple track or same or different gauges; and

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

(4) In case the electric head light fails or a train has to be worked with the engine running tender foremost in an emergency, the engine shall display the two oil or electric white marker lights referred to in sub- rule (1) pointing in the direction of movement and the train shall run at a speed prescribed by special instructions.

(5) In case of defective electric head light of Locomotive running in a section provided with reflective type of engineering fixed signal during night or thick foggy weather impairing visibility on BG and MG, the Loco Pilot shall work the train cautiously at a speed not exceeding the severest temporary speed restriction imposed in the block section or **40** KMPH whichever is less.

(6) Coaching locos should not be turned out from home shed if the speedometers recorders are in defective condition. In case of speedometer recorder becoming defective during the run, the train should run at a speed prescribed by special Instructions.

SR. 4.14.01.- (a) The following are normal Head and Marker lights on the engine while working in traffic and loco limits: -

Description of Engine	engine lights in front		engine marker lights in rear	
(i) All trains on Double/ Single/Multiple lines	(W) (W)	(W)	—	--
(ii) Shunting Engine or Engine employed in shunting	(W) (R)	(R)	(R)	(R)
(iii) Failure of head lignt	(W)	(W)	—	
(iv) Lights/coupled light Engine	(W) (W)	(W)	—	
(v) Engine moving in Loco Yards.	(W) (R)	(R)	— (R)	(R)

NOTE: - W: White R : Red
(b) No train shall be worked at or out of an Engine/Crew changing station with defective head and marker lights.

SR. 4.14.01. (c) (i) In case the head light goes out of order after leaving Engine/Crew changing station, the Loco Pilot shall work the train at night of during thick, foggy tempestuous weather of inside long tunnels cautiously ensuring that proper lights are burning, up to the first available point where facilities exist for necessary repairs at a speed not exceeding **20** Kmph on the broad gauge. He shall also sound the engine whistle frequently.

(ii) The Loco Pilot shall also hand over a written memo to the Station Master of the next station, for necessary repairs of the head light at the first point where facilities exist for such repairs

SR. 4.14.02.- The Loco Pilot shall dim the Electric Head light on their engines in the following cases also-

(a) When it is necessary to avoid running into dazzled cattle/ human being

(b) to spot the light indication of a signal.

(c) When employed in shunting operation or in Loco Yards.

SR. 4.14.03.-The electric head light when dimmed in accordance with General Rule 4.14 (3)(b), shall be switched on again when engines are abreast.

4.15. Tail and side lights. -

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

(a) in the case of an engine with vehicles attached, save in a case to which sub-rule (2) applies, at least one red tail light, and two side lights showing red towards the rear and white towards the engine.

"Provided that provision of side lights on goods train and Electric multiple Unit trains may be dispensed with."

(b) in the case of a single engine without vehicles attached 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 section, need carry a red tail light only as it enters or leaves the block station, at either end of such block section, provided that special instructions are issued to ensure that no other train is permitted to proceed in to the block section until the Guard of the colliery pilot has certified that he has left no vehicles obstructing the block section in which he has been working.

(3) When trains may in the same direction on parallel lines the side lights mentioned in clues (a) of sub rule (1) may be arranged in accordance with special instructions

(4) When a train has been shunted for a following train to pass the tail and side lights mentioned in clause(a) of sub-rule(1) shall be dealt with in accordance with special instructions.

(5) Within station limits or in a siding, an engine employed in shunting shall have tail lights in accordance with special instructions.

SR. 4.15.01.- When the number of tracks on any section permits under normal working conditions, of two trains running in the same direction at the same time the brake-van side lamp adjustment to the other line shall show a white light to the front and red to the rear while passing over such section.

SR. 4.15.02. - When a train is shunted or detained at a station to allow a following train to precede it the Guard of the former train shall, as soon as the train is clear of the running line, reverse his brake-van side light next to the line, on which the following train is to pass, to show white towards the rear and red towards his train engine. Immediately after the passage of the following train is complete, the Guard shall replace the altered side lights to its normal position showing red in the rear and white towards the train engine.

SR. 4.15.03.- Special instruction as required under sub- rule (2) of Rule 4.15 are given in Block Working Manual.

4.16. Tail board or tail lamp. -

(1) In order to indicate to the staff that a train is complete the last vehicle shall, except as provided for in sub-rule (2), be distinguished by affixing to the rear of it -

(a) By day a tail board of approved design or a red painted tail lamp of approved 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 authorised by special instructions, only as it enters or leaves the block station at either end of such block section, provided that special instructions are issued to ensure that no other train is permitted to proceed into the block section until the Guard of the colliery pilot certifies that he has left no vehicle obstructing the block section in which he has been working.

(3) In emergencies only, and under special instruction in each case a red flag may be used in lieu of a tail board or an unlit tail lamp.

SR. 4.16.01.- (a) In order to indicate to the staff that a train is complete the last vehicle shall be distinguished by affixing to the rear of it-

(i) by day, a tail board of approved design, or

(ii) by night, as well as in thick, foggy or tempestuous weather impairing visibility or inside tunnels during day, a red tail lamp of approved design which shall be lit.

(b) with electric Multiple Unit (EMU/MEMU/DMU) train during the day, the last vehicle shall show a red cross against white background at the right-hand bottom corner. At night as well as in thick, foggy or tempestuous weather impairing visibility, a red light shall be shown, in addition to this red cross at the tail end. This red light may be static or flashing mode.

(c) Guard shall ensure that the last vehicle indication as mentioned in clause (a) and (b) of General Rule 4.16 sub-rules(a) of SR 4.16.04 is not given in any other part of the train other than the tail end of the last vehicle

SR. 4.16.02.- The red body light fitted at the rear of the SLRs. should be extinguished when Inspection Carriage/any other vehicle is attached in rear of the SLR under SR 4.24.01. Guard, should ensure that this is done.

SR. 4.16.03.- Guards when working trains on double line/ multiple line, shall observe the last vehicle indicator of passing trains and report at the next station if it is not visible.

SR. 4.16.04.- (a) The red flag in lieu of tail board or an unlit tail lamp may be used only in exceptional circumstances with proper authorization.

In the event of such a contingency, the section controller shall advise by a control order all Station Masters on the section.

(b) In the absence of such authorization the Station Master shall stop the train in order to confirm the complete arrival of the train and also obtain in writing the reasons for the use of the flag from the Guard. The Station Master shall then inform the fact to the Section Controller enabling him to issue control order to other stations on the run of the train.

(c) For Inter-Divisional trains, whenever permission is given under sub-rule (a) above, or in the case of sub-rule(b) above, the Section Controller shall also advise the concerned Divisional Control so as to enable the latter to initiate action as indicated in sub –rule (a) above.

(d) On non-controlled section or in the absence of means of communication with the higher authorities or during the suspension of control circuit, the Station Master shall obtain from the Guard the reasons in writing for using the red flag and relay the fact through the line clear messages and through the departure report in sections under Automatic Block system.

(e) In the case of sub-rules (b) & (c) above, the Station Master shall also send a special report to the Divisional head- quarters.

(f) The use of red flag in lieu of tail board or an unlit tail lamp should normally be resorted to with the prior approval of DOM or DSO concerned.

4.17. Responsibility of Station master regarding tail board or tail lamp of passing trains. -

(1) The Station Master shall see that last vehicle of every train passing through his station is provided with a tail board or tail lamp or such other device in accordance with the provisions of Rule 4.16.

(2) If a train passes the station without such indication to show that it is complete, the Station Master shall-

(a) immediately advise the station in advance to stop the train to see that defect is remedied and to advise whether or not the train is complete.

(b) mean while 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 identification of clearance of block section as well as complete arrival of the train as per indication given , if a train passes a station without conforming to the provisions of sub-clause (1) above, the Station Master shall still advise the station in advance to stop the train to see that the defect is remedied and he need not withhold closing of block section in rear as prescribed (b) and (c) of sub rule (2) in such cases.

SR. 4.17.01.- (a) The duty of ascertaining that the train has arrived complete will devolve on the Station Master for run through trains and/or trains which come to shop at a place where the Station Master can personally observe the last vehicle indicator of the train. ASM/Switchman/Cabin man in charge of other cabins shall also be responsible for watching the last vehicle indication of all trains passing such cabin. They shall report at once to the Station Master if the last vehicle indicator as prescribed vide clauses (a) and (b) of sub-rule (1) of General Rule 4.16: sub-rules (a) and (b) of SR 4.16.01 or under 4.16.05 is not visible at the tail end of the last vehicle of the train.

(b) Before closing the Block section, it shall be ensured that the train has arrived complete.

(c) As soon as train stops at a station where block instruments are installed in the Station Master's office, the railway servant in charge of the cabin, nearest to the place where the last vehicle comes to a stand, shall ensure that last vehicle carries the last vehicle indicator as prescribed under clause (a) and (b) of sub-rule(1) GR 4.16 or sub-rule (a) and (b) of SR 4.16.01 or SR 4.16.05 of SR 4.16.05 and the conditions for closing the block section as laid in SR 14.10 are complied with. He shall then report the complete arrival of the train to the Station Master over the telephone supported by a Private Number. Unless the Private Number is received, the Station Master shall not close the block section.

(d) At stations provided with such cabins as are authorized to give Line Clear, the railway servant in charge of such cabin, shall not close the block section unless the train is provided with the last vehicle indicator as prescribed in clauses (a) & (b) of sub-rule (1) of GR 4.16 or sub-rule (a) & (b) of SR 4.16.01 or SR 4.16.05 and unless the conditional laid down GR 14.10 are fulfilled.

(e) (i) Train Intact Arrival Register/Complete Arrival Register in the prescribed form **T-1410** is maintained for the purpose of obtaining complete arrival certificate from the guard.

(ii) The Guard shall not sign the same after recording the arrival time of his train unless he is satisfied that the last vehicle indicator as prescribed in clauses (a) and(b) of sub-rule (1) of General Rule 4.16 or 4.16.01 or SR 4.16.05 is in its proper position and unless the train is standing clear of fouling mark(s) of the adjoining line(s) or derailing switch or clearance/lock/fouling bar, where provided.

(iii) At Stations where cabins at either end are not provided and the Station Master cannot personally observe the last vehicle indicator of stopping trains or on receipt of "train passed without tail board/lamp" signal or on receipt of report from the railway servant in charge of end cabins about the arrival of a train without proper last vehicle indicator, the Station Master shall send the register to the Guard through one of his staff filling up the appropriate columns. After complying with the stipulation of clause (ii) above, the Guard and the station staff who takes the register, shall signal to the Station Master on duty by waving green hand signals, as an indication of the train having arrived complete. On observing such green hand signal, the Station Master may close the block section, but shall not give line clear or allow any train to enter into the same block section from either end unless he has received back the register and satisfied himself that the Guard has certified the complete arrival of the train.

(iv) At station where cabins at either end are not provided, but suitable telephone facilities exist at the end of the Yard and on manned level crossing gate with telephone facilities exists where from where the fouling marks are visible the TPMs/TGMs may be authorised to ensure that the train has arrived complete and stopped clear of all fouling marks & give private number to the Station Master on duty, when the Station Master cannot personally observe the last vehicle indicator of stopping trains due to location of the Cabin or Station building, and on the basis of this confirmation the Station Master may close the section as well as allow any train to enter into the block section-A detailed instruction in this regard shall be embodied in the respective Station Working Rules.

In case of traffic gateman is entrusted with the above responsibilities, every gateman before he is put to work independently at a particular level crossing, shall be trained and issued a certificate of competency by the Transportation Inspector.

SR. 4.17.02- In case a train passes a station without the last vehicle indicator-

(a) the Station Master shall at once advise the Station Master of the station in advance as well as to the Section Controller on duty on controlled

section so as to enable them to stop the train and to examine whether the train is complete.

(b) At station where block instrument is installed in the cabin, the Station Master shall also obtain an assurance, supported by to Private Number, from the person on duty who is responsible to operate the block instrument that the closing of the block section has been with-held and that the block section will not be closed until advised by the Station Master supported by a Private Number.

(c) (i) The Station Master receiving such advise as indicated in sub-rule (a) above shall take immediate Steps to stop the train and obtain a certificate from the Guard in charge of the train in the Complete Arrival Register. The Guard shall immediately take steps to provide last vehicle indicator in case the train is complete.

(ii) The Station Master shall then advise the Station Master of the station from which the train is complete. This must also be supported by a Private Number.

(d) On receipt of advice as indicated in sub-rule (ii) of Para (c) above, the Station Master shall steps to close the block section.

SR. 4.17.03.- On double, treble or parallel single line section, the Station Master on duty of the block station/cabin sending the train passed without Tail Board/Lamp, S M must arrange to put the fixed signal at 'ON' to stop train from the opposite direction and also must intimate the Station Master of the station in rear from where the train has arrived to stop any train to enter into the adjacent line of treble or parallel single line section in the same direction, to advise the Guard and the Loco pilot to the Circumstances and to issue a Caution Order to proceed cautiously and stop short of any obstruction.

4.18. Means of communication -

(1) No passenger train or mixed train shall be 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 to means of communication referred to in sub-rule (1) is prevalent, it may, notwithstanding anything contained in that sub-rule, direct the disconnection, for the time being, of the means of communication provided in all or any of the passenger carriage in any such train.

(4) A goods vehicle in which passenger are carried is not a "passenger carriage" within the meaning of this rule.

SR. 4.18.01.-(a) On noticing the fall of pressure in the vacuum gauge, the Loco Pilot shall immediately step to bring the train to a stop clear of bridges and tunnels etc., If possible. The Loco Pilot shall also signal the Guard with the prescribed engine whistle. The code whistle shall be repeated by the Loco Pilot until the Guard acknowledges the same by showing his red hand signal. In the event of the Guard first noticing the fall of pressure in the gauge, he shall apply the vacuum brake very cautiously, so as to avoid parting of train.

NOTE: - In case of EMU, MEMU/DMU trains, the Motorman and Guard shall take similar action as indicated in sub rule (a) above, on hearing the alarm sound

(b) Immediately the train is brought to stop, the Guard, Asst. Guard, Assistant Loco Pilot and the Ticket checking staff on duty with the train shall proceed at once to the Carriage from which the alarm chain has been operated to render necessary assistance.

(c) If the train does not stop promptly, after applying the Guard's van valve handle to stop the train or on receipt of a complaint from a passenger that the inter-communication apparatus does not operate properly the Guard shall report the occurrence through the Station Master of the next stopping station so as to inform the Train Examiner/JE/SE/SSE(C&W) of the first available station ahead to examine the train. A report should also be made to the Divisional Operations Manager.

SR. 4.18.02.- When the inter-communication apparatus is disconnected in any of the passenger carriages of a train in accordance with sub rule (3) of general rule 4.18, the Train Examiner in the interest of Safety of Lady passengers and Railway Mail services shall abstain from disconnecting the inter-communication in respect of coaches of compartments reserved for Ladies, Railway Mail service and also ordinary bogie when utilized as partially/fully for carrying mails. The Station Master shall issue caution order asking the Guard and Loco Pilot to exercise greater vigilance in working the train.

4.19. Guards and Loco Pilot's equipment. -

(1) Each Guard and Loco Pilot shall have with him while on duty with his train, the following equipment-

(a) a copy of these rules or such portions there of 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 a detonators sufficient to comply with the relevant rules as may be prescribed by special instructions.

(g)a first aid box (for Guard of passenger carrying trains only), and

(h) such other articles as may be prescribed by the Railway Administration in this behalf.

(2) if any Guard or Loco Pilot is not in possession of any article mentioned or referred to in sub-rule (1), he shall report the fact to his superior who shall make good the deficiency.

(3) Each Guard and Loco Pilot shall have with him while on duty with his train, two pairs of each spectacle as he is required to wear under medical advice.

NOTE: - Each guard and Loco Pilot should also be in possession of a watch in addition to the equipment prescribed in sub-rule (1**).**

SR. 4.19.01.: -

Each Guard (with him/her or in Guard Van) and Loco Pilot (with him/her or in Loco) while on duty with his/her train, shall have a copy (in hard or in electronic form) of these rules and relevant portions thereof, as supplied to him/her under rule 2.01 and a copy (in hard or in electronic form) of the working time table and the all correction slips and appendices, if any, in force on that section of the railway over which the train is to run**. (**c/slip**131** added**).**

SR. 4.19.01 –(a) Each Guard shall have with him, while on duty with his train, the following equipment: -

(i) **Personal equipment of the Guards working Mail/Exp./ Passenger trains.**

Sr. No.	Name of Item.
1.	Torch cum flashing Hand Signal Lamp - One
2.	2 Red Flags and one Green Flag mounted on stick
3.	Detonators – 10 in one case
4.	Guard & Loco Pilot's hand book in print or digital form (in tablet)– One copy (c/slip**122**)
5.	Working Time Table in print form or digital form (in tablet), with all correction slips and appendices, if any, in force on that section over which the train is to run (up to date) – One copy.
6.	Whistle - One
7.	Flashing Tail Lamp - One
8.	Rough Journal - One
9.	Guard's Certificate Book - One
10.	Guard's Memo Book- One
11.	Padlocks (3 Nos. – 2 large and 1 small)
12.	Carriage Key- One
13.	ACP Resetting Key - One
14.	Complaint/Suggestion Book – One
15.	Chain with a suitable lock for securing brief case - One
16.	Tail Board (C/slip **121**)
17.	Hammer
18.	Chisel
19.	H' type CBC unlock key. (This is being required to uncouple the operating handle of CBC of LHB Coaches as well as for re-setting ACP alarm in LHB Coaches (c/slip **134** added)
20 21	Under SR. 4.19.01(a) (i) the following items may be added after item No.19 –('H' key):-c/slip **135** added First aid box- one (for guards of passenger carrying trains only*. Walkie-Talkie-one (personal equipment of guards for working all types of trains) *Note: - When first aid box is provided as the brake van equipment, this may be dispensed for the guard as a personal equipment.

(ii) **Personal equipment of the Guards Working Goods Train** -

Sr. No.	Name of Item
1.	Torch cum flashing Hand Signal Lamp - One
2.	2 Red Flags and one Green Flag mounted on stick
3.	Detonators 10 in one case
4.	Guard & Loco Pilot's hand book in print or digital form (in tablet)– One copy.
5.	Working Time Table in print form or digital form (in tablet), with all correction slips and appendices, if any, in force on that section over which the train is to run (up to date) – One copy.
6.	Whistle - One
7.	Flashing Tail Lamp - One
8.	Rough Journal - One
9.	Guard's Memo Book - One
10.	Padlocks (3 Nos. – 2 large and 1 small)
11.	Air Pressure Gauge with quick coupler – One
12.	Chain with a suitable lock for securing brief case – One
13.	Tail Board
14.	Hammer
15.	Chisel
16	Walkie Talkie- one (**c/slip 135 added**)

(C/slip122 added in table)

SR. 4.19.01 (a)-- (i) & (ii): items **4**, Guard & Loco Pilot's hand book in print or digital form (in tablet)

And (a)-- (i) & (ii): item 5 & to be replaced with----

"Working Time Table in print form or digital form (in tablet), with all correction slips and appendices, if any in force on that section over which the train is to run (up to date)."

SR. 4.19.01 (a) (iii)- (c/slip 132 is in the next page)

The items should be carried by Guard in a **trolley bag** and essential equipments to be provided in the- inbuilt safe/ box in EMU/MEMU/DEMU-Cab/Conventional Local Passenger Trains Guard's SLR, running within This Zonal railway or Divisions are as follows:

Equipment to be carried in trolly bag by Guard in Sub-urban/local trains	Items to be kept in inbuilt Safe/Box of Sub-Urban/Local Trains which can be used by Guard & LP (in EMU/MEMU/DEMU-Cab)/ Local Passenger trains Guard's SLR/

	brake van (for Guard only)
1. Torch cum flashing hand signal lamp-1/ Tri-colour battery operated hand signal lamp-1	
XX-[Two red and one green hand signal flags Aluminum telescopic pipe flag sticks with cap-2*]	*Two Red and One green hand signal flag with 2 flag sticks
XX-[Detonator-10 in a case]*	*Detonator (10 in a case)
2. Complaint/Suggestion Book-1	
3. Carriage key-`1(where necessary)	
4. Guard's Memo Book-1	
XX-[Hand book for Guard& Loco Pilot-1* Working Time table with all correction slips and appendices, if any, in force on that section over which the train is to run*-01 copy]	*"Guard and Loco Pilot's hand book in print form or digital form (in tablet)." "Working Time Table in print form or digital form (in tablet), with all correction slips and appendices, if any in force on that section over which the train is to run (up to date)."
5. Chain with a suitable lock for securing brief case-1- (Where necessary)	
6. Guard's Certificate book-1(where necessary)	
7. Walkie-Talkie for communication with Station Master (Guard of EMU/MEMU/DEMU train will be in possession of Walkie-Talkie set before 'Sign-in' and declare it in the 'Sign-on' register)	*First aid box with full complements can accommodated in the SLR (brake van)/may be in this inbuilt box.
8. Rough Journal Book and other forms including form T/609 (where necessary)	

9. Wrist watch and two pairs of spectacles (If he is required to wear these under medical advice, where necessary) 10. Whistle (where necessary) 11. Master key for inbuilt /Safe or box(where it is provided) 12. ACP resetting key (conv. Pass train) *XX -marked underlined items are shifted/deleted* *from trolly bag and to be kept in safe/box in EMU/MEMU/DEMU cab & Conv .Passenger* *in the brake van/SLR.*	

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SR. 4.19.01(a) (iii)- (rest part continuing from point 12 above**)**

13). Tail Board
14). Hammer
15). Chisel

"Note (i): The above standardized personal equipments of Guards shall be carried in a trolley bag by the Guard himself.

{(Old SR 4.19.01: -Para iv (in 2011 book)) is totally deleted. Note: i) & ii) under that head is totally deleted.)}

SR. 4.19.01: b) Each loco pilot shall have with him while on duty with his Engine/Train, the following equipment: -

i) *"Guard and Loco Pilot's hand book in print form or digital form (in tablet)."
ii) "Working Time Table in print form or digital form (in tablet), with all correction slips and appendices, if any in force on that section over which the train is to run (up to date).".
iii) Torch cum flashing hand signal lamp – One
iv) Two red flag and a green flag with mounted on stick – One
v) Detonator- 10 in one a case.
vi) Loco Pilot's note book – One
vii) Engine tools as per prescribe.

viii) Traction Operating Manual Part-I & II (for Elect. Loco Pilot's only) - One.
ix) H' type CBC unlock key. (This is being required to uncouple the operating handle of CBC of LHB Coaches as well as for re-setting ACP alarm in LHB Coaches (**c/s 134 added**)

c) Each motorman while on duty with his train, shall have with him the following equipment: -

i) Screw Driver – One
ii) Cutting pliers – One
iii) Green hand signal flag – One
iv) Red hand signal flag – 2
v) Trouble shooting directory – One
vi) *"Guard and Loco Pilot's hand book in print form or digital form (in tablet).
vii) Traction Operating Manual (Part I & II) – One
viii) Wooden Plug – 2
ix) Personal log book –One
x) Torch cum flashing hand signal lamp – One
xi) Detonator – 10 in a case.
xii) EMU keys - 4 Nos.
xiii) "Working Time Table in print form or digital form (in tablet), with all correction slips and appendices, if any in force on that section over which the train is to run (up to date)

d) (i) Each Guard/Asstt. Guard/Loco Pilot/Asstt. Loco Pilot if required to use pairs of spectacles under medical advice, shall at a time while on duty, carry with him a spare pair of the prescribed optical characteristics. if he is permitted to use separate pairs of spectacles for near and distant vision, then he must carry a spare pair of each.

(ii) While signing the Appearance Register at the place of reporting for duty, he shall record that he is carrying one pair of spectacles. The Supervising official should verify the statement before he countersigns the Appearance Register.

(c/slip **114** is added below): -

USR. 4.19.01 (e): List of equipment for Assistant Loco Pilots: -The Assistant Loco Pilots while on duty must carry the following equipments which shall be supplied to them in a **handy bag**: -

1) Tri-Colour Torch
2) Red and Green Flag
3) Working Time Table.

4) 'H' type CBC unlock key. (This is being required to uncouple the operating handle of CBC of LHB Coaches as well as for re-setting ACP alarm in LHB Coaches (c/slip **134** added).

SR. 4.19.02.- All trains carrying passengers shall carry the following equipment in the brake van.

(i) Ambulance stretcher - One,

(ii) Portable telephone of the prescribed type - One,

(iii) Fire extinguisher - Two each in front and rear brake vans.

(iv) Emergency lighting equipment - One set each in front and rear brake van.

(v) Two wedges (on Broad Gauge) or two scotch blocks (in narrow gauge).

(vi) First Aid Box-one

NOTE:

(i) The equipment mentioned vide (i), (ii), (iv) and (v) of SR 4.19.02 need not be provided in the guard's compartment of EMU trains.

(ii) All brake-van equipment shall be supplied at the station and shall be carried through to destination on this railway or to the junction Interchange point with other railways unless otherwise prescribed. The equipment issued shall be entered in the Train report (T34 HF) by the Guard.

(ii) A register shall be maintained at the originating station, in which all trains carrying passengers and the equipment supplied in the brake van of each such train shall be recorded and Guard's acknowledgement obtained. In case any item is not supplied suitable remarks stating the reasons there of, shall be recorded. The official- in-charge of such train originating station shall inspect the register frequently to see that the equipment detailed above have been supplied.

SR. 4.19.03: Each Electric locomotive shall be equipped with the following items: -

(a) A field telephone,

(b) Universal plier,

(c) Adjustable wrench,

(d) Screw driver,

4.20. Manning of engine in motion. -

(1) Except when otherwise provided by special instructions, no engine shall be allowed to be in motion on any running line unless the Loco pilot as also the Assistant Loco pilot are upon it.

(2) Subject to the provision of sub-rule (3) in no circumstances shall a person other than the Loco pilot or a railway servant duty qualified an all respects, drive an engine on any running line.

(3) If a Loco pilot becomes incapacitated while the engine is in motion, the Assistant Loco pilot, if duty 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 Loco Pilot to take over the train and for so doing he may take the assistance of the Guard.

SR. 4.20.01.- (a) When working a train under the provisions of sub-rule (3) of General Rule 4.20 the speed of the train shall not exceed 25 kilometers per hour and on arrival at the next station, the fact shall be reported to the Station Master.

(b) The station master in consultation with the section controller, arrange to utilize the Loco pilot of the first available Goods train/Light engine if the affected train is of more importance. Otherwise, the affected train shall be shunted into a suitable line and shall remain under the charge of the Assistant Loco pilot till relief arrives.

4.21. Driving an electric train. – These rules shall also be applicable for working of trains by **Diesel engine having twin cab.**

(1) In the case of electric trains, the Loco Pilot shall be in the leading driving compartment when the train is in motion or when the train is standing on any running line except as otherwise prescribed in these rules.

(2) (a) In the case of single or multiple unit train if the driving apparatus in the leading Driving compartment becomes defective, the train shall be driven cautiously from the nearest driving compartment which is serviceable; in this event, the Guard shall travel in the leading driving compartment and shall convey the necessary signals to the Loco Pilot; the Guard shall also sound the horn or whistle as necessary and apply the brake

in case of emergency and shall be responsible for stopping the train correctly at signals, stations and obstructions.

(b) In the case of an electric engine, if the leading driving compartment becomes defective, the train shall be driven from the trailing driving compartment by the Assistant Loco Pilot if he is duly qualified to drive; and the Loco pilot shall remain in the leading driving compartment, and shall be responsible for the correct operation of the train.

SR. 4.21.01.—- (a) When an electric engine or diesel engine (twin cab) cannot be driven from the leading driving compartment or in case of EMU trains, if the driving apparatus in the leading driving compartment becomes defective, the Loco pilot /Motorman shall arrange to inform the fact to the Traction Loco Inspector/Diesel loco inspector /Controller and the Deputy Chief Controller.

(b) (i) When working a train or electric engine/diesel engine (twin cab) under Sub-rule 2 (b) of GR 4.21, the speed of the electric engine/diesel engine (twin cab)/Train must not exceed **40** Kilometers per hour.

(ii) The train shall be moved in the manner as prescribed in sub-rule (i) above, till such time a relief engine is arranged by the Traction Loco inspector/Diesel loco Inspector/controller in consultation with the Deputy Chief controller.

(c) In case of Single or Multiple Unit trains, the Motorman shall also inform Tikiapara Car shed. The train shall be moved in the manner prescribed in General Rule 4.21.(2) (a) at a speed not exceeding **40** kilometers an hour. After detraining the passengers at the destination or other station, according to the instructions received, the train shall be taken to the nearest siding for examination.

(d) In case horn/whistle of the driving cabs of an engine [electric engine/diesel engine (twin cab)] becomes defective in the section the Loco Pilot will run the train/engine at **40** kmph in day time up to the destination or till the defect is rectified and at night he will only clear the section at a speed not exceeding **40** kmph.

During run, the whistle/horn as prescribed in SR 4.50.01 should be followed by Assistant Loco Pilot from the rear cab only. (c/slip **96** added)

4.22. Riding on engine or tender. -

(1) No person other than the engine crew shall be authorized to ride on the engine/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 petrol engine.

(3) No unauthorized person shall manipulate any apparatus contained therein.

SR. 4.22.01.—- In addition to the engine crew the following persons may ride on the engine or locomotive or any driving compartment of EMU trains or of electric or diesel locomotive: -

(a) An Officer holding a metal pass.

(b) An Officer or Inspector whose pass is specially endorsed by the chief Electrical Engineer/Chief Mechanical Engineer/Divisional Railway Manager.

(c) Guards in an emergency.

(d) Traffic staff when performing shunting or when piloting.

(e) Staff proceeding to attend an accident.

(f) "Normally not more than 3 (three) Persons other than the Engine / Train Crew shall be permitted to travel in the Cab.

SR. 4.22.02.-(a) If a Loco Pilot has not driven an Electric Engine or single/Multiple unit train for Six months, he shall be re-examined after a refresher course and his certificate of competency endorsed before he is allowed to drive again.

(b) When specially authorized by Divisional Electrical Engineer (Rolling stock) a trainee for driving electric engine/single or multiple unit trains, may manipulate the Driving apparatus of such engine under supervision of duly qualified Instructor or Loco Pilot specially nominated for the purpose by an officer of Electric Rolling Stock. The supervising Instructor or the nominated Loco pilot shall be responsible for keeping a continuous watch over the trainee and keep himself in readiness to take any action that may be required to control the train in an emergency.

(c) No person shall be allowed to move any electric Rolling stock even within the limits of Loco Shed and stabling sidings unless he has been certified competent to do so by the Divisional Electric Engineer or Assistant Electrical Engineer (Rolling-stock) of the concerned shed.

4.23. Brake-vans-

(1) No train shall be allowed to enter a block section, unless one or more brake-vans or hand braked vehicles are attached to it, except in emergency or as provided for under special instructions.

(2) This rule does not apply to railcars, light engine or light engines coupled together.

SR. 4.23.01- An inspection carriage or a Crew Rest Van coupled in rear of an engine may be dispatched from a station without a brake-van in rear, provided that such vehicles are equipped with active vacuum brake apparatus and provided that the last vehicle indicator as prescribed in GR 4.16 and Subsidiary Rules thereto is provided at the tail end of the rear-most vehicle.

SR. 4.23.02.—- 'In an emergency or under special instructions issued in each case or in sections specially notified in advance; if it becomes necessary to run a train without a brake-van it shall be ensured that the train is provided with continuous and effective vacuum from engine to the rearmost vehicle.

The SSE/SE/JE(C&W) must mention the number and description of the rearmost vehicle in the vacuum brake certificate (Mech/V5) issued for such train. In addition, the following procedure shall be observed: (c/slip **110**-"Vaccum/Vacuum level or pressure & vacuum brake certificate" - words wherever appears to be read as 'Air/Air pressure level & Air Pressure & Brake power certificate).

(a) The Guard of the train shall relay the last vehicle number from the originating station of such train on the telephone to the Section Controller and in writing to the Station Master of the originating station.

(b) Last vehicle indicator as indicated in sub-rule (a) of SR 4.16.01 shall be fixed at the tail end of the rearmost vehicle by the Guard.

(c) Last Vehicle number of such train shall be repeated in the Line clear enquiry and reply messages.

(d) The Station Master on duty as well as the person in-charge of the Cabins, where provided, shall ensure that the train is provided with last vehicle indicator as per sub rule (b) of SR 4.23.02 before closing of the block section in rear and before signaling "Train Entering Block Section" to the block station in advance.

(e) When a train is running without a brakevan in rear but fitted with L.V. Indicator in the rear end of the rear most vehicle, the Train shall pass through the station during night, thick foggy or tempestuous weather provided the last vehicle Indicator is clearly visible. In case the last vehicle Indicator is not visible, action should be taken as per Para (f) below—

(f) If the Station Master is unable to see the last vehicle indicator of a through passing train running without brakevan, he shall at once inform the Station Master of the block station in advance to stop and examine the train. Until the train out of section report is received from such a block station in advance, the station master of the block station at which the train has run through shall not signal 'train out of section' to the block station in rear.

(g) Before reporting the arrival/departure particulars to the Section Controller, the Station Master must ensure that the train is provided with Last Vehicle Indicator at the rear and of the train.

(h) The section Controller shall keep a record in his train control chart about the last vehicle number of the train running without brakevan and fitted

with last vehicle Indicator repeated by the Guard/ Station Master at the Originating station as per SR 4.23.02 (a). If for any reason the Last vehicle Indicator could not be seen at any station and on getting the information from the Station Master of such a station, the Section Controller shall immediately advice the Station Master in rear of such station not to give or take line clear for any train to move over the same block section and shall initiate action to stop running of trains over the adjacent line/lines.

The Section Controller shall at once advice the Station Master immediately in advance of such station at which the discrepancy is detected, to stop the train and examine the correctness of the last vehicle number and indicator.

(i) The Guard shall travel on the engine. All other rules as may be applicable to him shall devolve on him except General Rule 4.46, 4.47 and 6.08 (1) (b)with subsidiary rules thereto and SR 4.42.01 (a).

NOTE: -In Automatic Block system, or in case of Intermediate Block signaling, a second train shall not be allowed to leave the same Block Station unless the previous train which has been allowed to leave without a brake-van arrives at the next Block Station complete except in case of an accident or failure of the train.

4.24. Position of brake-van on train—Unless it be otherwise directed by special instructions, one brake-van shall be attached to the rear of the train, provided that reserved carriages or other vehicles may, under special instructions, be placed in rear of such brake-van.

SR. 4.24.01. —- In case of necessity, vehicles may be attached behind the rear brake-van of a train, according to the following instructions: -

Train	**Maximum number of bogies to be attached behind the rear brake-van**	**Provision regarding attachment of inspection carriages plant bogies**	**Provision regarding attachment of power vehicles**	**Provision regarding attachment of other**
(1)	(2)	(3)	(4)	(5)
Passenger a) with full vacuum brake	2 bogies or their equivalent (4-Four wheelers) subject to the condition that the vehicles are fitted with vacuum brake in good	An Inspection or Officer's carriage, (bogie or 4 wheelers may be attached in addition to the number prescribed in Col. 2 provided it has its own hand brake	Not permitted	Not permitted

	working order.			
b) without vacuum brake	Not permitted	An inspection or Officer's carriage (bogie or otherwise) only fitted with hand brake in good working order and it can be operated by the occupant during its run.	Not permitted	Not permitted
Mixed a) With full vacuum brake	2 bogies or their equivalent (4-Four wheelers) provided these are fitted with vacuum brake in good working order	An inspection or Officer's carriage (bogie or 4-wheelers) may be attached in addition, provided it has its own hand brake.	2 Power plant bogies in place of two bogies or 4-four wheelers mentioned in in Col.2 may be attached provided the conditions prescribed for the carriage of inflammable goods are complied with.	Not permitted.
b) Without vacuum	Not permitted	An inspection or Officer's carriage (bogie or otherwise) only may be attached provided it is fitted with hand brake in good working order and it can be operated by the occupant during the run.	Not permitted	Not permitted

Goods a) with full vacuum brake	2 bogies or their equivalent (4-Four wheelers) provided these are fitted with vacuum brake in good working order	Inspection or Officer's carriages (bogie or four wheelers) may be attached in place of equivalent number of wagons mentioned in Col. 2 provided they are fitted with vacuum brake in good working order	2 power plant bogies in place of two bogies or 4 –Four wheelers mentioned in col. 2 may be attached provided the conditions prescribed for the carriage of inflammable goods are complied with.	Only one damaged Vehicle certified by a competent Rly servant under special instructions may be attached during day light hours in place of two bogies or their equivalent mentioned in Col.2.
b) Without full vacuum only brake.	Not permitted	An Inspection or Officer's carriage (bogie or 4-wheeler) may be attached provided it is fitted with hand brake in good working order and it can be operated by the occupant during the run.	Not permitted	-do-

NOTE: (i) A vehicle on which Last vehicle indicator cannot be provided shall not be permitted to run as the last vehicle of a train.
(ii) Attachment of engine in rear of a train shall be governed by G.R.3.84 and Subsidiary Rules thereto.

4.25. Guards.-

(1) Except under special instructions or in an emergency, every running train shall be provided with one or more Guards.

(2) The Guard of a running train shall travel in his brake van, except—

(a) In an emergency, or

(b) Under special instructions.

(3) When a train is worked without a Guard, such of his duties as can be performed by the Loco Pilot shall devolve on him as may be specified by special instructions.

SR. 4.25.01. —- If a train is to run in accordance with the provisions of SR 4.23.02, the Guard shall travel in the engine.

SR. 4.25.02.—-(1): - c/slip **110** added

In an emergency or under special instructions issued in each case, if it becomes necessary to run a train without a guard it shall be ensured that the train is provided with continuous and effective air pressure from the engine to the rearmost vehicle which may be a brake-van. If a Guard is not provided at the originating station of the train, the SSE/SE/JE (C & W) shall mention the number and type of the rearmost vehicle in the Brake Power Certificate (Mech./V5) issued for such train. But in case no guard is provided at any intermediate points such as at Crew Changing station, the loco pilot on being informed by the Station Master, shall examine the brake power of the train and also ensure that the rearmost 3 (three) pistons (of last three air braked vehicles including brake van) are in proper working order. Further to the observance of the above, sub rules (d) (e) (f) (g) and (h) of SR 4.23.02 shall be applicable. In addition, the following rules shall also be observed.

Note (i): - In Automatic block system or in case of intermediate block signaling a second train shall not be allowed to leave the same block station unless the previous train which has been allowed to leave without a Guard, arrive at the next block station complete except in case of an accident or failure of the train.

(ii): - Since no vacuum stock is in operation over this zone, the words- 'Vacuum Level/pressure' & 'Vacuum brake certificate' wherever appearing in rule books, i.e., G & S R, Operating Manual, Accident Manual, Loco Pilot & Guard Hand book may be read as "Air Pressure Level/Air Pressure & Brake Power Certificate' respectively.

SR. 4.25.02 (1**)** (a) The last vehicle indicator as indicated in sub-rule (a) of SR. 4.16.01 shall invariably be fixed at the tail end of the rearmost vehicle by the Loco pilot.

(b) A caution order shall be issued to the Loco pilot with necessary endorsement for running of the train without a Guard and also indicating the last vehicle number.

(c) (i) Running of the train without guard as well as the last vehicle number shall be mentioned in each line clear and reply message or with the departure report while working trains on automatic block system.

(ii) The Station Master on duty at the Station either originating or enroute from where the Guard is not provided shall relay such information to the Section Controller with an endorsement in the Station diary. The Section

Controller on duty shall keep a record to this effect in his Train Control-Chart. He will also inform the Station Master of the Station of the next Guard Changing point or the destination Station within the Division in advance.

(d)The Loco pilot shall be responsible to take with him the vehicle consists of such train. The duties devolve on the Guard for protection of the train laid down in GR 4.44, 6.03 and 9.10 shall devolve on the Loco Pilot.

NOTE(i): - In Automatic block system or in case of Intermediate Block Signaling a second train shall not be allowed to leave the same block station unless the previous train which has been allowed to leave without a Guard, arrive at the next block station complete except in case of an accident or failure of the train.

NOTE (ii): - Since no vacuum stock is in operation over this zone, the words-- Vacuum level/pressure & Vacuum brake certificate wherever appearing in the rule books i.e., G & SR, OPM, ACM, LP & Guard Hand book may be read as ----Air pressure level/Air Pressure & Brake Power Certificate respectively.

SR. 4.25.03. – The Push & Pull freight train operation: -(c/s **108** added)
The Push & Pull freight train operation is a configuration or mode of train operation where locomotives are attached on both ends of the train. The brake van is eliminated in this train composition. The train may be driven from both ends, based on the direction of traffic.

Duties of front and rear crews in Push & Pull train:

1. The train will run with working crews at front and rear locomotives and without guard.

2. The LP deployed in the rear locomotive will perform the duties of Guard. The responsibilities of guard will be devolved on the LP of rear locomotive according to the direction of the traffic.

3. Before starting/stopping/controlling, the leading crew should start the train after exchanging ‘all right signal’ with rear LP/ALP.

4. In case of abnormal situations, the LP/ALP of the rear loco should protect the rear side of the train as laid down in GR 4.44, 6.03 & 9.10.

5. The rear loco ALP should make the T-34HF with full particulars of both leading crew and rear crew.

6. In case of GDR, it will be conducted both by the crews of the front and rear locomotives.

7. All other safety and train working instructions will remain the same.

SR. 4.25.04. —- No person shall be allowed to work as a Guard unless he has qualified in the duties of a Guard. In addition, he has learnt the section over which he has to work the train.

The section learning trips for guards shall be as follows:

(i) Guards (initial appointees after completion of training at ZRTI/Sini)- 3 trips

(ii) All other guards- one trip

(iii) Guards not operated on a section for more than six months- one trip.

"However, in emergency, a guard may be allowed to work in a section without such road learning trips, provided that if the guard, so booked, has to work in Automatic block territory, he should have been certified competent work in such territory as prescribed in SR 4.25.04.

When a guard is allowed to work in a section without road learning, he shall obtain the assistance of loco pilot whenever required during the journey. Such trip of the guard should also be construed as a road learning trip as prescribed in this SR.

SR. 4.25.05- All guards who are required to work trains on automatic block territories for the first time shall be imparted one day's intensive course about the rules pertaining to this system and a competency certificate shall be issued by CDTI/AOM, if found qualified, in token of their knowledge and proficiency in these rules. Thereafter, the competency certificate issued to the guards shall be renewed every Six months by CDTI/AOM, if found qualified, on an oral test which may even be taken while the guard is on duty. A record of such competency certificate issued/renewed shall be maintained by the CDTI/AOM.

No guard shall be put on duty on such sections unless he possesses such a certificate.

4.26. Couplings. -No vehicles that is not fitted with a coupling or couplings of approved pattern shall be attached to any train.

SR. 4.26.01.—-(a) C&W/TXR/Yard staff and Guards, shall take special care to see personally that all unused couplings of vehicles on train are secured to the hooks provided for the purpose and are not allowed to hang down loose.

SR. 4.26.02.—-Station Masters, Guards and Yard staff, when attaching vehicles to a train, shall ensure that screw couplings are screwed up without slack.

SR. 4.26.03.—- The staff responsible for attaching engines with or without coaches or wagon on the stationary trains/rakes must stop the same short of the train/rakes and display “slow” hand signal for coupling up. The Loco Pilot shall exercise great caution to avoid any bump while attaching engines to trains/rakes.

D. Vehicles and Cranes.

4.27. Cranes. -

(1) No traveling 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. 4.27.01.—- For detailed instructions on Crane working the relevant provisions of Operating Manual and Subsidiary Rules to GR 17.04 shall be referred to.

SR. 4.27.02.—- When running the main line, the crane shall as a rule, be placed four vehicles from the engine, but when proceeding to a break-down this condition may be relaxed.

SR. 4.27.03.—-When a crane is attached to a train, whether with the jib leading or trailing, except when otherwise notified, the Loco pilot shall not exceed the speed of **40**KM per hour, and shall be particularly careful not to exceed the speed of **15**K.M. per hour over turnouts.

SR. 4.27.04.—- Attaching, speed and operating instructions for running 120 T and 140 T Diesel Cranes have been incorporated in Para 22.28 of Operating Manual.

4.28. Loading of Vehicles. -

(1) No wagon or truck shall be so loaded as to exceed the maximum gross load on the axle fixed under sub-section (3) of section 53 of the Act, or such less load, if any, as may have been prescribed by the Railway Administration.

(2) Except under approved special instructions, no vehicle shall be so loaded as to exceed the maximum moving dimensions prescribed from time to time by the Railway Board.

(3) When a load in a truck, projects to an unsafe extent beyond the end of a truck, an additional truck shall be attached to act as a dummy.

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

SR. 4.28.01.—- (a) Standard Moving dimensions. -

The following limits shall be observed when road vehicles, machinery and other large vehicles are loaded in open trucks, special care being taken to secure them so that may not shift during transit -

Loading dimensions for open trucks.

	Over BroadGauge		Over narrow Gauge	
	of the article only (a)	of the load from rail (b)	of the article only (c)	of the load from rail (d)
	Metre	Metre	Metre	Metre
Maximum height at centre	2.8	4.1	2.5	3.2
Maximum height at sides	2.2	3.5	2.2	2.9
Maximum width when loaded on trucks having floor level less than 1.22 metres above rail level.	3.0	--	2.3	--
Maximum width when loaded on trucks having floor level 1.22 metres and over above rail level	3.2	--	2.3	--
Width below floor level	3.0	-	2.3	--

(b) Columns (a) and (c) show the dimensions of the articles only. By adding 1.27 Meters in case of BG and 0.73 Meters in Case of NG which are the standard heights from rail level to the floor of the truck half loaded, the figures given in column (b) and (d) have been obtained.

(c) In certain circumstances and for passage over certain sections of the line, bulky articles of larger dimensions than shown above can be dispatched by rail. Such cases will be decided by the Divisional Railway

Manager. Station Master shall not, however, accept any consignment beyond the maximum dimensions laid down above, without specific sanction from the Divisional Railway Manager in each particular case. Such sanction will be given subject to the Carriage and Wagon Department passing the loads and sanction obtained from COM/GRC Such sanction shall be governed by the relevant provisions of the Operating Manual.

SR. 4.28.02.—When timber or other articles exceeding one truck in length have to be loaded, three trucks shall be used for the purpose. The consignment shall be so arranged that the entire load is borne by the center truck and the overhangs on either side of the center are roughly equal. The other two trucks, one on either side of the center truck will only act as dummy trucks to take to overhang of the consignment. They shall not bear any load. It shall be specially ensured that wagons loaded with timber, bamboo, etc., do not infringe the standard moving dimensions either in the center or on sides.

SR. 4.28.03.- (a) Station Master and Guards are responsible for the safe loading of open wagons, but it is the duty of the SSE/SE/JE(C&W) to pay attention to the loads of trains passing their stations and to inspect and point out defects in loading. They shall also pass loaded vehicles, if called upon to do so, by giving a certificate in the following form: -

"I have examined loads of opens wagon Nos..... of ..... train, on.....date and certify that the same are secured and fit to run".

(b) At any intermediate station, when the Station Master requires to loads to be adjusted, the nearest Train Examiner shall be called to that Station to render necessary assistance.

(c) Loads badly secured or adjusted shall, on discovery at Train Examining station, be reported to the Divisional Mechanical Engineer (C&W) and appropriate action taken.

SR. 4.28.04.—- (a) In order to prevent the free ends of lashing chains of empty wagons working loose and trailing over the sides of the wagons platforms, it is essential that they are secured on the floor of the wagon. For this purpose, the hook of the screw coupling attached to the short-ended chain should be engaged in a suitable link of the other chain on the opposite side of the wagon and the screw coupling be tightened up.

(b) The Station Master and Yard staff attaching empty wagons on trains shall ensure that lashing chains are properly secured in the manner explained above. Guards of trains shall satisfy themselves that this has been done. Carriage and Wagon staff at Train Examining stations. While carrying out the examination of trains, shall also ensure that lashing chains are secured in the proper manner.

4.29. Damaged or defective vehicles. -

(1) No vehicle which has been derailed shall run between stations, until it has been examined and passed by a competent SSE/SE/JE(C&W):

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

(2) If a Guard or Station Master has reason to apprehend danger from the condition of any vehicle on a train before it can be inspected by an SSE/SE/JE(C&W), the Loco pilot shall be consulted, and if he so requires, the vehicle shall be detached from the train.

SR. 4.29.01.—- A vehicle on a train running with heated bearings which emit smell of burning oil or smoke or a whistling noise or is seen in red hot condition or in flames, is a dangerous vehicle. Staff on duty (Station Master, Cabin man, Points man, Gateman, Token Porters, etc.) shall be alert to detect it and to take immediate action to stop the train. In case the train cannot be stopped at that very station, a message for stopping the train shall be given to the Station Master of the next station ahead and to the Section Controller. In case of electrified sections advantage may be taken of switching off Power in consultation with the Traction Power Controller.

SR. 4.29.02.—- If an axle box is found to be running hot, between stations or at a station where no siding facility exists the Loco pilot shall at once examine its condition. He shall remove the cover and examine the packing and put new waste, if possible and bring the train, at a restricted speed as considered safe by the Loco pilot, to the nearest station where siding facility exists.

SR. 4.29.03.—- (a) The Station Master receiving advice of a hot axle on a train shall, where possible, receive the train on the main line. If he is unable to do so, he shall bring it to a stop outside the first Stop signal before admitting it into the loop line on which it is to be received.

(b) When the Station Master receives advice of a Vehicle on a train which is derailed or whose running gear is in anyway considered dangerous, he shall bring the train to a stop outside the signal since further movement of such vehicle, especially over points in the Station Yard, is likely to cause a

serious accident. The vehicle shall be thoroughly examined and the derailed wheels, if any, re- railed before the train is admitted into the Station Yard.

SR. 4.29.04.—- No carriage, wagon or other vehicle declared unsafe to run by a duly authorized official of the Carriage and Wagon Department shall be allowed to proceed on any account. Any unauthorized person removing a "damaged" label from a vehicle shall be liable to prosecution.

E. Precautions before Starting Train.

4.30. Loco pilot and Guard to examine notices before starting. -Every Loco pilot and Guard before starting with a train shall examine the notices issued for their guidance, and ascertain there from whether there is anything requiring their special attention on that section of the railway over which they have to work.

SR. 4.30.01.— Before commencing duty, the Loco Pilot/Guard shall sign the Appearance Book, stating the time of his arrival in Shed/ booking office. The Loco Pilot/Guard shall then carefully read all such notices (including speed restriction notices) pertaining to the running of their trains, shown on the Notice Board and in the Loco Pilot/Guard's Order Book and shall sign his name to indicate that he has read the notices therein and understands them.

SR. 4.30.02.— In case of an illiterate Loco pilot, SSE/SE/JE (loco, traction, shed) Chief crew controller, crew controller shall be responsible for explaining the contents of the Train ordering message including such notices, as indicated under SR 4.30.01 to such illiterate Loco Pilot and obtain his L.T.I, in the Appearance Book. In case of any change in the programme subsequently either at the starting point or at any intermediate point, the Guard or in his absence the Station Master shall be responsible to explain the contents of such train ordering message to such illiterate Loco pilot.

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. 4.31.01.- The SSE/SE/JE(C&W) report must be in the form Mech/V5(T/431).

SR. 4.31.02.— In order to afford necessary protection to the SSE/SE/JE(C&W) staff, a banner flag or a board about 0.40 x 0.30 meters painted red and inscribed with the word "STOP" in white, erected about 1.20

meter above ground level, will be exhibited by the SSE/SE/JE(C&W) at both ends of the load of the train/vehicles.

With interlocked points, if the interlocking permits, and with non-interlocked points, the points at either end of such line shall be kept set against access to such line and the points shall be clamped and padlocked by the Train Examining staff before commencing the work. The key of such padlock shall remain in the personal custody of the SSE/SE/JE(C&W) until fit memo Form T/431 - Part C is issued.

Between sunset and sun-rise or during thick, foggy or tempestuous weather impairing visibility, the Banner flag/Stop board should be replaced by red lamps.

SR. 4.31.03. –1). While starting a train from a station/siding where no Train Examination staff are posted, the condition under which a BPC shall remain valid or become invalid are as under: -

1.1 The BPC shall remain valid –

a) When an intensively examined empty rake has been loaded at the station/siding.

b) When a close circuit (CC) empty rake has been loaded at the station/siding provided the validity of the CC rake has not expired.

c) When a close circuit rake has been unloaded or back loaded at a station/siding provided the validity of the close circuit rake has not expired.

d) When a train with valid BPC, loaded or empty, is stabled at a way side station for not more than 96 hours.

e) When the integrity of a train with valid BPC has not been disturbed by more than 10 FWUs.

1.2 The BPC should be considered invalid –

a) When an intensively examined loaded train has been unloaded or back loaded at a station/siding.

b) When the validity period of a CC rake has expired.

c) When a train with valid BPC, loaded or empty, is stabled at a way side station for more than 96 hours.

d) When the integrity of a train with valid BPC has been disturbed by more than 10 FWUs.

2). While starting a train after loading/unloading/back loading operation(s) from a station where no train examining staff are posted, the Guard and Loco pilot shall be jointly responsible for the following actions:

2.1 In case of valid BPC –

a) After the locomotive(s) is/are attached, the Loco Pilot will create not less than 46 cms. of vacuum or **5 kg/cm^2** of air pressure in the engine and

38 cms of vacuum or **4.8 kg/cm^2** in the rear brake van as the case may be, provided that:

i) In case of an air braked train consisting of more than **56** wagons the pressure in the rear brake van shall not be less than **4.7 kg/cm^2**, and

ii) in case of a train consisting of 40 or more BCX/BOX wagons the minimum vacuum level in the engine and the rear brake van shall not, be less than 44 cms and 34 cms respectively.

b) On noticing this required amount of vacuum/air pressure in the rear brake van the Guard and the Loco Pilot shall communicate with each other and shall thereafter jointly check the train to ensure the following:

i) All couplings and vacuum hoses/brake pipes are properly coupled.

ii) In case of air brake stock, all the angle cocks are in open condition and the last angle cock is in closed condition.

iii) In case of vacuum stock, rear most end hose pipe of the last vehicle is kept in the dummy plug.

iv) Empty/Load device handle is in proper position,

v) There are no loose fittings/hanging parts like push-pull rod, brake beam, safety brackets, brake blocks, etc. which may endanger safe running of the train. The Loco Pilot shall check the train from the station side and the Guard shall check it from the off side.

vi) All the hand brakes are released.

vii) Doors of wagons are closed and locked/secured.

c) Thereafter, Guard shall prepare a memo in triplicate jointly with the Loco Pilot on a plain sheet in the following format and shall append their signatures in each copy.

i) Date

ii) Train description and No.

iii) From/To

iv) Engine No.

v) Engine attached at

vi) Total load

Guard should obtain SM/YM's endorsement on two of these copies of the joint memo, out of which one would be handed over to the Loco Pilot and the other would be retained by him. He would hand over the third copy to the SM/YM.

d) The SM shall not permit the train to start until he has received a copy of this joint memo.

2.2 In case of invalid BPC –

a) The Loco Pilot and the Guard, in addition to taking all actions as mentioned in Clause 2.1 above shall also be responsible to ascertain the brake power of the train with the following results:

Total number of cylinders

Total number of working cylinders

Percentage of Brake power

Vacuum/air pressure in engine

Vacuum/air pressure in brake van.

b) This information will be recorded in the same joint memo as mentioned in Clause 2.1 (c), itself.

c) In this case, the memo/certificate shall automatically revalidate the BPC normally up to the next train examination point in the direction of movement of the train where this train will be offered for examination, except in case of Para 3(b) mentioned below.

3. While starting a train from a way side station for clearing a stabled load, the following checks should be performed by the Guard and the Loco Pilot.

a) When a BPC is valid and the load has not been stabled for more than 24 hours, check mentioned in Sub-clause 2 .1(a) shall only be required.

b) In case of valid BPC, if the period of stabling is more than 24 hours but not more than 96 hrs. checks shall be governed by Sub-clause-2.1 and 2.2. However, in this case the BPC shall automatically get revalidated after the checks for the train to travel up to the destination station.

c) In case of invalid BPC irrespective of the period of stabling checks shall be governed by Sub-clause-2.1 and 2.2.

SR. 4.31.04 The loco pilot of a train shall invariably test the brake power of his train at the start of his journey, before hitting continuous down gradient**.**

4.32. - Examination of train by Loco Pilot. -

The Loco pilot shall, before the commencement of the journey and after performing any shunting en-route, ensure—

(a) that his engine is in proper working order,

(b) that the coupling between the engine and the train is properly secured, and

(c) that the head light and marker lights as prescribed in sub rule (1) of Rules 4.14 are in good order, and these are kept burning brightly, when required.

SR. 4.32.01: Asst loco pilot, when available in the engine, shall couple up the engine on train and uncouple engine from trains. In all other cases the responsibility of coupling and uncoupling of engines shall devolve on traffic staff.

4.33. Examination of single and multiple units by Loco Pilot - When coupling single or multiple units or coaches of any such units together, the Loco pilot shall be responsible for observing that all electrical couplings are properly made. After all couplings have been made, the Loco pilot while taking over the complete train shall satisfy himself that the control and power apparatus and brakes of the complete train are in proper and prescribed working order.

4.34. Duties of Guard when taking over charge of a train. – The Guard when taking over charge of a train shall satisfy himself, before the train is 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 communications between the Guard and the Loco pilot, is in proper working order, and

(e) Generally, that, as far as he can ascertain, the train is in a state of efficiency for traveling.

SR. 4.34.01.—- (a) The Guard must see while taking over charge of his train, that the train load does not exceed the prescribed load for the class of Engine as laid down in the Working Time Table or as notified from time to time.

(b) When taking over charge of a train and before signing the SSE/SE/JE(C&W)'s brake power certificate, the guard of a train shall ensure that the SSE/SE/JE(C&W) has signed in the brake power certificate form to the effect that: -

(i)The doors of all carriages & wagons are in proper working order and can be closed and fastened.

(ii) Vestibules connection are properly secured, and doors, where necessary, are locked and bolted.

SR. 4.34.02.— Guards and Asst. Guard before starting, must try their hand brakes. The proper way of doing this is to apply the hand brake of the brake-van hard, and then attempt to shift the brake block off the wheel tyres, pressing them outward with the foot. Unless they be found binding the tyres hard, the SSE/SE/JE(C&W) should be asked to adjust the brake gear suitably. The matter should also be reported to the Station Master/Yard Master and a suitable remark made in T34 H.F.

SR. 4.34.03.- Before starting from the originating station and also from stations after shunting or after picking stable loads the Guard of the train shall satisfy himself that all the doors are properly secured.

SR. 4.34.04.—- Every Guard while taking over charge of a train carrying passengers must ensure that the Brake-Van equipment as mentioned under SR 4.19.02 are duly provided in his Brake-van.

4.35. Starting of trains. —

(1) A Loco Pilot shall not start his train from a station without the authority to proceed. Before starting the train, he shall satisfy himself that all correct fixed signals and, where necessary, hand signals are given and the line before him, is clear of visible obstructions and the Guard has given the signal to start. Guard shall see, before giving the starting signal, that all is right for the train to proceed.

(2) The Station Master and Guard may be assigned any role or duty to ensure the safety in the manner as specified 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.

(4) In case of any travelling in contradiction to Sub-rule (3), the 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 person from the compartment or vehicle or roof of the vehicle.

{c/slip 136 for GR 4.35 added- as gazette issued, permitted by authorised officer}

SR. 4.35.01.—- At terminal, junction, engine-changing and meal serving stations with a halt of **10** minutes or over, a warning bell shall be sounded five minutes before the starting time of a passenger train.

SR. 4.35.02.—- Station Master's Permission to the Guard to start the train referred to in clause (2) of GR 4.35. shall be given in the following manner: -

(a) For trains carrying passenger by ringing the station bell; and

(b) For others by issuing correct 'Authority to proceed' under the system of working.

In the case of (b) above, the Loco pilot, on receipt of the correct 'Authority to proceed' as required under the system of working and on observing the 'off' aspect of the departure signals referring to his train, or on observing the exhibition of hand signals in terms of GR 4.35 (1), shall sound the prescribed whistle code thus "OO" for Guard's Signal.

SR. 4.35.03.--(a) The Guard's signal to the Loco pilot to start shall be given by waving a green hand signal horizontally at full length above the head towards the Loco Pilot and then holding it steady.

(b) In case of trains carrying passengers, the Guard shall blow his whistle before giving the signal to start.

(c) In cases of trains worked by two Guards or by a Guard and an Asst. guard, the Second Guard or the Asst. Guard shall, after the work on the train at his end is completed, wave a green hand signal horizontally at full length above the head, to the Head Guard, who shall answer the signal in the same way after blowing whistle provided permission of the Station Master as indicated in GR 4.35(2) has been received and conditions for starting the train are fulfilled. The Second Guard or the Asst. Guard shall then give the starting signal to the Loco pilot in the manner laid down in sub-clause (a) above.

(d) In case of EMU/MEMU/DMU/DEMU trains, the signal to start shall be given by the prescribed bell code i.e., two rings. (c/slip **93 added**)

SR. 4.35.04.—- No goods stock shall be used for carrying passengers without the previous sanction of the General Manager.

SR. 4.35.05._ Howrah to Kharagpur* including Santragachi-Shalimar and Panskura -Haldia section constitute the Suburban section for the purpose of sub rule (5) of GR 4.35.

SR. 4.35.06.- The term 'all is right' mentioned in sub- rule (4) of General Rule 4.35 includes ensuring taking off of the relevant starter signal except in the case of starting a train from a non- signaled line which case it includes compliance to GR 5.11 and SR 5.11.01. In case when the starter signal is

defective, the term 'all is right' includes compliance with sub-rule (1) of GR 3.70 and SR 3.70.01.

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

4.37. Subordination of Guards in station limits. - When a train is with 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 pilot shall obey the lawful orders of their Loco pilot in all particulars.

4.39. Loco Pilot to obey certain orders. - After an engine has been attached to a train and during the journey, the Loco pilot shall obey. -

(a) the orders of the Guard, in all matters affecting the starting, stopping or movement of the train for traffic purposes, and

(b) all orders given to him by the Station Master or any railway servant acting under special instructions, so far as the safe and proper working of his engine will admit.

SR. 4.39.01.- For purpose of GR 4.39(b), Yard Master/ Asstt. Yard Masters will have the same authority as the Station Masters.

SR. 4.39.02.—- On arrival of a train at an engine changing station, the Loco pilot shall not detach his engine from the train until his train has been properly berthed and he has received necessary signals to move. Should any further movement of the train/engine be necessary, the Station Master/Asstt. Station Master / Asstt. Yard Master/Yard Master shall make necessary arrangements and the person deputed to conduct such movement shall personally attend to the work and give necessary orders to the Loco pilot, informing him when the work is finished.

F. Duties of Staff Working Trains during Journey

4.40. Loco Pilot or Assistant Loco Pilot to keep a good look-out - Every Loco pilot shall keep a good look-out while the train is in motion, and every Assistant Loco pilot shall also do so when he is not necessary otherwise engaged.

SR. 4.40.01.— While a train is in motion, the Loco pilot and Assistant Loco pilot shall keep a constant look-out for obstructions and be prepared for an immediate application of brakes at any moment.

4.41. Loco pilot or 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 a safe and proper manner.

The Loco pilots/Asstt. Loco pilot have to pay special attention after passing permanent way gangs working on the line or a manned level crossing gate to see whether any danger signal is being exhibited by them, warning the Loco pilot, Asstt. Loco pilot of a danger of an accident.

4.42. Exchange of signals between Loco Pilot, Guard and station staff —

(1) The Loco pilot and the Guard of a train shall exchange signals with each other, at such times and in such manner as may be prescribed by special instructions.

(2) The Loco pilot and the Guard of a train shall, while running through a station, look out for and, except under special instructions, acknowledge the 'all- right' signals 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. 4.42.01—(a) (i) & (ii) (c/slip**119** added**).**

SR. 4.42.01 (a**)** (i): When a train is ready to start, after stopping at stations, yard or outside station limits, the Guard shall ensure that everything is 'all right' to start his train, then give usual starting signal from his brake van/SLR as per SR 4.35.03. Loco Pilot shall acknowledge by whistle code prescribed in SR 4.50.01 (3) (b) and start the train.

If the starting signal is not visible due to curvature, cutting, bridge or any other reason, the Guard shall give verbal permission to

LP/ALP to start the train, over walkie-talkie mentioning his identity along with station name/train number while communicating and also confirm the identity of the speaker at the other end. LP shall acknowledge it through whistle code and then only start the train.

(ii) After the train has started, the Guard shall satisfy himself that everything is 'all right' and shall then exchange All Right signal as soon as possible and also after the last vehicle has passed over the points on quitting the yard. LP/ALP shall acknowledge it by prescribed whistle code as well as with hand signal.

If all right signal is not received from the Guard, then LP shall call for the Guard's signal by sounding whistle code or contacting over walkie-talkie and still if there is no response from the Guard then LP must stop the train immediately and ascertain the cause provided train has not parted.

Note: - At stations where it is not possible to obtain the view of the signal displayed from the brake van/SLR by the Guard after the train has started, it is sufficient to exchange signals when they are visible to each other.

It will be applicable to all trains except those trains which are using bell code.

(iii) When a train runs through a station, signals shall be exchanged as soon as the last vehicle of the train has passed over the points on quitting the yard.

(b) Signals shall be exchanged by waving green hand signal horizontally. On a straight road, the signals shall be given from the left-hand side of the Engine and brake-van, and on a curve, from the side on which they can best be seen.

(c) In case of single/multiple unit electric trains, the exchange of signals between the Guard and the Motorman shall be made by using the bells in the cabs.

(d) In case of EMU (Push and Pull)/MEMU/DMU/DEMU, Rajdhani Duranto & Shatabdi Express trains, and other trains worked with SLRs having Air-Conditioned guard compartment, exchange of alright signals (ARS) between Loco pilot and Guard shall be by ringing of bell in their cab as per code laid down in SR 4.51.01.(c/slip **93**)

The Exchange of signals between Loco pilot and Guard of Rajdhani Express shall not be required in case when a train starts after stopping outside station limit.

(e) The guard of Rajdhani, Duranto & Shatabdi type of trains i.e., trains having air-conditioned guard compartment, is not required to acknowledge hand signals given by station staff but a sharp look out must be kept by him for enabling to stop the train should a danger signal being exhibited by station

staff/gateman. Other train guards must exhibit signal and watch for ARS by station staff/gateman. (c/slip **93**)

SR. 4.42.02.—- (a) Whenever a non-stopping or stopping train passes a cabin, the official in-charge of the cabin shall be responsible to observe the conditions of the vehicles on the train. He must lean out of the window waving a green hand signal unless anything wrong with the train is noticed.

(b) (i) For run through trains, the Station Master shall also observe/watch the condition of the train. For this purpose, he shall normally stand on the side on which his office is situated in such position that a clear view of the train is obtained by him, and that his signals can be clearly seen by the Guard. In case the view of the passing train is otherwise obstructed, the Station Master shall depute one of his station staff for the purpose.

(ii) At station where no cabins are situated or where the Station Master's Office and the Cabin/Cabins is/are situated on the same side, the Station Master shall depute, one of his station staff with hand signal to the other side of the passing train to observe the passing train and assist the Station Master in doing his duty as laid down in SR 4.29.01 and sub-clause (d) below. The deputed staff will stand at a place from where the train can be observed properly.

The deputed staff will stand at a place from where the running train can be observed properly.

(iii) At stations situated on the Double/Multiple line section and when more than one train is running through simultaneously or some train is standing on adjacent line, the Station Master shall observe/watch one train and depute one of his competent station staff to do so for the other train/trains. The staff deputed so will stand at proper sighting place on either end of station yard.

Where no cabins are situated or where the Station Master's office and cabin(s) is(are) on the same side and if a manned Traffic gate lodge is available at off side of station building, the Gateman may also be authorized/deputed to observe/watch the safety of running trains at off side and to assist the Station Master in doing his duty as laid down in SR 4.29.01 and sub-clause (d) below.

In specific cases, even two Traffic porters/points men may be deputed, if available for this job.

c) The Station Master or the person deputed under sub- clause (ii) and (iii) of clause (b) above shall wave a Green hand signal horizontally until anything wrong with the train is noticed.

(d) Should any case of hot axle, smoke issuing from a vehicle wagon door open, load of any truck, shifted or any fitting of a vehicle hanging and trailing along the ground, or goods falling of a vehicle, flat tyre, abnormal sound coming from a vehicle, or any other conditions likely to endanger

safety of the train be noticed with the train, the official-in-charge of the cabin/the Station Master/ the staff deputed under sub-clause (ii) and (iii) of clause (b) above, shall at once change his Green hand signal to Red and take prompt action to stop the train and if this cannot be done at that station, intimation shall at once be given to the next block station to stop it. On controlled sections, the Section Controller shall also be informed. On electrified sections, the Traction Power Controller shall also be informed to switch off power wherever necessary (c/slip 135 added).

SR. 4.42.03.—- The Loco pilot and the Guard shall be on the lookout for the signals displayed under, clauses (a), (c) and (d) of SR 4.42.02. Unless "Stop hand signal" is displayed under clause (d) of SR 4.42.02, they shall acknowledge and exchange "Green hand signal" with such person when they are opposite each other. Should they observe Stop hand signal displayed under clause (d) of SR 4.42.02, they shall take immediate steps to stop the train. While passing through a station, the Loco pilot shall in addition sound a long continuous whistle.

Note: - The duties of Loco pilot mentioned in this rule shall also devolve on his Assistant Loco pilot for exchanging signals with the staff of station cabin when the same happens to be on his side of the locomotive.

SR. 4.42.04.- (a) When a train starts after stopping at a station and if the train is worked by two Guards or a Guard and an Asst. Guard, the Head Guard before exchanging signal with the Loco pilot, shall exchange Green Hand Signal moved horizontally above the head with the Second Guard or the Asst. Guard, as the case may be, as soon as the train starts to indicate that they are in their places.

(b) When a train, either stopping or non-stopping has passed the points on quitting the yard, the Guard before exchanging signal with the Loco pilot, shall look back and satisfy himself that no 'Stop hand signal' or other indication is given by any of the station staff, as a warning that there is anything wrong with the train and that the train is complete.

SR. 4.42.05.--In the event of the Loco pilot not receiving signal from the Guard as indicated in sub-clause (i), (ii) and (iii) of clause (a) of SR 4.42.01, he shall call the Guard's attention by whistle code thus 'OO'. If the signal is still not be given by the Guard, the train shall be stopped.

SR. 4.42.06.—- Any failure on the part of the Loco Pilot and/or the Guard to exchange signals with the station staff and also sounding of engine whistle by the Loco Pilot while passing through a station as indicated in SR 4.42.03. shall at once be reported to the Section Controller as well as to the S.M. of the Block Station in advance, who shall arrange to have the train stopped and hand over a written warning to the defaulting staff.

SR. 4.42.07.—-In case the Loco pilot and the Guard do not receive any hand signal displayed by the station staff as indicated in sub clauses (a) and

(c) of SR 4.42.03, while passing through a station, they shall exercise extra caution to ensure that all is right for the train to proceed on and record the same in the Guard's journal.

4.43. Guard to keep a good look-out. - During the journey including halts at stations, every Guard shall keep a good look-out and satisfy himself from time to time that the tail board and brake-van lamps are in position and that all brake van lamps, where required, are burning brightly, that the train is complete in every respect and is proceeding in safe and proper manner.

Note: - The term "brake-van lamp" includes "tail lamp".

SR. 4.43.01. - If any vehicle is attached to a train behind the rear brake-van the Guard shall keep a good look-out and in the event of any vehicle becoming detached, take steps to stop the train carefully.

SR. 4.43.02.-- (a) Guards of running trains shall be responsible to watch any train passing on the adjacent line, and to attract the attention of the Guard or the Loco pilot of the latter train by exhibiting Stop hand signal, should any condition be noticed on that train which may endanger its safety. In case of trains in the opposite direction, the Guards of the two trains shall examine each other's train but when trains run in the same direction the Guard of one train shall observe/ watch the other train which overtakes his train. The Guards of these two trains shall exchange green hand signal between themselves when the brake vans are opposite to each other. Similarly, the Guard of the train which overtakes another train shall observe/watch the train so over taken and exchange green hand signal with the Loco Pilot of such train. In all cases green hand signals shall be exchanged only if the condition of the train so examined, is found in order.

(b) In the event of Guard / Loco pilot or of any running train noticing any Stop-hand signal shown by the Guard/ Loco pilot of the other train passing over the adjacent line, action shall be taken to stop the train. The train shall then be examined thoroughly before commencing further journey and if anything is found wrong such action shall be taken as the situation may warrant.

(c) Should any condition be noticed with a train which may endanger its safety, and if the Guard/ Loco pilot of that train does not exchange signal as indicated in Sub-rule (a) above, the Guard of the train noticing such conditions shall bring his train to stop at the next station and report the matter in writing to the Station Master. The latter shall then take steps to have the train in question stopped and examined at the next station which it is about to pass. Loco pilot thereof shall examine the train.

SR 4.43.02 (d) after SR 4.43.02 (c) (c/slip**129** added**)**

SR. 4.43.02 (d) Besides observing the provisions of the GR and SRs of 4.34, 4.35, 4.42, 4.43, 4.44, 4.45, 4.47 and 4.48, the Guard while working a train should take the following actions:

i) He should observe and exchange signal with train/trains passing on the adjacent line/lines in all conditions whether, his train is in the block section or stationery at a station.

ii) At curvatures, the guard of train should watch his train passing in safe manner and exchange signal with LP/ALP of his train and inform LP/ALP in case any abnormality is noticed.

iii) Guard must be very much attentive towards the caution order and appraise the LP/ALP immediately on walkie-talkie as soon as the last vehicle clears the restricted zone.

iv) Whenever, the train is dispatched from/via loop line, he must appraise LP/ALP as soon as the last vehicle clears the cross over.

SR. 4.43.03. - When passing a manned level crossing, the Guard should look back to see if, any signal is given by the Gateman to indicate that anything is wrong with the train.

4.44. Train held up at First Stop Signal -

(1) When a train has, without an apparent cause, been kept standing at the first stop signal for five minutes, the Loco pilot shall sound the prescribed code of whistle to warn the Guard and the Asst. Guard shall proceed to the cabin or station to warn the Station Master.

If there is no Asst. Guard, the Loco pilot shall depute an Assistant Loco pilot to proceed to the cabin or station to warn the SM. The Asst. Loco Pilot/Asst. Guard 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 tailboard or tail lamp is correctly exhibited and shall maintain a vigilant attitude in rear of the train. After **fifteen minutes** or such less time as may be prescribed by special instructions, the Guard shall, irrespective of whether the cause is apparent or not, proceed to protect the rear of the train in accordance with instructions laid down in Rule 6.03. If in the

meantime the signal is taken' OFF' or the Loco pilot receives the necessary authority to pass the signal in the 'ON' position, he shall sound the prescribed code of whistle to recall the Guard and exchange hand signal with him before starting the train.

(2) In the case of a train not accompanied by a Guard these duties shall devolve on the Loco pilot.

SR. 4.44.01.-- (a) The prescribed code of whistle is given in SR 4.50.01.

(b) Should the First Stop Signal be at 'ON', the Loco pilot of the train approaching such signal shall sound the prescribed code of whistle to attract the attention of the station staff.

(c) The Guard shall arrange to take action to protect the train after a halt of 15 minutes in accordance with the instructions contained in GR 6.03 and continue to show a Stop hand signal to stop any approaching train until he is recalled. But before he proceeds to protect the train, he shall tie a red hand signal flag to aside lamp bracket or to the hand rail by day or reverse one of his brake van side lamps where provided under GR 4.15 (1) (a), to show red towards the train engine and white towards the rear by night or inside long tunnels or during thick foggy or tempestuous weather impairing visibility.

(d) After the signal is taken OFF, or when the Loco Pilot receives the necessary authority to pass the signal in the 'ON' position, the Loco Pilot and the Guard shall take action as per instructions contained in SR 6.03.01(f).

(e) The train shall be stopped on the way to station to pick up the Asst. Guard/Asst. Loco Pilot.

(f) All cases of this kind shall be promptly reported in the joint train report of the Guard and Loco Pilot.

4.45. Attracting attention of Loco pilot -

(1) If any Guard sees reason to apprehend danger or considers it necessary for any reason to stop the train, he shall use his best endeavors to attract the attention of the Loco pilot.

(2) In the absence of other means of communications with the engine, a Guard desiring to attract the Loco pilot's attention shall apply his hand brake sharply and as suddenly release it, and whenever possible, he shall reverse the side lamps to show red towards the engine.

(3) When the attention of the Loco pilot has been attracted the necessary hand signals shall be shown.

(4) If the train is fitted with continuous brake, the Guard may, in case of emergency, apply such brake gradually to stop the train.

SR. 4.45.01.-- When applying the vacuum brake, the lever shall be operated slowly and gradually so as to reduce the vacuum by 13 to 18 cms.

4.46. Assistance from Guard's hand brake - When the Loco pilot requires the assistance of Guard's hand brake, he shall sound the prescribed code of whistle, if necessary, repeatedly, or if a brake whistle is provided, sound such whistle, and shall also use other means of communications, if provided between the Loco pilot and the Guard.

SR. 4.46.01.—- The prescribed code of whistle is "three short"

4.47. Application of Guard's hand brake -

(1) When the Loco pilot sounds the prescribed code of whistle or the brake whistle, the Guards shall immediately apply their hand brakes.

(2) When a train is traveling down a steep incline the Guards shall, if necessary to steady the train, assist the Loco pilot with their hand brakes.

SR. 4.47.01.- As soon as the Loco pilot sounds three short whistle the Guards shall, if necessary to steady the train, assist the Loco Pilot with their hand brakes.

4.48. Permission of Guard to detach engine from train - When a train has been brought to a stand outside station limits or anywhere on a grade, the Loco pilot shall not detach his engine from the train without the permission of the Guard who, before giving such permission, shall satisfy himself that the 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. 4.48.01.—- Whenever it becomes necessary for an engine, with or without vehicles, to be detached from the rest of the train, the following precautions shall be taken before it is uncoupled.

(i) Hand brakes of the brake-van, as also of other hand braked vehicles, shall be screwed on tightly.

(ii) Skids/Sprags / Wedges, if any, shall be used.

(iii) Vacuum brake shall then be released by pulling the ball valve wires.

(iv) The Guard and the Loco pilot shall ensure, before uncoupling, that the remaining portion of the train is secure.

SR. 4.48.02.—- The Divisional Railway Manager may however, notify an incorporate in the working time table the section/ sections where detaching of engines are prohibited altogether taking into consideration the gradient and roll ability of vehicles.

4.49. Starting and stopping of train —

The Loco pilot shall start and stop his train carefully and without a jerk.

4.50. Sounding of engine whistle —

(1) Except under special instructions, the Loco pilot shall always sound the whistle of the engine according to the prescribed code of whistle.

(a) before putting an engine in motion;

(b) when entering tunnel; and

(c) at such other times and places as may be prescribed by special instructions.

(2) Engine whistle code shall be prescribed under special instructions.

SR. 4.50.01.- The following whistles shall invariably be given by Loco pilot for the purpose indicated: -

Srl. No.	Code of Engine Whistle	Indication
1.	0	a) Before starting— i) Indication to Loco Pilot of assisting/ banking engine that the Loco Pilot of leading engine is ready to start. ii) Acknowledgement by the Loco pilot of assisting/banking engine to leading engine. iii) Engine ready to leave Loco yard of after completing Loco work.

		iv) Engine ready to go to Loco yard.
		b) On run-
		i) Assistance of another engine not required. ii) Acknowledgement of Loco pilot of assisting/banking engine that assistance stopped.
2	00	a) Call for Guard's Signal.
		b) Signals not exchanged by Guard.
		c) Signals not Exchanged by Station staff.
3—————	—0	a) Guard to release brakes.
		b) Before starting engine or a train from station/mid-section.
		c) Main Line Clear after backing into siding.
4	000	a) Guard to apply brakes.
		b) Train is out of control, Guard to assist.
5.	0000	a) Train cannot proceed on account of accident, failure, obstruction or other exceptional cause.
		b) Protect train in rear.
6.—--	——00	Call for Guard to come to engine.
7	0————0	a) Token not received.
		b) Token missed
		c) With wrong 'Authority to proceed'.
		d) Passing Stop signal at 'ON' on proper authority.
8	———--	a) Before starting vacuum recreated on ghat section, remove sprags/skids.)
		b) Passing an Automatic Stop Signal at ON
		c) Passing an Intermediate Block Stop signal at 'On' when the telephone provided on the signal post is out of order and Loco Pilot is thus unable to contact the Station in rear.
		d) On run-Acknowledgement of Guard's signal.
9 (i). _ _ _ _ _ _		(intermittent) Approaching level crossing (c/slip **95**) from whistle (W/L) board to Repeater whistle (R W/L) board
(ii). _____		(continuous) (a) Approaching tunnel or area of restricted visibility or curves or cutting or site of accident or when

	in consequence of fog, storm or any other reason the view of signal is obstructed.
	b) Re-call railway servant protecting train in rear.
	c) Material train ready to leave.
	d) Running through a station.
	e) Approaching Stop signal at 'ON'.
	f) Detained at a Stop signal.
	g) From Repeater whistle board (R W/L) up to level crossing. (c/slip**95**)
10. ———0———0	a) Train parting.
	b) Train arriving incomplete.
11. 00————--	a) Alarm chain pulled
	b) Insufficient vacuum/Air Pressure in engine.
	c) Guard applies vacuum brake.
	d) Inter-communication apparatus used.
12.———- ————-	Raise Pantograph. To be acknowledged by the other engine.
13————- 0————--	Lower Pantograph. To be acknowledged by the other engine.
14 ————00	a) Signal arm lowered but light extinguished.
	b) Signal arm improperly/insufficiently taken 'Off'
	c) Defective signal.
15 ———- ——-- ——-	Fouling not cleared.
16 00000000000	a) Apprehension of danger.
	(frequently)
	b) Danger signal to the Loco Pilot of an approaching train whose path is fouled or obstructed for any reason.
	c) While working on a Single line section during total failure of communications or when single line working is introduced, on a double line section.

d) Moving in wrong direction on double line or against the signaled direction in the Automatic Block Signalling territory (D\L) or against the established direction in the automatic block signaling territory(S\L).

Note: - The Signals above are illustrated by 'O' for a short whistle and "__" for a long whistle.

SR 4.50.02 – Whistle Boards (c/slip **95/100** added)

a) Whistle boards are provided with a view to prewarn the Loco Pilot about an approaching level crossing and for sounding the whistle/horn (vide serial no. 9(i) and (ii) under SR 4.50.01) to warn the staff who may be working on the line, as well as the gateman and road users at level crossings about the approaching train. The loco pilot shall sound the whistle/horn intermittently up to the site of work from 'W' board. At level crossings, an intermittent whistle from W/L Board to R W/L Board and continuous whistle from R W/L Board up to level crossing shall be sounded.

b) Types of whistle boards –

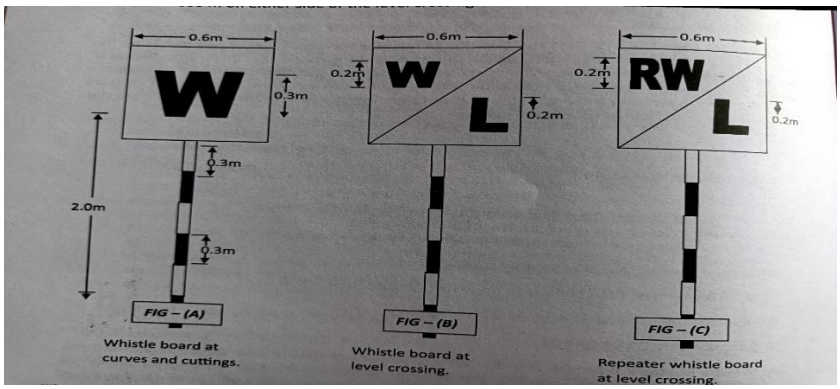
There are three types of whistle boards. The board shall consist of a 0.60 m. square board painted in yellow with appropriate letters in black and fixed on a post painted with 0.3 m. high bands of white and black keeping the underside of the board at a height of 2.0 m above rail level. The whistle boards should be bilingual as mentioned in Annexure – 9/15 of IRPWM and erected along the track. The board shall not be illuminated at night.

i) Whistle board as per fig (A) with the letter 'W' of size 0.3 m high shall be provided on approaches of curves and cuttings at a point from where visibility of the line ahead is limited to 800 m or less on BG.

ii) Whistle boards as per fig (B) with the letters (W/L) of 0.2 m high shall be provided on the approaches of all unmanned and manned level crossings at a distance of 600 metres on either side of the level crossing.

iii) Repeater whistle Boards as per fig (C) with the letters "R W/L" shall be provided on the approaches of **all unmanned level crossings** at a distance of 250 meters. on either side followed by W/L boards. (c/slip **100** added)

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



4.51. Bell signal between Loco pilot and Guard. -

When bell communication is provided between the Loco Pilot and the Guard of the train, bell signal code, as may be prescribed by special instructions, shall be used.

SR. 4.51.01.—- For single or Multiple unit electric trains, the following bell signal codes shall be used between the Motorman and the Guard. In case of failure of electric bell equipment in the cab, the codes shall be sounded by horn.

S/No.	Code of Bell Signal	Indication	Acknowledgenent
1.	0	Stop train	0

2.	00	Start train	00
3.	000 pause 0	To push back train	000 pause 0
4.	00	During run through	00
5.	000	Guard required by Loco Pilot	000
6.	00000	Brakes tested found alright	00000
7.	00000Pause 0	Brakes tested and not found alright.	00000Pause0
8.	0000 pause 0000	Information to Motor man regarding guard leaving the cab.	0000Pause0000
9.	00 Pause 00	Passing Automatic Signal at 'ON'	00 pause 00
10.	0000	Protect train in rear	0000
11.	00 pause 0	Proceed with caution while working under GR 4.21 (2) (a)	00 pause 0
12.	000 pause 000	Guard's warning to Motorman, if EMU train exceeds the prescribed speed after passing an Automatic stop signal at 'ON'	000 pause 000
13.	0 Pause 0	Zone of speed restriction is over, resume prescribed speed.	0 Pause 0

Note: - The signals above are illustrated by '0' for a ring.

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 a bridge.

4.53. Hose or water crane. - After taking water from a tank or water column, the Loco pilot shall see that the hose or arm is left clear of the line and when it is provided with fastenings, properly secured.

4.54. Passengers. - Every Guard shall give his best assistance to passengers entraining and detraining.

G. Duties of Staff on Arrival

4.55. Shutting off power. -- In stopping a train, the Loco pilot shall determine where to shut off power by paying particular attention to the gradient, the state of the weather, the condition of the rails, the brake power and the length and weight of the train.

4.56. Guard to see that train is stopped clear of fouling marks. -- When a train comes to a stand at a station, the Guard shall see that, wherever possible, the last vehicle of his train has cleared the fouling marks of all points and crossings. If not, he shall inform the Station Master at once and exhibit Stop hand signal to prevent any movement on the fouled line.

SR. 4.56.01.-- The first duty of the rear Guard on arrival at a station is to see that the last vehicle of his train is clear of the points or derailing switch or clearance / lock bar where provided. If the last vehicle has not cleared the fouling marks of the adjoining lines or derailing switch or clearance / lock bar, where provided, the Guard shall come to Cabin plainly exhibiting a danger hand signal towards the station/cabin on his way thereto.

SR. 4.56.02.-- (a) If the train is not being worked through out with the vacuum brake, the Guard shall screw on his hand brake immediately after the train has come to a stop. If there be more than one hand braked vehicle in rear, the hand brake of each vehicle shall be tightly put on by train staff the moment the train comes to a stop.

(b) As soon as the train has come to a dead stop and there is no further danger from recoil or from heavy gradients, the brakes of all the vehicles except the rear brake-van shall be released by the train staff.

(c) Guards shall be careful not to start their trains until the brakes are released.

SR. 4.56.03.—- When the vacuum brake is in use throughout the train, hand brake need not be applied for short authorized halts.

SR. 4.56.04.—- Similarly, it is the duty of the Guard of a stopping train to see that the train has arrived complete. If the train has not arrived complete, the Guard shall personally be responsible for bringing the fact immediately to the notice of the Station Master, Cabin Assistant Station Master or Cabin man, as the case may be, so that necessary steps may be taken.

4.57. Detaching engine. - Whenever a train has been brought to a stand, and it is necessary for the engine, with or without vehicles, to be detached from the rest of the train, the Guard shall, before the train is uncoupled, satisfy himself that the

van-brakes have been put on securely and take such other measures as may be prescribed by special instructions.

SR. 4.57.01.- The Loco pilot before detaching his engine from the train, shall give three short whistles to call for the Guard to apply brake and to signify his intension to uncouple from the train. There upon the Guard shall take precaution to prevent the possibility of the train running away.

The Loco pilot shall not detach his engine from the train nor allow it to be detached until he has received from the Guard an answer, in the form of green signal by day, and a white light by night as an assurance that the train is secured and he may proceed.

4.58. Loco pilot to see that train is stopped clear of fouling marks. - When a train comes to a stand at a station, the Loco pilot shall see that, wherever possible, his engine is clear of the fouling marks of all points and crossings. If not, he shall take step to inform the Station Master at once and exhibit Stop hand signal to prevent any movement on the fouled line.

SR. 4.58.01. In order to avoid the adjacent line at the rear end of the train being fouled, Loco pilot of all goods trains shall draw the train up to the starter or shunt signal or stop board, as the case may be, or up to the failing mark where no such signal is provided.

SR. 4.58.02. If a train for any reason stops without clearing the fouling marks of the adjoining lines the train Loco pilot shall give three long whistles and the Assistant Loco pilot /Diesel Assistant shall proceed to the Station Master/nearest end cabin exhibiting. ‘Stop’ hand signal to inform the Station Master/Cabin staff of the fact. Similar action shall be taken by the Loco pilot of banking engine or engine attached to a train in the rear in case the engine stops without clearing the fouling marks.

SR. 4.58.03. The engine crew of the train detained shall also watch the reception signals in case of crossing and dispatch signals in case of precedence so that signals for the correct line are taken off. The watch shall be kept by rotation as arranged by the Loco pilot. In case, an incorrect signal is taken ’OFF’ , immediate action shall be taken to advise the cabin/station staff along with the measures to prevent an accident.

4.59. Moving of train carrying passengers after it has been stopped at a station. -- When a train carrying passengers has been brought to a stand at a station whether alongside, beyond, or short of the platform, the Loco pilot shall not move it, except under orders of the Guard or to avert an accident.

SR. 4.59.01.-- The Guard shall give the signal to the Loco pilot to move only after he and the station staff have warned the passengers as far as possible about the proposed movement. Before moving his train, the Loco

pilot shall sound one long and one short whistle as a final warning to the passengers after receiving the Guard's signal.

4.60. Guard not to leave train till handed over. - No Guard shall leave his train until it has been properly handed over in accordance with special instructions.

SR. 4.60.01.—- No Guard or Brakes man shall leave the station at the end of his run without the Station Master's permission to do so. He shall also before leaving, see that his train has been signed for by the outgoing Guard /Asstt. guard or by the Trains Clerk / Station Master.

4.61. Loco pilot not to leave engine when on duty. -- No Loco pilot shall leave his working locomotive or his self-propelled vehicle when on duty, whether at a station or on a running line, except in case of absolute necessity and after a competent railway servant has been placed in charge of the locomotive or self-propelled vehicle. In the case of a self- propelled vehicle manned by a Loco pilot only, a Loco pilot may leave it when necessary, provided he has locked the cabs and has put the vehicle in low gear with the ignition switch in the off position and has screwed down and locked the hand brake.

SR. 4.61.01.-Asstt. Loco pilots / Diesel Assistants are strictly prohibited from moving engines except under the circumstances laid down in GR 4.20 (3) and SRs. thereto.

H. Working of Materials Trains

4.62. Working of a material train in a block section. - A material train shall be worked only with the permission of the Station Masters on each side and in accordance with special instructions.

SR. 4.62.01.—- Composition and formation of Material trains. -

(a) The train will consist of a certain number of wagons for the carriage of railway materials and one or more brake-vans properly equipped, one of which will be placed in the rear and the other, if there is a second, in the front of the train.

(b) Ordinary traffic wagons shall not be attached to material trains without special instructions from the Divisional Railway Manager.

SR. 4.62.02.—- Day-to-day working of material train. —-

(a) Once a train has commenced to work, it shall work entirely as per the instructions issued to the Guard by the Divisional Engineer or Divisional

Electrical Engineer (TRD) through the Train Inspector, until finally cancelled by the Divisional Operations Manager.

(b) For the purpose of these rules, Train Inspector means the nominated representative of the Engineering or Traction Department who remain on duty with the material train.

(c) After the day's work is completed and after the train has arrived at its stabling station, the Train Inspector shall hand over a memo in duplicate as follows. -

If at an engine changing station, a) Engine released to go to shed at .....

b) Engine to be ready at ------

If at a station other than engine changing station a) engine ordered to shut down at

b) engine to be ready at -------

The Guard shall hand over a copy of this memo to the Loco Pilot.

(d) The Guard shall ascertain every morning from the Train Inspector the stabling programme for the next night and shall issue a wire to the Divisional Railway Manager, the Chief Controller, Loco Foreman and the Station Masters concerned in the following form: "Material train No.....stabled at....."

If the material train is stabled with workers, the Govt. Railway police at that station or if there is no Govt. Railway Police at the stabling station, the nearest Civil District Police shall also be included as one of the addresses in the above telegram.

SR. 4.62.03. **Working hours.**

(a) Except under special circumstances, a material train shall work between sunrise and sunset. But the actual working hours shall be restricted to the time allowed by Section Controller. In case of non-controlled area or during the interruption of control circuit, the Station Master may, however, in consultation with the Station Master at the other end of the block section, notify the time allowed for its work, keeping in view of the movement of other important train services. In all cases, the Guard shall be held responsible to ensure that the time allowed, as notified in the Caution Order, is not exceeded.

(b) A material train may run during the night from and to its stabling station without execution of any work.

(c) If, under special circumstances a material train is allowed to work in the night, the following conditions shall be fulfilled. —-

(i) The Engineering Supervisor on the train should not be below the rank of JE (P.Way) / Asst. Traction Foreman.

(ii) Loading and unloading of rails between block stations should not be permitted.

(iii) A portable generating set should be carried on the train with adequate number of flood lights so as to ensure proper lighting at the loading / unloading points.

(iv) Female labourers should neither be engaged nor carried on the train.

SR. 4.62.04.—- (a) Guards of material train shall be responsible for their safe working both on Traffic and Engineering sidings and on running lines, and shall personally conduct all shunting operations. Loading and unloading shall be carried on under the supervision of the Train Inspector. The Guard shall be held responsible to ensure that no delay to traffic occurs. The Train Inspector and the Guard shall be jointly responsible for leaving the tracks clear of all obstructions and for seeing that railway materials when loaded in any open trucks, do not infringe the standard moving dimensions.

(b) The Guard shall, in consultation with the Train Inspector, be responsible to apprise the Station Master about the readiness of the Material train to leave, its working programme and the probable duration of work in mid-section.

(c) The flap doors of the wagons may only be opened for the purpose of loading / unloading of materials. The Guard and Train Inspector shall be responsible to ensure that all doors / flap doors are properly closed and secured before the train is moved further.

SR. 4.62.05.— (a) A material train shall be worked under the system of working in force.

(i) On double line section, when working on the proper line, on completion of work, it shall proceed to the next block station in advance and return, if required, on the proper line.

(ii) On double line section, it may be allowed to work on the wrong line and return. In such case, the concerned section must be blocked as described in GR 1.02 (8).

(iii) On single line, it may be allowed to work between stations and proceed to the next block station or return to the block station from which it is about to start.

(iv) On both double and single line sections, it may be allowed to work in a section which is already blocked, when specially arranged by the Engineering official {not below the rank of JE (P.Way) / Asst. Traction Foreman},who has blocked the line. In such cases the rules for use of “Block ticket / Authority to proceed for Relief Engine/Train into an occupied Block section” on obstructed section shall be followed.

(b) Whenever a material train is to work between two stations the Station Master of the station from which the material train is to leave shall advise the Station Master of the station at the other end about its programme and the duration of time during which the material train will work. This shall be acknowledged before the material train is allowed to leave.

(c)The Station Master shall give fresh" Authority to proceed" for each trip.

(d) A caution order shall always be issued to the Loco pilot notifying the time at which the block section must be cleared and whether the train has to proceed to the next station or has to return to the station from which it is about to start.

(e) (i) When a material train is to work and return under the provisions of sub-Para (a) (ii) above, the "Authority to proceed" shall be the caution order itself as mentioned in sub-Para (d) above, with the following endorsement in addition: -

"Block section in rear between.....(station) and (station) has been blocked back. Private Number_____ "

ii) When a Material Train is to work under the provisions of sub-Para (a) (iv) above, the "Authority to proceed" shall be the" Block ticket / Authority to proceed for Relief Engine/Train into an occupied Block section." Which should be issued only after suspending the system of working.

(f) Except under special circumstances like accident, failure, obstruction etc., the material train shall work and return/proceed as per the instructions contained in the caution order mentioned in sub-Para (d) above.

(g) Unless within the limits of the Stop signals of a station, a material train shall not be divided, nor the Engine uncoupled from the train, except in case of emergency or failure, or when it is necessary to replenish the Engine with coal or water. However, before the train is parted, the Guard shall put the hand brake (s) in the Brake-van (s) hard on and apply the hand brakes of sufficient number of vehicles in each portion and secure them with Sprags. Guard and the Train Inspector shall ensure that all labourers have been detrained before dividing the train, Vehicles shall not be detached from a material train on a grade of 1 in 260 or steeper.

SR. 4.62.06.-- (a) Except when working under the provisions of sub-rule (a)(iv) of SR 4.62.05, the speed of a material train working between stations shall not exceed **25** kilometers an hour.

(b) When working between stations under the provision of sub rule (a) (iv) of SR 4.62.05., the speed of a Material train shall not exceed **15** kilometers an hour during day on the straight and **10** kilometers an hour at night or where a clear view for 800 meters ahead cannot be obtained.

(c) When running through between block-stations and when running with the Engine leading, the speed of a material train shall not exceed the speed prescribed for goods trains of similar weight.

(d) When the engine is pushing the train or is placed in the middle of the train in an emergency or in exceptional circumstances and the Brake-van is leading: -

(i) the speed shall not exceed **25** kilometers per hour on the straight line or **8** kilometers per hour over a turnout:

(ii) the Guard shall travel in the leading brake van and must exhibit necessary hand signals to the Loco Pilot:

(iii) the train crew shall keep a good look out especially in the direction in which the train is moving and must be prepared to stop short of any obstruction: and

(iv) when approaching any non-interlocked station, the Guard shall satisfy himself that the facing points are properly manned beforehand signaling Loco pilot.

(e) When the engine is pushing the train or is placed in the middle of the train in an emergency or in exceptional circumstances and the Brake van is not leading: -

(i) The speed shall not exceed **8** kilometers per hour:

(ii)The Guard shall travel on the leading vehicle and exhibit hand signal to the Loco pilot, and

(iii) Sub- clauses (d) (iii) & (iv) shall be strictly compiled with.

(f) Material trains are not allowed to push down the grade on the sections of the line notified by the Divisional Railway Manager.

SR. 4.62.07. — Reception of a material train shall be governed by the same rules as are applicable for a goods train whether it proceeds to the next station or returns to the starting station.

SR. 4.62.08.—- (a) Immediately on arrival of a material train at a station after working in mid-section the Guard and the Train Inspector shall issue a Joint memo to the Station Master certifying the complete arrival of the material train and that nothing has been left infringing the running line(s).

(b) When a Material train, working on the authority of a Line Clear Ticket has returned to a station without passing over the whole block section, the Loco pilot shall return the Line Clear Ticket to the Station Master through the Guard, and the Station Master shall cancel the same by making the following remark across the face: -

"Cancelled, Material train returned here at .....H..... Mts.....Station Master".

The Line Clear Ticket after being so cancelled will be returned to the Loco Pilot through the Guard, who shall dispose the same in the usual way.

(c) When a Material Train returns to the station from which it started, the Station Master of the station at which the train has arrived, shall issue a message to the Station Master of the block station at the other end of the concerned block section notifying that the train has returned and the block section is clear.

SR. 4.62.09.—- When a material train is working between stations the Train Inspector shall arrange for the protection of the train with banner flags held across the track at a distance of 600 meters on the BG and 400 meters on the NG in both directions on single line and in the direction of traffic on the double line. The person (s) deputed for the purpose shall, in addition, be supplied with detonators and shall place 3 detonators on the track 10 meters

apart whenever the train comes to a stand for a period over 15 mts. or in the event of any other train approaching on the same line.

SR. 4.62.10.—- Whenever the material train is to work between the outermost points and the First Stop Signal, it shall be treated as shunt movement.

4.63. Workers on material train - The Guard of a material train shall, before giving the signal to start, see that all the workers are on the train, warn them to sit down.

SR. 4.63.01.—-Before giving the signal to start, the Guard shall--

(i) advise the Engineering official in charge that the train is ready to leave, and

(ii) ensure that all wagon doors are securely fastened.

4.64. Protection of material train when stabled. -

(1) A material train shall not be stabled on a running line at a station, except in unavoidable circumstances.

(2) When a material train is stabled at a station, it shall be protected in the following manner and the Station Master shall ensure that—

(a) The vehicles of the material train have been properly secured and are not fouling any points or crossings.

(b) All necessary points have been set against the line on which the material train is stabled and such points have been secured with clamps or bolts and cotters and padlocks, and

(c) The keys of such padlocks are kept in his personal custody until the material train 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.

SR. 4.64.01-(a) The material train shall be secured in the manner prescribed under SR 5.23.01.

(b) If under unavoidable circumstances the material train is stabled on a running line, the Station Master shall, in addition to what has been prescribed under sub-rule (2) of GeneralRule4.64., arrange to place lever collars on the concerned home signal and slot levers at the respective cabin(s) and slide collar(s) on the concerned S M's slot slide (s) as indicated in the Station Working Rules. For this purpose, Private Numbers shall be exchanged with the person (s) in charge of the Cabin (s).

(c) The Guard shall be responsible to supervise the protection to be made as required under sub-rule (2) of General Rule 4.64. and inform the Station Master in writing of having done so.

4.65. Working of track maintenance machines. -- Track laying or on track tamping or maintenance machines shall be worked only with the permission of the Station Master and in accordance with special instructions.

SR. 4.65.01- Special Instruction laid down in Operating Manual shall be followed.

I. Private Engines and Vehicles

4.66. Private Engines and Vehicles. - No engine or other vehicle, which are the property of a private owner, shall be allowed to enter upon the railway, except in accordance with special instructions.

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CHAPTER V

CONTROL AND WORKING OF STATIONS

5.01. Responsibility of the Station Master for working. -

(1) The Station Master shall be responsible for the efficient discharge of the duties devolving upon the staff employed, either permanently 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. 5.01.01.– The Station Master shall make himself conversant with the rules and notices etc., which may be issued from time to time affecting the duties of the station staff. The Station Master shall also either personally preserve such rules and notices etc., properly file them or have them so preserved for easy reference by the staff concerned.

SR. 5.01.02.– No railway servant shall be entrusted with any duty involving the safety of the public, unless the Station Master is satisfied that the concerned staff is competent for the post. No railway servant unless duly examined and certified shall be allowed to work the points and signals. The Station Master is responsible to see that all the staffs are well conversant with the Station Working Rules of the station and their signatures obtained in the Assurance Register, after he is satisfied that they have thoroughly understood the Working Rules of the station.

In case of Class-IV staff, their signatures/thumb impressions must be obtained after explaining fully about their duties and responsibility. It is also the personal responsibility of the Station Master to maintain the Station Working Rules and the Assurance Register up-to-date keeping them posted with all corrections received from time to time. Whenever any staff is away for a period of **15** days or over, before he is allowed to resume or, if there is any change in rules, permanent or temporary, relating to the working of the station, a fresh declaration shall be obtained from the staff concerned and duly certified by the Station Master.

SR. 5.01.03.– Responsibility for the testing of points and signals. –

(a) The Station Master shall examine and if necessary, adjust signal wires by wire adjuster, where provided and whenever any signal is so adjusted, the particulars thereof shall be recorded in the Station diary.

(b) The Station Master in charge of a station shall test the working of the reception signal(s) daily during the day when no train is due to arrive or leave the station. The test shall be carried out for one line for one direction as for a stopping train in the manner detailed below. The testing of signal(s) for another line and/or for another direction shall be carried out the next day and so on in a proper cyclic order. The result of such test shall be recorded in the diary maintained in the station/cabin, detailing the particulars of the signal(s) tested and also whether the signal(s) assumed danger when the Station Master's slide and the cabin slot were put back separately.

(c) (i) At interlocked stations with the cabins at either end, where signal reversers are provided and the taking ''off'' of the reception signals are controlled by means of control slides in the Station Master's office and the slot lever control in the cabin, the Station Master shall arrange to take 'off' the reception signal(s) for one direction for one line. After satisfying that the signal(s) is/are properly taken 'off' shall put back his control slide and ensure that the concerned signal(s) has/have gone back to 'on' position. The Station Master shall again arrange for taking 'off' the same signal and instruct the person in charge of the concerned cabin to put back the cabin slot to ensure again that the said signal(s) has/have gone back to 'on' position.

(ii) In case of stations provided with Panel interlocking, the Station Master in charge shall carry out the test in person by operating the switches/buttons on the panel and record the result of the test in the station diary.

(iii) At stations where running lines are track-circuited, the Station Master in charge shall also test the functioning of track circuits by attempting to clear the concerned Home signal when a track is occupied by train/vehicle & record the aspect displayed by the Home signal. He shall also observe whether the Home

signal taken 'off' for the reception of a train for a track circuited line assumes 'on' as the train passes the signal with Station Master's slide/slot lever/Home signal lever remaining in pulled condition.

(d) At stations provided with emergency cross-over, the Station Master in charge shall test the working of such cross over points once in a day when no train is due to arrive and no train is due to leave.

(e) If any defect/irregularity is noticed during the test the Station Master shall report at once to the concerned S & T and/or P. W. Officials for immediate rectification. Entries to this effect shall be made in the Failure Register and Caution Order Register.

5.02. Supply of copies of rules and distribution or exhibition of other documents. –

The Station Master shall see–

(a) that every railway servant subordinate to him who should be supplied with a copy of authorised translation of these rules under Rule 2.01 duly receives the same;

(b) that the Working Time Table in force together with all correction slips and appendices, if any, working rules and instructions, and other notices having reference to the working of the line, are properly distributed or exhibited in such manner as may be prescribed under special instructions;

(c) that both the sheet time tables and fare lists are correctly exhibited at the station if it is open for the booking of traffic; and

(d) that copies of the Act, and the Goods and Coaching Tariffs are available for inspection by the public.

5.03. Obedience to orders and keeping of books and returns. — The Station Master shall see that all orders and instructions are duly conveyed to the staff concerned and are properly carried out, and that all books and returns are regularly written up and neatly kept.

SR. 5.03.01.– In case of loss of any records pertaining to the working of trains, a thorough search must be made before a second book is brought into use. If the lost book is found after opening a new one, the old book must

under no circumstances, be re-used and all the blank pages thereof shall be cancelled by the Station Master in-charge.

5.04. Signal Cabins. –

(1) The Station Master shall make 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. 5.04.01.– (a) Station Master shall see that the Safety equipment in the signal cabins/stations as described in the Station Working Rules is supplied in full and they are in good working order and readily available. At interlocked stations, adequate number of lever collars, according to the size of the lever frame, are provided in each cabin. These lever collars should be placed on the spare levers when not actually required for use. These collars must be placed on the handles of the levers working the signals and slots for a line which is otherwise obstructed for any reason. The collars shall be taken off when such obstruction from lines have been cleared. Where there is a common reception signal or slot for two or more lines of which if one lines is occupied, the lever collar shall be put on the concerned signal/slot lever(s) and also on the lever operating points on such line(s) provided the interlocking permits to keep the points set against the line occupied.

a)

(b) In case the overhead line staffs are working on an electrified portion of the line for any reason, the lever/levers controlling the line under repair shall be protected in signal cabins by means of lever collars. The overhead line staff shall be responsible for ensuring through Station Master that protection is provided by using lever collars during their work.

Lever collars shall also be used whenever the S & T staff work on interlocking gears or signals after issuing the prescribed memo to the Station Master who in turn must ensure that the lever collars are placed on the relevant lever/levers before he acknowledges the memo. The Station Master & Inspecting officials shall test the Cabin men in their knowledge of rules, efficiency in conducting shunting operations, use of lever collars etc., in the course of their inspections.

5.05. Report of neglect of duty. – The Station Master shall report, without delay, to his superior, all neglect of duty on the part of any railway servant who is under his orders.

5.06. Station Working Rules. –

(1) In addition to the General Rules for Indian Railways and subsidiary Rules of a Railway, each station shall be provided with Station Working Rules applicable to the station, issued under special instructions.

(2) A copy of the Station Working Rules or relevant extracts shall be kept at cabins and level crossings concerned.

SR. 5.06.01.– Copies of Station Working Rules must be supplied to all cabins either in full or the relevant portions thereof. Relevant extracts shall also be supplied with translation in the local language to all traffic level crossing gates.

SR. 5.06.02.– Station working Rules shall be prepared, revised and issued in the manner prescribed in the Operating Manual'. (c/slip **134 added**)

The following instructions are to be incorporated in SWRs of stations having Slip Siding:

1. "Block back/Block forward' shall be done with line clear.
2. If there is a steep falling gradient from the station (i.e., station with Slip Siding) seeking line clear to station for granting line clear, SM of line clear granting station shall nominate and set a free line preferably with Sand hump before granting line clear.

Note: Shunting between the Last Stop Signal and the First Stop Signal from the opposite direction is prohibited at stations provided with Catch Siding.

5.07. Forms. -(1) All messages and written authorities mentioned in these rules shall be prepared on prescribed forms laid down in these rules or prescribed under special instructions and shall be stamped with the station stamp.

(2) If the authorised printed form is not available for any reason or in exceptional circumstances a manuscript form containing all the particulars as contained in the prescribed form is issued as an emergency measure, reasons therefore shall be recorded in the station diary.

SR. 5.07.01.– In case manuscript forms are used in lieu of printed forms, all pages thereof must be numbered serially, stamped with the station stamp and signed by the Station Master.

5.08. Access to and operation of equipment. —No unauthorised person shall be permitted to have access to or operate signals, points, electrical block instruments and electrical communication instruments or any other appliances connected with working of the railway.

5.09. Reception of a train on an obstructed line. –

(1) In case of reception of a train on an obstructed line, the Station Master shall–

(a) whenever possible, intimate the Loco Pilot through the Station Master of the station in rear that the train is to be received on an obstructed line;

(b) ensure that all the signal or signals controlling the reception of the train are not taken 'off'; and

(c) ensure that all the points over which the train has to pass are correctly set and the facing points locked.

(2) After the train has been brought to a stand at the relevant Stop signal, it may be received on the obstructed line by–

(a) authorising the Loco Pilot to pass the Stop signal at 'on' by taking 'off' the Calling-on signal, where provided; or

(b) authorising the Loco Pilot on the signal post telephone, where provided, to pass the Stop signal at 'on', in accordance with special instructions; or

(c) authorising the Loco Pilot to pass the relevant signal or signals at 'on' through a written authority to be delivered by a competent railway servant who shall pilot the train past such signal or signals.

(3) The train shall be brought to a stand at the facing points leading to the reception line until hand-signalled forward by a competent railway servant.

(4) A Stop hand signal shall be exhibited at a distance of not less than 45 metres from the point of obstruction to indicate to the Loco Pilot as to where the train shall be brought to a stand.

(5) The Loco Pilot shall keep his train well under his control and be prepared to stop short of any obstruction.

SR. 5.09.01.– (a) The written permission referred in GR 5.09(2) (c) shall be sent on form T\509 wherein the Station Master shall endorse the reason for such admission, the line number and the nature of obstruction on that line.

(b) Setting and locking of points shall be done as per SR 3.69.03.

(c) A Stop hand signal shall be exhibited by the Station Master/Cabin Assistant Station Master personally at a distance of not less than 45 metres from the point of obstruction to indicate to the loco pilot as to where the train shall be brought to a stand.

5.10. Reception of a train on a non-signalled line. –

(1) Should it be necessary, in an emergency, to receive a train on a line which is not signalled for reception, the Station Master shall ensure that–

(a) the train is brought to a stand at the first Stop signal;

(b) the line on which it is intended to receive the train is clear up to the trailing points or up to the place at which the train is required to come to a stand;

(c) All the points over which the train has to pass are correctly set and the facing points locked; and

(d) the Loco Pilot is authorised to pass the approach Stop signal at 'on' through a written authority to be delivered by a competent railway servant who shall pilot the train on to the non-signalled line.

(2) The Loco Pilot, while entering a non-signalled line, shall proceed cautiously and be prepared to stop short of any obstruction.

SR. 5.10.01.– The train shall be piloted in accordance with the procedure detailed in SR 3.69.03\04 except than in lieu of form T\369(3b), T\509 shall be used.

SR. 5.10.02 – GR 5.10 and SR 5.10.01 shall also be applicable for admission of a train which has stopped after passing the reception stop signal(s) of a station due to any reason.

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. 5.11.01.– Whenever a train is to be despatched from a non-signalled line, a Starting Order on form T\511 shall be given to the Loco Pilot to start from the non-signalled line. When a tangible Authority to Proceed is given, the issue of T\511 shall be dispensed with unless more than one trains, are waiting for the same direction and unless otherwise prescribed in the Station Working Rules. Before handing over the written permission or tangible authority, as the case may be, Station Master shall satisfy that the provisions contained in SR 3.70.01 are complied with.

SR. 5.11.02.- GR 5.11 & SR 5.11.01 shall also be applicable for dispatching of a train which is standing\has stopped after passing the departure signal(s) of a station other than the last stop signal, due to any reason.)

Note: - However, when the departure signal(s) is/are put back to "ON" due to any reason, and the train stops after passing the last stop signal of the station, the LP of the said train may be authorized to start and proceed on the authority of T-511. In this case following endorsement shall be made by the SM on T-511— 'Line Clear has been obtained from ----------Block Station and the P. No. received is----------.' (c/slip **135** added).

5.12. Departure of a train from a line provided with a common departure signal. –

(1) In the event of a train having to be started from a line out of a group of lines provided with a common departure signal, the Loco Pilot shall be given a written permission to start in addition to the authority to proceed under the system of working.
(2) The written permission and the authority to proceed referred to in sub-rule (1) shall not be given unless all the points for the departure of the train have been set and the facing points locked.

SR. 5.12.01.– The written permission referred to in Rule 5.12(2) shall be on form T\512. Station Master shall satisfy himself that this form shall only be handed over to the Loco Pilot after ensuring the correct setting and locking

of the route according to the provisions of SR 3.70.01. The common departure signal shall then be taken off.

5.13. Control of shunting. –

(1) Shunting operations shall be controlled by fixed signals or hand signals or by verbal directions.
(2) The Loco Pilot shall not, however, depend entirely on signals and shall always be vigilant and cautious.
(3) The speed during shunting operations shall not exceed 15 kilometres an hour unless otherwise authorised by special instructions.

SR. 5.13.01.– Fixed signals that can be used for control of Shunting are starters (other than the Last Stop Signal), Calling-on signals and Shunt signals.

SR. 5.13.02.– Except as provided for in SR 8.15.01, at stations where shunt movements are not controlled by fixed signals, a written authority in form T\806 shall be issued to the Loco Pilot through the person in charge conducting the shunting. The Loco Pilot shall retain the Authority till shunting is completed or withdrawn in case of reception of a train on the adjacent line which is not isolated. As soon as the shunting is completed, the form T\806 shall be withdrawn, cancelled & pasted in the record foil.

SR. 5.13.03.– The following categories of staff shall be deemed to be authorised to supervise shunting: – Station Master / Guard / Asst. Guard / Yard Master / Assistant Yard Master / Yard Foreman/Shunting-Master/Shunting Jamadar/Pointsman or such other categories as may be prescribed in the Station Working Rules.
Provided that the responsibilities for the supervision of shunting of passenger trains should not vest with an official below the rank of Shunting Jamadar.

SR. 5.13.04.– Whenever any engine with or without vehicle/vehicles is to be attached on to a train carrying passengers for the purpose of either attaching/detaching of vehicles/coaches or while attaching train engine, the engine must first come to a halt at least 20 metres away from the train and then shall come on to the train with great caution.

SR. 5.13.05.– (a) Fixed signals referred to under SR 5.13.01 shall not be taken 'off' to allow shunt movement of an engine unless the line up to the next fixed signal in the 'on' position is clear. In case of any doubt or when the line is not clear, the engine shall be accompanied and hand signalled by a staff mentioned in SR 5.13.03.

(b) No engine shall be allowed on any running line at a station occupied by a train carrying passengers except the train engine or banking engine or shunting engine required to perform shunting on the formation. The

movement of such an engine should be permitted only under the control of the person in charge of shunting.

SR. 5.13.06.- (c/slip **89** added as image**) Shunting Permitted Indicator (SPI)**

i) It is a device/contraption that works in conjunction with a stop signal and may be provided in the non-interlocked area of a yard where the interlocked area is isolated, to indicate uninterrupted shunting movement past the indicator in one or both directions. It is only an indicator and shall not be considered as a fixed signal. SPI may be of the disc type or the light type.
ii) Shunting Permitted Indicator may be placed on a post by itself or along with a stop/shunt signal.
iii) Normally the Shunting Permitted Indicator is operated by a ground lever or EKT provided for this purpose and the person operating the ground lever/EKT shall personally ensure that the fouling marks of the points, the movement over which is controlled by the Shunting Permitted Indicator, are clear before returning the ground lever/EKT to normal position.
iv) It shall work in such a way that either the Shunting Permitted Indicator or the associated stop signal can be taken off at a time.
v) In case of failure of the Shunting Permitted Indicator, a Shunting Order in the prescribed form (T-806) shall be issued.
vi) Detailed instructions regarding the working of Shunting Permitted Indicator shall be incorporated in the SWR of the concerned station where it is provided.
vii) Indications: Day and Night indications of the SPI shall be as follows:

Type	Indication when shunting is permitted in the direction to which it refers		Indication when shunting is not permitted in the direction to which it refers	
	Day Indication	Night Indication	Day Indication	Night Indication
Disc Type	Black disc with a yellow cross-painted on it.	Yellow cross light	Edge of disc.	No light
Light Type	Yellow cross light	Yellow cross light	No light	No light

5.14. Responsibility for shunting. –The station Master shall see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger.

SR. 5.14.01.– Station Master shall permit shunting in accordance with General Rules 8.05 to 8.15 along with Subsidiary Rules there under, and SRs 5.13.01 to 5.13.03.

SR. 5.14.02.– Whenever shunting on a through goods trains is to be performed at stations for the purpose of detaching or attaching a vehicle or vehicles, the person in charge of shunting operation shall satisfy himself that

effective hand brakes of at least 15% of wagons of the trains not involved in shunting operation are pinned down, before shunting is commenced.

SR. 5.14.03.– Whenever a train or part of a train is required to be shunted over the running lines, facing points over which it has to pass shall be locked by any of the following means: –

(i) by pulling the lock levers, where provided,
(ii) by key locking,
(iii) by clamping the point and padlocking the clamp,
(iv) by padlocking the through bolt.

SR. 5.14.04.– (a) When shunting has to be performed in a dead-end siding, the traffic employee conducting the shunting, after advising the Loco Pilot of the proposed movement, must place himself in a position from where he can show hand signal to the Loco Pilot, and also have a view of the dead-end.

(b) When wagons are being pushed into a dead-end siding, a Pointsman must move alongside the leading vehicle or near any of the vehicles already in the dead-end siding displaying a hand signal and shall show a Stop hand signal when the leading vehicle is near the dead-end. The Loco Pilot shall obey immediately the danger signal given by the pointsman.

SR. 5.14.05.– (a) At road side stations where Yard Foreman/Shunting Master/Shunting Jamadar is not provided when shunting is governed by SR 5.13.02 and authorised in terms of SR 5.13.03 the Guard shall be responsible for ensuring correct setting concerned points and locking of facing points, as required under the rules, and for hand signalling to the Loco Pilot.

(b) In all cases the persons conducting the shunting shall be responsible for placement of vehicles in proper position as directed by Station Master.

(c) In case of a train without a Guard, the duties of the Guard as laid down in this rule shall devolve on the Station Master or on a competent railway servant deputed by him.

(d) When pushing a train into a siding, the Guard shall give necessary signals and after the brake van has passed the points, he shall remain in it ready to apply his hand brake if required. As soon as the engine has cleared the fouling mark, the Loco Pilot shall sound three short engine whistles thus the 000 and the Guard shall apply his hand brake or at such earlier time as may be necessary and exhibit a Stop hand signal to the Loco Pilot.

SR. 5.14.06.– (a) On Double/Multiple line sections, a train may be shunted from Up line to DN line or vice-versa when absolutely necessary. i.e., where there is no siding or accommodation in the sidings is insufficient to accommodate the train that has to be shunted.

(b) (i) When a train is required to be shunted from the Up line to the Dn. line or vice-versa, an authority to shunt on form T\806 shall be issued to the Loco Pilot.

(ii) During the time the shunting is in progress, the signals of both directions shall be kept at danger and when train or engine has been safely berthed, all fixed signals which apply to the line on which it is berthed, must be kept at 'on'.

(iii) The line or lines shall be blocked forward or back or both, as the case may be.

(c) The shunting staff shall verify correct setting of points. In case the points are operated from the cabin, the cabin man shall exchange signal with the person conducting shunting in the manner prescribed below.

After the engine with or without vehicles has cleared the points intended for operation, the person conducting the shunting shall show red signal to the Cabin Leverman, as an indication for re-setting the route. The Cabin Leverman shall acknowledge by showing red signal to the person conducting the shunting as an indication to stop the shunting until the operation of requisite points is completed. The Cabin Leverman shall then operate levers, set the route and thereafter remove the danger indication and show a green signal to the person conducting the shunting. Thereafter the shunting staff shall relay signal for shunting to Loco Pilot.

SR. 5.14.07.– GOODS YARD SHUNTING. –

(a) In goods yards, points shall be locked by pulling the lock lever where provided.

(b) Tumbler lever/spring loaded hand points shall be manned during yard shunting not infringing the running lines.

(c) (i) The maximum permissible speed during shunting operation of vehicles loaded with petrol, K. Oil, liquid fuel, spirit and highly inflammable liquid in bulk or packed in tins or drums shall not exceed **8** KMPH.

(ii) The impact speed of all bogie wagons when shunting a single wagon fitted with roller bearing shall not exceed **5** KMPH.

(iii) Maximum impact speed when shunting a group of five of such type of wagons coupled with transition couplers at either end shall not exceed **3** KMPH.

(d) Hump shunting of wagons with centre buffer couplers–

(i) Hand brakes of all wagons shall be examined on the reception line to ensure that they are in working order. After uncoupling CBC, the coupler operating gear shall be left in the lock set position to prevent re-coupling.

(ii) Only one direct coupler (whether 'leading' or 'trailing' as may be ordered by local instructions) shall be uncoupled every time because indiscriminate uncoupling of 'leading' and 'trailing' couplers may result in two wagons with closed knuckles hitting each other and damaging the coupling gear.

(iii) When rolling down the hump the speed shall be controlled by operating the hand brake, so that the impact speed does not exceed **5** KMPH.

SR. 5.14.08.–GOODS SHED/TRANSHIP SHED SHUNTING. – Before commencing shunting in Goods shed/Tranship Shed the shunting staff shall ensure that loading and unloading work has been stopped and doors, windows and shutters of vehicles are closed and fastened.

5.15. Shunting at stations under Centralised Traffic Control. –

(1) No shunting shall be performed at a station under centralised Traffic Control without permission of the Centralised Traffic Control Operator or when Centralised Traffic Control is not in operation, without the permission of the Station Master.
(2) For the purpose of shunting, the Centralised Traffic Control Operator may, when required, hand over the local control of working of traffic at a station or part of a station to the Station Master who shall thereafter be responsible for the shunting at the station or that part of the station for which the local control has been made over to him in the manner prescribed under special instructions.

5.16. Shunting during reception of trains. – When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass.

SR. 5.16.01 -Shunting during reception or 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 at stations where frequent shunting movements take place provided that such points are protected by a Stop signal or by a Shunt signal or by a Stop Board and the following precautions are observed while performing shunting :-

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 Engine performing shunting should preferably be towards the points over which the incoming /outgoing train is expected to pass and the load should be stopped inside the stop signal or stop board or shunt signal of the concerned line.
d) The maximum speed during shunting operations shall not exceed 15 kmph.

SR. 5.16.02: The Station Working Rules of a station shall specify the shunting restrictions applicable for that particular station.

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 Advance starter for despatch, except where track circuit or Axle counter has been provided between the Starter and Advance Starter to indicate the presence of a train in advanced position.

(2) The provision of sub-rule (1) shall not apply in case of shunting of a train within a station section itself.

5.19. Obstruction of running line. –

(1) No railway servant shall commence any loading, shunting or any other operation by which a running line may be fouled or obstructed without obtaining the previous sanction of the Station Master or of other railway servant nominated in this behalf under special instructions who shall see that all necessary steps are taken for the protection of traffic while such operation is being carried on and the necessary signals are kept at 'on' until the obstruction is removed.

(2) A sand hump or snag dead end shall not be obstructed for any purpose and when it has become obstructed, it shall cease to be a substitute for the adequate distance for the purpose of taking 'off' signals.

SR. 5.19.01.– (a) The loading or unloading of goods from any loose vehicles on running lines is normally prohibited, At stations where this prohibition causes inconvenience, loose vehicles may be loaded or unloaded on running line with the prior permission of the Divisional Operations Manager.

(b) Such loading and unloading shall be done between sunrise and sunset only.

(c) The Station Master will be held personally responsible for ensuring that no packages are left fouling any line. The railway servant supervising loading and unloading shall also ensure that packages do not foul any line.

(d) Wagons placed on running line for loading or unloading shall be placed near the station office, as far as practicable under the direct supervision of the Station Master and shall be secured suitably by chains, sprags etc., against escape or unauthorised movement.

(e) Contractor's and Trader's labour shall not be allowed to move vehicles at stations, except under the orders and personal supervision of a responsible member of the station staff and under the authority of the Station Master.

(f) Before the commencement of hand shunting, the hand brakes of vehicles, if any, shall be inspected to see if they are in working order. If they are not in order, sufficient staff shall be provided with sprags or other appliances, to prevent the vehicles getting out of control.

SR. 5.19.02.– No slip/sectional coaches shall be left on a line occupied by a train carrying passengers.

5.20. Shunting on gradients. – When shunting is being performed on a gradient, the railway servant in charge of the shunting shall ensure that–

(a) Sufficient number of brakes are put on, sprags are used, where necessary, slip siding point or traps, where provided, are set to ensure safety and that all precautions are taken to prevent vehicles getting out of control, and

(b) In case of shunting over a portion of line on steep gradients, neither isolated nor protected by slip sidings, an engine is also attached towards the falling side of the gradient.

Note: – For purpose of this rule a steep gradient shall be 1 in 260 or steeper except in case of vehicles fitted with roller bearings, when it shall be 1 in 400 or steeper.

SR. 5.20.01.– (a) At stations other than those having steep gradient if circumstance warrants hand shunting may be done by observing the following: –

(i) The person conducting the shunting shall ensure that only one vehicle is moved at a time.

(ii) The vehicle to be shunted is fitted with working hand brakes and accompanied by a competent railway servant who shall apply hand brakes on completion of such shunting.

(iii) The shunting speed shall not exceed **5** KMPH.

(b) (i) Guards and Station Masters are to ensure before commencing shunting at **Ghat station (steeper than 1 in 260)** that the engine is not detached unless the train has been drawn completely within the outermost points of the station yard and hand brakes have been put on and manned

during the entire operation of shunting. The Guard in charge of such shunting shall personally exhibit the shunting signals to the Loco Pilot.

(ii) The Station Master shall ensure supply of sufficient number of wedges for use during the course of shunting and the Guard shall return them to the respective Station Masters before their trains leave the Ghat stations.

(c) Hand Shunting may be permitted on a steep falling grade in sidings where derail or a trap is fitted to prevent accidental escape.

5.21. Loose Shunting. – Cranes, vehicles containing passengers, workers, explosives, dangerous goods or 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. 5.21.01.– (a) 'Loose Shunting' is a shunt movement in which vehicles which have to be moved are given an impetus by an engine (with or without other vehicles attached) and thereafter allowed to run forward unattached.

(b) ''Fly Shunting'' is a shunt movement in which two or more vehicles to be moved, after being given an impetus by an engine (with or without vehicles attached) are separated at the points, by the points being reversed smartly between the ''cuts'' in order to send them on to different lines. It necessitates points being reversed after the passage of the leading ''cuts''.

(c) Vehicles shall not be loose/fly shunted on or to running line at stations which are on a falling gradient steeper than 1 in 400 at any place within the Station limit unless permitted by Station Working Rules and unless the wagons are provided with hand brakes in proper working order. The hand brakes must be examined before commencing loose/fly shunting. A loose shunted vehicle must be accompanied by a man to apply the hand brake when necessary. Loose/Fly shunting is also prohibited (i) into a dead-end siding or an open derailing switch, (ii) during storm.

(d) In addition to the restriction stipulated in GR 5.21, Loose and Fly shunting of vehicles containing the following articles is also prohibited: –

(i) Gases–compressed, liquefied or dissolved;

(ii) Petroleum or other inflammable liquids;

(iii) Inflammable solids;

(iv) Oxidizing substances;

(v) Acids and other corrosives;

(vi) Poisonous (toxic) substances;

(vii) Over-dimensional consignments and vehicles on wheels, road rollers, boilers, portable engines, rails.

(e) The following vehicles are also prohibited for loose/fly shunting, rough shunting and sudden stop: –

(i) Empty tank of inflammable articles;

(ii) Vehicle without effective hand brakes unless such vehicle is coupled with another vehicle provided with efficient hand brakes;

(iii) Vehicle stencilled or labelled 'NOT TO BE LOOSE SHUNTED'' or DAMAGED'';

(iv) Single consignment loaded in more than one wagon; and

(v) Coaching stock of all kinds. Similarly, no other vehicle(s) shall be loose/fly, shunted against the vehicles listed above.

5.22. Leaving vehicles in sidings outside station limits. – No railway servant shall leave any vehicle in a siding outside station limits, unless the vehicle is clear of all running lines and, except under special instructions, unless the wheels thereof are properly secured.

SR. 5.22.01.– Derails or trap sidings are provided in all such sidings in order to isolate the running lines. In no circumstances, shall any vehicle be left outside such derails or trap siding points. The wheels of any vehicle placed in such sidings must be properly secured.

5.23. Securing of vehicles at station. – The Station Master shall see that vehicles standing at the station are properly secured in accordance with special instructions.

SR. 5.23.01 -(c/slip **87 added)**.

(a) Station Masters are responsible for seeing that vehicles are secured in such manner that they cannot be moved so as to obstruct any running line. If for any reason, vehicles are allowed to remain on a running line for some time, a clear remark in red ink should be made immediately in the train (signal) register indicating time and number of running line on which the vehicles are stabled. A record thereof shall be made in the Station Diary also. At station where Cabin Assistant Station Master/Switchmen are in charge of cabin, they shall intimate the fact to each other under exchange of Private Numbers and record in the Train Register in red ink and in addition, comply with SR 5.04.01 (a) & (b).

(b) When the engine(s) of a train which has arrived at a station is/are detached or continue to remain on load in shutdown condition, the following precautionary measures shall be taken so as to prevent rolling down.

i) Station Masters shall ensure that hand brakes of at least six vehicles at each end of the rake and of all the wagons, if the number is less than 12, are firmly pinned down by the incoming ALP at the engine end, and the incoming guard at the Brake van/Match truck end of the train. In addition,

the train brake (A-9) and the hand brake of the engine (if attached) shall be applied and wooden wedges available in the engine shall be put under the wheel of the engine by the LP/ALP and, also, the hand brake of the brake van shall be pinned down by the Guard. In case of coaching vehicles in similar circumstances, it shall be ensured that the air/vacuum brakes are applied and holding effectively, failing which Guard's hand brake shall be applied. The train crew and the Guard shall personally ensure this and certify jointly in a written memo for having complied the same before they leave the train.

ii) Points shall be set against the occupied line wherever feasible complying GR 3.38 (2) and SR 3.51.06 by the person in charge of operation of these.

iii) “At least four (4) Skids/Sprags/Wooden Wedges shall be used, two (2) each below the outermost pair of wheels at either end to securing the vehicle(s) or load, by the station staff.” (c/slip **124** added, figure in last page)

iv) If the train/rake is likely to remain stabled/continue to remain with engine on load in shutdown condition, for more than 3 hours, the Station Staff under the direct supervision of the ASM/SM/AYM/YM, as the case may be, shall tie two safety chains, one at each end of the rake and padlock it. The safety chains shall be passed around the axle twice and after tying the ends, they shall be locked such that no strain falls on the padlocks.

v) The hand brakes, whether side operated or end operated, shall be fully tightened.

vi) When one/some loose vehicle(s) is/are to be allowed to remain on the line, the vehicle(s) shall be secured in the manner described above, if the number of loose vehicles is more than one, all such vehicles shall be coupled together. In this case, the responsibility of securing the vehicles will devolve o the station/yard/shunting staff as the case may be, under the supervision of ASM/SM/AYM/YM/Shunting Supervisor.

vii) Coaching stock not fitted with hand brakes, when not formed as a train with brake vans attached, shall be secured by wedges/sprags and safety chains in the manner described above.

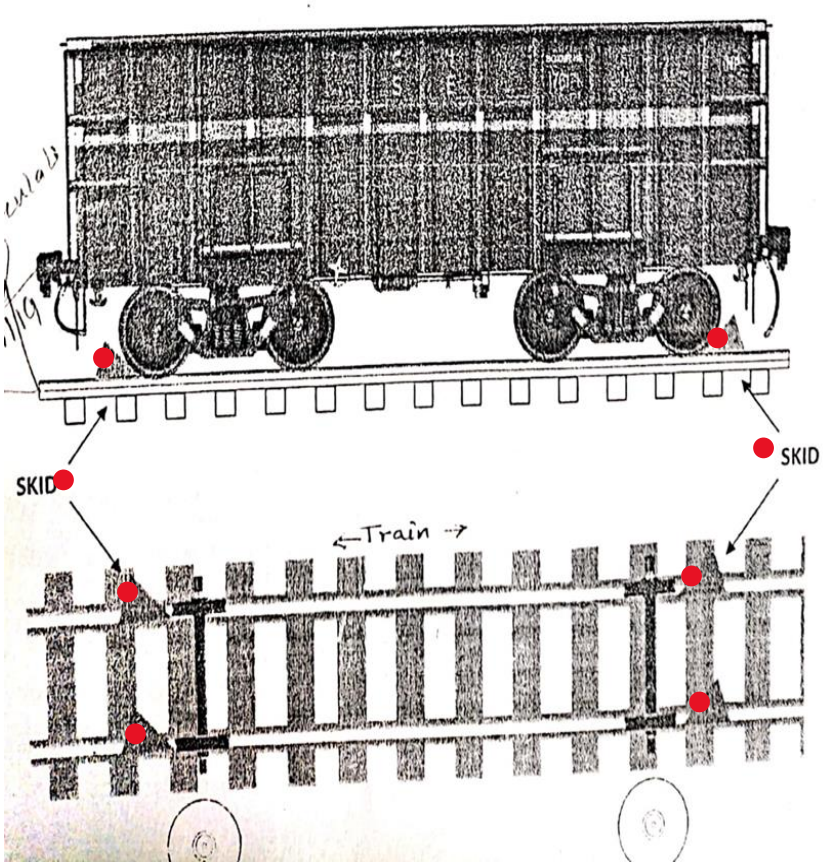
viii) When scotch blocks or derails are provided, vehicles shall be placed within them and the scotch blocks or derails locked across the line.

ix) As a safeguard against stormy weather while shunting is being performed, special care must be taken to secure the vehicles, which might be left unsecured during shunting. This shall be ensured through placement of sprags, wedges and skids near the entrance points of each other pair of lines on which the shunting is being conducted.

x) Particular care must be taken to remove the chains, sprags, wedges and skids before wagons are moved or coupled to trains by the person responsible for conducting shunting.

xi) In case of big yards where vehicles remain stationary on the yard lines other than running lines, the above precautions may be relaxed; however, hand brakes and skids shall be used at that end of the yard where the rolling down of vehicles is apprehended.

Rough Sketch for Securing of Vehicles by Skids



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Chapter-V
Control and Working of Stations

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CHAPTER VI
ACCIDENT AND UNUSUAL OCCURRENCES

6.01. Accident or obstruction. —

(1) When a report of any accident or obstruction is received by the Station Master, he shall see that all necessary precautions are taken by the most expeditious means possible, for the protection of traffic.

(2) If an accident happens to a train, the Station Master shall arrange for all necessary assistance to be sent to the train.

(3) The Station Master shall, as soon as practicable, report each accident in accordance with special instructions.

SR. 6.01.01–Detailed instructions in regard to the duties of Station Masters for the reporting of accident, relief train arrangement etc., are given in the Accident Manual, which shall be followed in all cases.

6.02. Working in case of accident or failure of communications. –In case of accidents to the line or to any train, or of failure or interruption of communications, or in an emergency, train shall be worked between stations in accordance with special instructions.

SR. 6.02.01— Rules and Regulations for Single Line working on a double line section when one line is obstructed.

1. Whenever an accident to a train or track or other obstruction precludes the use of one of the lines on a double line section the traffic may temporarily be worked over single line under one of the following systems: —

(a) By obtaining "Line Clear" on electric speaking Instruments.

(b) By the installation of single line block instruments and "Shunting Limit Boards" demarcating the block section in the wrong direction, if the affected line is likely to remain out of use for a substantial period.

2. When it is desired to introduce temporary single line working on double line, on electric speaking instruments, the Station Master at one end of the affected section shall on receipt of reliable information in writing that one line is clear, take steps to introduce temporary single line working, on that line in consultation with the Section Controller and the Station Master of the station at the other end of the section.

3. If there is reason to suspect that the line over which temporary single working is to be introduced, is also fouled or damaged, temporary single line working must not be introduced until a responsible engineering official of the rank not less than that of an Inspector has inspected that section and certified that the road is safe for passage of trains.

4. Single line working shall be introduced between the nearest stations provided with cross-over between Up and Down line on either side of obstruction. If there is an intermediate Block Hut between the above two stations, the same shall be treated as closed and the commutator of the Block instrument at such Block Huts shall be kept locked in "Train on Line Position" throughout the period single line working is in force. The commutators shall be locked also in that position, with SM's key, wherever possible. In cases where it is not possible to keep the commutators in "Train On Line" position as in Daido Instruments, the Block instruments shall be put out of use and Caution Indicator hung on the handle of the Block Instruments. The signals at such Block Huts shall be kept in the "On" position throughout and these shall be passed by the Loco Pilots on the written authority in the prescribed form 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 unobstructed 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 hung on the handle of the Block Instruments. At the stations, if the train is running on the wrong line all fixed signals shall be kept in the 'On' position.

7. After ascertaining that one of the line is clear for the passage of traffic, the Station Master proposing single line working shall issue a message containing the following information under exchange of private numbers, to the Station Master at the other end of the affected section.

a) cause of introduction of single line working;

b) the line in which the single line working is proposed,

c) source of information that the said line is clear,

d) place of obstructions,

e) restriction of speed, if any, on the line,

f) names of intermediate stations if any, which would be out of use,

g) assurance that the trap points, if any, have been spiked or clamped and padlocked.

h) assurance that if the train is running on the right line, the last stop signal shall be kept in the 'On' position. In case the train is running on the wrong line, all fixed signals shall be kept in the 'On' position and

i) the number and the timings of the last train which arrived or left the block station issuing the message.

8. On receipt of acknowledgement from the Station Master, confirmed by a Private Number single line working may be introduced, 'Line Clear' will be obtained on telephone attached to Block Instruments or Control Telephone or VHF(For granting\obtaining of line clear through VHF set, SR 14.01.02(b) shall be followed) or any two-way communication system set, and trains run on paper line clear ticket in accordance with the instructions contained in this book and Block Working Manual.

9. Loco Pilot of each train shall be handed over an Authority for Temporary Single Line Working on Double Line Section (T/D 602) indicating: -

(i) the line on which the train or light engine is to run;

(ii) the kilometrages between which the obstruction exists;

(iii) any restriction of speed which may have been imposed by way and works staff, and

(iv) an assurance to the effect that any trap points on the line in question have been spiked or clamped.

(v) authority to pass the last Stop signal in the 'On' position. In case the last Stop signal is the Starter, in addition to the written authority, he shall also be shown hand signals at the foot of this signal.

10. An endorsement will also be made in the Caution Order given to the Loco Pilot of the first train to inform all Gatemen and Gang men 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 seed of the first train passing over the temporary single line, will be restricted to **25** kilometres per hour. Subsequent trains may run at their booked speed, subject to observance of other speed restrictions imposed by Way and Work Staff.

12. When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that it cannot proceed, it shall be protected as per Rule 6.03.

13. In case of a train proceeding on the right line: –

a) The last stop signal of the station in rear of the affected section may be passed in the 'On' position on a written authority issued by the Station Master in the prescribed form referred to in para 9 (v). In case the last Stop

signal is the Starter, in addition to the written authority, hand signals shall also be shown at the foot of this signal.

b) The approach stop signals, if any of the station in advance of the affected section, may be taken off.

14. **In the case of a train proceeding on the wrong line:** —

(a) The train shall be piloted out of the station on a written authority issued by the Station Master after all the facing points have been correctly set and locked and trailing points correctly set, over which the trains will pass.

(b) On approaching the next station, the Loco Pilot shall bring his train to a stop opposite the first Stop Signal pertaining to the right line or at the last Stop signal pertaining to the wrong line (on which he is running), whichever, he comes across first.

(c) The Station Master of the station in advance shall depute railway servant in uniform at the foot of the signal and thereafter pilot it into the station on a written authority issued by the Station Master.

(d) If the Loco Pilot finds that no railway servant in uniform has been deputed at the foot of the signal to pilot the train into the station, Rule 4.44 shall be observed.

(e) The driver should switch "on" the flasher light of the train engine while running on the wrong line.

15. All the cross over points in the facing direction over which the train shall proceed, while temporary single line working in force, shall be clamped and padlocked.

16. Resumption of normal working –

(a) On receipt of a written certificate from a responsible Engineering Official that the obstructed track is free and safe for passage of trains, the Station Master will issue a message to the other station or stations, as the case may be, under exchange of private numbers and decide, in consultation with Section Controller, the train after passage of which, normal working has to be introduced.

(b) When double line working is introduced the Block Instruments and all fixed signal, including those of intermediate Block Huts which were treated as closed, shall be brought into use immediate. An entry shall also be made in the Train Signal Register of all stations concerned showing the time double line working was suspended, time single line was introduced and the time normal working was resumed. The Loco Pilot of the first train entering the section after normal working is resumed shall inform all Gatemen and Gang men on the way about the resumption of normal working.

17. All the records in connection with the temporary single line working shall be retained at the station and the Transportation Inspector of the

section must scrutinise them and submit his report to the Divisional Railway Manager within 7 days of the resumption of normal working.

SR. 6.02.02— Rules and regulations for single line working on double line during total interruption of communications.

The following rules must, in addition to rules prescribed in 'Rules and Regulations for working of trains during total interruption of communication on single line', observed by the staff.

1. Whenever an accident to a train or track or other obstruction, precludes the use of one line on double line section during total interruption of communication, single line working shall be introduced only after a responsible official of the Engineering Department, not less than an Inspector in rank, has certified that the other line on which single line working is to be introduced is free and safe for passage of trains. Such an engineering official shall give the certificate only to the Station Master of the station at that end of the affected section for which the unobstructed line shall be the right line for dispatching trains. On receipt of this certificate the Station Master will follow the rule prescribed for opening of communications.

2. Loco Pilots of trains, including light engine, shall be given a Caution Order on which, shall be stated clearly.

a) The line on which the train is to run;

b) Kilometrage where the obstruction exists;

c) Any restriction of speed which may be imposed by Way & Works Staff;

d) An assurance to the effect that any trap points on the line in question have been spiked and clamped.

3. All the cross over points in the facing direction over which the train shall proceed, while temporary single line working is in force, shall be clamped and padlocked.

4. In the case of a train proceeding on the right line:-

a) The last Stop signal of the affected section may be passed in the 'On' position on a written authority issued by the Station Master in the prescribed form (T/B 602). In case the last Stop signal is the Starter, in addition to the written authority, hand signals shall also be shown at the foot of this signal.

b) The approach Stop signals, if any, of the station in advance of the affected section, may be taken 'Off'.

5. In the case of a train proceeding on the wrong line:

a) The train shall be piloted out of the station on a written authority issued by the Station Master after all the facing point have been correctly set and locked and trailing points correctly set over which the train will pass.

b) On reaching the next station, the Loco Pilot shall bring his train to a stop opposite the first Stop signal pertaining to the right line or at the last Stop

signal pertaining to the wrong line (on which his train is running), whichever he comes across first.

c) The Station Master in advance shall depute a railway servant in uniform at the foot of the signal (whichever the train would encounter first) who shall stop the train on hand danger signal and thereafter pilot it into the station on a written authority 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' to inform all the Gatemen and Gang men en-route about the introduction of temporary single line working as also the line on which it is proposed to run the train.

This information shall be conveyed through the Loco Pilot of a subsequent train also, if necessary.

7. **Resumption of normal working**:

a) If after the introduction of single line working, communications are restored between two affected stations, the trains will continue to run under special rules until action is taken in accordance with the instructions contained in these rules for the cancellation of the procedure. Thereafter, trains will be run in accordance with the instructions for the movement of traffic during temporary single line working on double line.

b) If, however, before communications are restored, the other line is released for the passage of traffic, trains shall be worked, in accordance with the instructions for running of trains on double line
section during total interruption of communications.

SR. 6.02.03— Rules and regulations for working of trains during total interruption of communications on double line section.

1. In the event of total interruption of communications occurring between two stations on a double line section, i.e., when 'Line Clear' cannot be obtained by anyone of the following means stated in order of preference viz.:

a) Block Instrument; Track circuiting or Axle Counters

b) Telephones attached to the Block Instruments

c) Station to station fixed telephones where available

d) Fixed telephone such as Railway auto phones and BSNL phones (with caller ID facility wherever feasible)

e) Control Telephone;

f) VHF sets;

The following procedure shall be adopted for train passing.

2. Before any train is allowed to enter a block section in advance, it shall be brought to a stop and the Loco Pilot and the Guard of the train shall be advised of the circumstances by the Station Master on duty.

3. The Station Master shall give an authority for working of trains during total interruption of communication on double line section to the Loco Pilot of each train which shall include:-

a) An Authority to Proceed without Line Clear (T/C-602).

b) A caution order restricting the speed to **25** kilometres per hour over the straight and to 10 kilometres per hour when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause;

c) An Authority to pass the last Stop signal in the 'On' position.

4. In the event of a Loco Pilot approaching or passing any portion of the line where the view ahead is not clear, a railway employee with hand signals must be sent in advance to guide the further movement of the train. A sharp look out ahead should be kept and the engine whistle freely used.

5. No train shall be allowed to enter the block section until there is clear interval of 30 minutes between the train about to leave and the train which has immediately preceded.

6. Fixed Signals with the exception of the last Stop signal may be taken 'Off' for the reception and departure of trains. The first Stop signal shall, however, be taken 'Off' only after the train has been brought to a stand outside it.

7. A tunnel should be entered only after it has been ascertained that it is clear. If there is any doubt on this point, the train should be piloted by a railway employee equipped with hand signals and detonators.

8. The Guard shall keep a sharp look out in the rear and be prepared to exhibit a hand danger signal to prevent the approach of a train from the rear and to protect it if necessary.

9. When a train is stopped in the block section the Guard shall immediately exhibit a hand danger signal towards the rear and check-up that the tail board or the tail light is correctly exhibited. If the stoppage is on account of accident, failure, obstruction or other exceptional cause and the train cannot proceed the Loco Pilot shall sound the prescribed code of whistle to apprise the Guard of the fact whereupon the Guard shall protect the train by placing one detonator at 250 metres from the train on the way out and two detonators, **10** metres apart, at 500 metres from the train, irrespective of the gauge. When train is detained outside signals and if the detention exceeds or is likely to exceed **10** minutes it shall also be protected accordingly. In the absence of the Guard the duty of protecting the train shall devolve on the Loco Pilot.

10. No train shall be backed. In exceptional circumstances when it may be unavoidable to back a train, the train shall be backed only after providing protection by placing one detonator at 250 metres and two detonators, 10 metres apart, at 500 metres in rear of the point 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 stop outside first Stop signal and sound continuous whistle (or any other code prescribed by special instructions)if the signal is not taken off, if no one from the station turns up within 10 minutes, the train shall be protected as per para 9 above and the Loco Pilot may send his Assistant Loco Pilot immediately thereafter, to the station or the cabin to inform the Station Master or Cabin man of the fact that the train is waiting at the signal for its admission into the station. In the absence of the Assistant Loco Pilot, the Guard after protecting the train, shall give this information.

13. The Loco Pilots of all trains shall make over the 'Authority for working of trains during total interruption of communication on double line section' to the Station Master of the station at the other end of the affected section. These shall be kept by the Station Master in his safe custody for inspection by the Transportation Inspector of the section, who shall prepare a report on the working of trains and shall forward the same along with his report to the Divisional Railway Manager within 7 days of resumption of communication.

14. A record of all trains passed over the blocked section on 'Authority for working of trains during total interruption of communication on double line section' 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 by the competent authority.

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 ..... 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 no..... Line Clear for the next train will be obtained by means of .....Line 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 an intimation about this shall be given to Section Controller also, on controlled sections, if communication with the
Section Controller has also get restored, and normal working resume. If, however, communication with Section Controller has not got restored along with restoration of communications between two stations, the Section Controller shall be advised of the position immediately on restoration of communication with him.

SR. 6.02.04— Rules and regulations for working of trains during total interruption of communication on single line section.

In the event of total interruption of communications occurring between two block stations i.e., when Line Clear cannot be obtained by one of the following means stated in order of performance viz.

a) Block Instrument, Track circuiting or Axle counters,
b) Telephones attached to the Block Instruments,
c) Station to station fixed telephones where available
d) fixed telephone such as Railway auto phones and BSNL phones (with caller I D facility wherever feasible)
e) Control Telephone,
f) V.H.F sets,

The instructions laid down in the succeeding paragraph, shall be followed for working trains between block stations.

Note: These instructions shall also be followed whenever during total interruptions, 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 despatch 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;

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 Motorcar/EMU Rake is sent in to the affected block section to open communications, the Loco Pilot/Motorman/Guard/Station Master being sent to do so shall be advised by the Station Master on duty of the circumstances in which and the purpose for which he is being sent. The Station Master on duty shall also satisfy himself that the Loco Pilot/Motorman/Guard/Station Master being sent to open 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 Rule 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. (T/B 602)

4.1 Before despatching the Light Engine/Train Engine/Motor Trolley/Tower Wagon/Trolley/Cycle Trolley/Moped Trolley/Diesel Car/Rail Motor Car/ EMU Rake, the Station Master on duty shall hand
over 'Authority for opening of communication during total interruption of communication on single line section' 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". (T/B 602)

ii) A Caution Order, Specifying the speed up to 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 reply message to the Station Master of the block station at the other end of the affected block section permitting him -

a) To return the Light Engine/Train Engine, either light or attached to a train waiting to be despatched from his station, or attached with another engine; or

b) To return Tower Wagon/Diesel Car/Rail Motor Car/ EMU Rake running by itself; or

c) To return Motor Trolley/Cycle Trolley/Moped Trolley either running by itself or loaded in train waiting to be despatched from his station.

4.2 The Line Clear Enquiry message asking Line Clear for the trains to be despatched through the affected block section, and the Conditional Line Clear reply Message for the return journey or the engine or self-propelled vehicle or other vehicle referred to in para 2, as the case may be, written out, on prescribed forms for being sent through the Loco Pilot/Motorman/Guard/Station Master going to open communications, and these messages shall also be entered in the Line Clear Books.

i) The Line Clear Enquiry Message shall be worded as follows:

Message No..... On return of..... * Will line be clear and kept clear for Train No. ..... waiting to proceed?

* The particulars of the engine either returning in light or attached to a train or attached to another engine/Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/ Motor Trolley or trolley or Cycle Trolley or Moped Trolly running by itself or loaded in train, as may be applicable, shall be correctly filled in while preparing the message.

ii) The Conditional Line Clear Message for return journey of the engine or self-propelled vehicle or other vehicle referred to in para 2, as the case may be shall be worded as follows:-

Message No.....

On arrival of..... * yours, line will be clear and kept clear for.....$ Engine to return with/without attached to a train or another engine or self-propelled vehicle/trolly etc (complete Particulars) .....Private Number..... (in words).....(in figures).....

* The particulars of engine/Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolley/ Trolly/Cycle Trolley/Moped Trolley, as may be applicable, shall be correctly filled in.

$ The particulars of 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 or cycle trolley or moped trolley, running by itself or loaded in a train, as may by 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’ sign on its original and carbon copy in token of his having understood its contents.

4.4 In case a light Engine or an Engine with brake van is to be despatched to proceed to the next block station and then continue its journey onward after arrival at the next Block Station and is not meant for opening communications, the Loco Pilot of engine or the engine with brake van shall be given with the “Authority for opening communication during total interruption of communication” and the items ‘Line Clear Enquiry Message and Conditional Line Clear Message’ shall be striked out in form. Such engines or engine with 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 dispatched.

4.5. The Last Stop Signal shall not be taken 'OFF', while permitting an engine or self-propelled vehicle or other vehicle to proceed to the next station on 'Authority for opening communication during total interruption of communication on single line section'.

5. After an engine or self-propelled vehicle or other vehicle is despatched to the next station to open communications with Line Clear Enquiry Message, and a Conditional Line Clear Message to the next station for the return journey of the engine or self-propelled vehicle or other vehicle, no other train or engine or self-propelled vehicle or vehicle shall be allowed to leave the station and proceed in the same direction until the engine or self-propelled vehicle or other vehicle sent to open communications returns. This does not, however, prevent an engineering official going into the section on push trolley for his work on a section on which push trolleys do not run-on Line Clear.

6 (a) The engine or self-propelled vehicle or other vehicle proceeding on 'Authority for opening communication during total interruption of communication on single line section' shall switch on the Flasher light wherever provided and shall proceed at a speed not exceeding 15 kilometres per hour by day and when the view is clear 10 kilometres per hour during night or when the view is obstructed, making free use of engine whistle or horn of the self-propelled vehicle, where provided. In thick, foggy or tempestuous weather or in dust storm etc.

When visibility is impaired, the engine or self-propelled vehicle, or other vehicle proceeding on '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 Class IV Staff and the other from the crew of the engine or the person whose Motor Trolley/Trolley/Cycle Trolley/Moped Trolly is being used. In case of single manned self-propelled vehicle, both these men shall be provided by the Station Master. The Station Master on Duty shall explain to both of them their duties, in the presence of the Loco Pilot/Motorman/Guard/Station Master 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 Trolly/Cycle Trolly/Moped Trolly.

7. In the event of an engine/self-propelled vehicle/other vehicle, proceeding on 'Authority for opening communication during total interruption of communication on single line section' meeting in the mid-section, an engine/self-propelled vehicle/other vehicle sent from the other end, the Loco Pilots/Motormen/Guards/Station Masters, as the case may be shall taking into consideration the importance of the train for which they are proceeding to get Line Clear, the distance from the nearest station, gradients to be encountered, the presence of catch sidings etc. decide to which of the two stations, the engines/self-propelled vehicle/vehicles should proceed. Before proceeding, the engines or self-propelled vehicles shall, if possible, be coupled up. If the engines/self-propelled vehicles cannot be coupled up they should run at a safe speed and adequate distance apart. In the case of Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley, meeting an engine and brake van/Diesel Car/Rail Motor Car/ EMU Rake, the Motor Trolley /Push Trolley/Cycle Trolley/Moped Trolley shall, if possible, be loaded 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\self-propelled vehicle\other vehicle following the leading engine\self-propelled vehicle\other vehicle, shall stop at a safe distance behind the leading engine/self-propelled vehicle/another vehicle.

The Station Master shall be advised of the stoppage outside the first Stop signal either by using the engine whistle/horn of the self-propelled vehicle, if

provided, or by sending a man if necessary. They shall not enter the station till permitted by the Station Master to do so either by taking 'Off' the relevant signals or otherwise.

9. When the engine or engines/self-propelled vehicle or self-propelled vehicles/other vehicle or vehicles have been admitted into the Station, the 'Authority for opening communication during total interruption of communication on single line section' (T/B 602) with the Line Clear Enquiry Message and the Conditional Line Clear Message giving the Line Clear for the return journey shall be delivered to the Station Master on Duty who shall keep this document in his safe custody and also post Line Clear Enquiry Message and Conditional line clear reply message (T/G 602 & T/H 602) in the line clear books and on the authority of the conditional line clear reply 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 for opening communication during total
interruption of communication on single line section' shall be taken back by the Station Master on Duty of the station from which this was issued and cancelled. The original entries shall also be cancelled.

11. Station Master on duty before despatching the engine either light or attached to a train/self-propelled vehicle/other vehicle, on the return journey shall hand over to the Loco Pilot/Motorman/ Guard/Station Master, 'Conditional Line Clear Reply Message' for the 'Line Clear Enquiry Message', giving Line Clear for the train waiting at the other station, thereby authorizing the Station Master at that station to start the train waiting there on complete arrival of the engine, either light or attached to a train/self-propelled vehicle/other vehicles at his end. (T/F 602)

12. The Conditional Line Clear Reply Message shall be worded as follows :- (T/F602)
Message No .....
Your Message No. ..... on arrival of * Engine with/self-propelled vehicle No. ..... at yours line will be clear and kept clear for following trains :-

i) Train No.... Private No (in words)..... (in figures).....

ii) Train No.... Private No (in words)..... (in figures).....

iii) Train No....Private No (in words)..... (in figures).....

iv) Train No....Private No (in words)..... (in figures).....

*Strike out whichever is not applicable.

* The particulars of the engine either returning light or attached to a train or attached to another Engine/Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolley or Trolly/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, (line clear) Enquiry and Conditional Line Clear Messages (T/G 602 or T/H 602) for each succeeding trains may be sent through the Guard of proceeding train. (T/E 602 or T/F602)

17. The arrival and departure time of all trains, engines, trollies etc. which are passed under the above rules must be carefully recorded in the Line Clear Enquiry and Reply Books, and also in the counterfoil of the 'Authority for opening communication during total interruption of communication on single line section' and in the train signal register. (T/B 602).

18. If the Station Master at one end of the interrupted section has more than one train to despatch in the same direction before another train is normally expected from the opposite direction, he shall, in such cases, send the available engine of a train to obtain 'Line Clear' not only for that train but also for the following trains which may be waiting or expected at his station. In the Line Clear Enquiry Message, it shall be stated that these latter trains will be despatched after the first train at intervals of 30 minutes. After the Loco Pilot returns with the Line Clear for the required number of trains to the station at which he had left the train, the Station Master shall despatch the first train on the authority of the Line Clear for the trains and shall also endorse on that Line Clear that a particular train (giving its number and description in full) shall follow at a specified interval. The Station Master shall give similar information to the Guard also in writing. The Loco Pilot of the second and subsequent following trains shall be given a Caution Order restricting the speed to 25 kilometres per hour over the straight when the view ahead is clear and to 10 kilometres per

hour when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog, or any other cause. When despatching a second and subsequent trains, the particulars of the last preceding train along with its time of departure will be endorsed on the 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 up to which the train is to be backed.

21. Trains must continue to work on this system until anyone of the means of communications, mentioned in Rule 1 is restored by the competent authority.

22. As soon as anyone of the means of communications has been restored, the Station Master must sent 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 Massage No..... Train (No and description)..... arrived
complete at.....hours.....minutes. Last train.....(No and description) dispatched to your station at..... hours..... 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 for opening communication during total interruption of communication on single line section' normal working should not be resumed until the light engine/self-propelled vehicle/any other vehicle reaches the next station and both the Station Masters are satisfied under exchange of Private Numbers that no light engine/self-propelled vehicle/any other vehicle reaches the next station and both the Station Masters are satisfied under exchange of Private Numbers that no light engine/self-propelled vehicle/any other vehicle is on the section. Thereafter an intimation about this shall be given to Section Controller also on control sections, if communication with Section Controller has also got restored and normal working resumed. If however, communication with Section Controller has not got restored along with restoration of communications between two stations, the Section Controller shall be advised of the position immediately on restoration of communication with him.

24. On the section where total interruption of communication occurs, the Transportation Inspector of the section, must scrutinize the train passing records of the station and submit his report to the Divisional Railway Manager within 7 days of the resumption of communication.

SR. 6.02.05.– Rules and regulations for working trains on the obstructed line in case of obstruction on the 'Authority of Block Ticket/ Authority to proceed for relief engine/train into an obstructed block section' in absolute block system. – (block ticket T/A 602)

(a) Until obstruction is removed, trains, if so required, shall be worked on the obstructed line up to the place of obstruction on 'Block Ticket' (T/A 602) which should clearly detail, whether the train is to
return or to wait at the place of obstruction for the arrival and return of another following train(s) or to proceed to the next station.

(i) After sending a train on Block Ticket, a following train shall not be despatched in the same direction unless (i) the previous Block Ticket is collected and cancelled, or (ii) necessary endorsement is given on the previous Block Ticket with the advice to wait at the site for a next train to

follow, or (iii) the previous train has met with an accident or has been disabled or (iv) the Block Ticket has been collected from the Loco pilot of the previous train by the official-in-charge at the site and kept in his personal custody and shall be kept until the arrival of the next train and such assurance is given over the telephone installed at the site quoting the serial number of the Block Ticket so collected.

(ii) Trains sent out to the place of obstruction shall be protected as laid down in sub-rule (9) of SR 6.02.03. The speed of the train or the engine running on the authority of Block Ticket must not exceed **15** KMPH in day light hours when the visibility is good and **10** KMPH at night and whenever clear view for 800 metres is not available. The engine whistle must be sounded frequently.

(iii) In the case the obstruction caused by an accident between two stations is likely to last for a day or more, an Assistant Station Master may be deputed at the site for Line Clear duties. In this case trains shall be worked between the station and the site of obstruction as per special instructions for the time being on getting the sanction of the Authorised Officer.

(iv) In the event of any obstruction affecting the through running of trains between two consecutive block stations, full particulars must be telegraphed to the Chief Operations Manager, Divisional Operations Manager, Divisional Transportation Inspector and the Station Masters of stations concerned on the section affected and to all others whom it may concern in accordance with the rules for reporting of accidents. In the case of obstruction arising out any defect in the Over Head Electrical Equipment, Assistant Electrical Engineer, Divisional Electrical Engineer (Traction Distribution), Traction Foreman and Traction Power Controller shall also be advised promptly.

(v) The Guard and Loco Pilot of every train about to start on the authority of Block Ticket shall, before proceeding, satisfy themselves by examining the Block Ticket Book what trains are already in the section and what instructions have been given to the Loco Pilots & Guards of such trains.

(b) The following procedure shall be observed before the trains are allowed to run on the obstructed line on the authority of Block Ticket (T/A 602).

(i) The Station Master first receiving the news of the obstruction shall send a message in the following form to the Station Master at the other end of the obstructed section.

From : Station Master, To : Station Master,
Station ‘B’ Station ‘A’.
No..... Owing to..... (here mention the cause of obstruction) at Km..... the through running of trains between Station..... and..... is interrupted. On receiving your concurrence,

I shall suspend the Absolute/Automatic Block System and work trains between station (A) and KM*..... on the Block Tickets.
*Note – When the actual site is not known write 'site of obstructions' for KM.

(ii) Unless the Station Master 'B' has received information that will justify or suggest his refusal to agree to the suspension of the system of working (Absolute or Automatic) over the section, he shall
reply in the following form to the message received from the Station Master 'A'.–
From: Station Master, To: Station Master,
Station 'B' Station 'A'.
No..... Your No..... of date. I note that owing to..... (Here repeat the cause mentioned in the message of Station 'A') the through running of trains between station..... and..... is interrupted and that you propose to suspend Absolute/Automatic Block system between Station and..... and if necessary, run trains between station (A) and KM* on Block Ticket. .....I concur and shall, if necessary, run trains between station (B) and KM*..... on Block Tickets. Private Number.....
***Note** – When the actual site is not known, mention "site of obstruction'' for KM.

(iii) The running of trains on Block Tickets to the site of obstruction shall not be introduced until the concurrence of both Station Masters is obtained and recorded in the Caution Order Register and Train Signal Register subject to sub-rule (e) below.

(c) The Station Master at either end of the obstructed section, after giving an order under a Block Ticket for a train to proceed, shall intimate to the SM at the other end of the obstructed section by a short message in the following form: –

No.... (Up or Down) Train left here for the site of obstruction at KM..... with orders to..... (Here mention the orders given).

Private Number..... When the train returns he shall issue a message again to the same station: – No..... Train Number..... allowed to the site of obstruction as per my message No..... returned at..... hrs. after (mention the nature of work done) Private Number.....

(d) (i) When the cause of obstruction is removed and if it is decided to resume through traffic between the stations concerned, the Station Master at any one end of the affected section may do so after
exchanging messages with the Station Master at the other end of the affected section as detailed in clause (vi) below, provided he has obtained an assurance in writing as follows: –

(a) From the Guard and / or Loco Pilot under their/his signature with an endorsement on the reverse of the Loco Pilot's foil of Block Ticket that the

trains/engine has arrived complete and nothing has been left in the section, if the cause of obstruction was due to failure to a

train/engine.

(b) From the concerned PWI or ATFO that the line is safe for the movement of trains with or without any restriction if the cause of obstruction was due to an accident/OHE failure/Engg. Block.

(ii) The written assurance referred to in sub-clause (b) of clause (i) above, shall be sent through a messenger to the nearer or to the more convenient station or through the Loco Pilot of a train/engine is available there provided movement to such station is authorised as per the endorsement on the Block Ticket. In absence of such endorsement, the Traffic official-in-charge at the site shall obtain concurrence supported by a Private Number from the SM of the Station to which he desires to send the engine/train over the field telephone. Thereafter, he shall authorise the Loco Pilot to proceed to such station by giving proper endorsement on the Block Ticket quoting the Private Number so received under his signature and designation.

(iii) If there be more than one train at the site of obstruction, the Traffic Official-in-charge at the site, shall arrange to couple the trains together, if possible and personally instruct the Loco Pilot to proceed cautiously to the station mentioned in clause (ii) above having due consideration to minimise delay to more important trains. Otherwise trains from each direction will proceed to the station according to the endorsement given on the Block Ticket by the Station Master. However, trains for each direction may be coupled up to form one train before being allowed to proceed. In case it becomes necessary for a train to follow another, an interval of **15** minutes shall elapse between the train proceeded and the train which is about to leave and the speed of the following train shall not exceed **8** KMPH.

(iv) On arrival at the station, Block Tickets of the trains concerned shall be handed over to the Station Master indicating the time of arrival and that the train has arrived complete. This shall be signed by the Guard and/or the Loco Pilot.

(v) The Station Master shall then cancel the Block Ticket (loco pilot's foil) and paste the same with the concerned record foil if the same was issued from his station. In case Block Ticket(s), so collected, had been issued from the other station, the same shall be kept in his personal custody and be sent to the issuing Station Master for cancellation and record.

(vi) The Station Master proposing to resume normal system of working shall issue a message in the following form :– From: Station Master..... To: Station Master.....

No..... (Designation of official-in-charge) reports removal

of..... Train No(s) Engine No..... (mention here individual number of train/Engine) was/were despatched. Train No(s)..... (mention here individual Number of train/Engine) arrived here complete.

Your Block Ticket No(s)..... collected here. (To be mentioned, if collected). With your assent..... Block System working shall be resumed. Private Number.....

The Station Master at the other end of the obstructed section shall, on receipt of the message indicated above, reply in the following form provided he is satisfied from his records that no more train/Engine is left in the section.
Form: Station Master..... To: Station Master..... No..... Your No..... understand that the obstruction at KM..... is removed. Train No (s) / Engine No .....(mention here individual number of train/engine) was/were despatched. Train No(s) Engine No.... arrived here complete. Your
Block Ticket No(s)..... collected here, (to be mentioned if collected). Block section between..... and..... is clear..... Block system of working between..... and.....station is now resumed, Private Number..... The concerned Station Master shall issue a wire to all concerned stations the time of removal of the obstruction and the time of resumption of normal working.

(e) In case of the telegraphic/telephonic communication between the two stations is interrupted the Station Master receiving the information about the accident/disablement of a train, may however
send the train/ Engine as may be required up to the site of obstruction on Block Ticket as detailed under clause (i) of sub-rule (a) above. He shall, however, arrange to send a message conveying the information to the Station Master at the other end of the obstructed section by the quickest possible means. After the cause of obstruction is removed and the means of communication is restored, the Station Master concerned shall follow the procedure detailed in clause (i), (v) and (vi) of sub-rule (d) above.

(f) In the absence of a Senior Traffic official, the Station Master of the nearer station shall proceed to the site of the obstruction and from there issue directions for the movement of trains on both sides of

the obstruction and for the general working at the spot.

(g) (i) ‘‘On a double line section, if for any reason other than introduction of single line working, it becomes necessary to run an engine or a train, against the normal direction of traffic, the line concerned shall be blocked as per GR. 1.02(8), indicating the station to which the train/engine is to proceed. After obtaining the acknowledgement from the Station Master of the station at the other

end, the Station Master intending to run the train shall, issue a Block ticket. The following particulars shall be mentioned in the caution order portion of the Block ticket: –

(a)existing speed restrictions,

(b) instructions to loco pilot/guard-

(i) to look out for possible obstruction and take action accordingly,

(ii) to ascertain the condition of the train/obstruction over the adjacent line and to report the same at the next station in writing.

The loco pilot will also certify in writing, if the line over which the train/engine has passed on Block Ticket, is safe for introduction of single line working. The Station Master, on receipt of such a Certificate, shall take steps to introduce temporary single line working, under the procedure detailed in SR 6.02.01.

The Station Master at the other end of block section after acknowledging the message vide GR 1.02(8) as indicated above, shall not permit any obstruction outside the outermost points on the same
line at that end of the station nearest to the expected train.

(g) (ii) The speed shall be the same as prescribed under clause (ii) of sub-rule (a) of Rule 6.02.05. The Loco Pilot and the Guard shall take special care to stop short of any possible obstruction on the line during the run.

(iii) After the arrival of the train/engine at the next station the Station Master shall follow the procedure detailed in sub-clause (i) of clause (a), clause (v) and (vi) of sub-rule (d) of rule 6.02.05.

(iv) Movement of train/engine, permitted in sub-rule(g) (i) above, shall be restricted to one train/engine only and the train shall not, in any case, be a passenger carrying train.

SR. 6.02.06.–Rules and regulations for working trains during partial interruption/failure of electrical communication instrument.-

1. The procedure detailed below shall be followed for working trains between block stations in different situations–

(a) Failure/suspension of Block Instrument or Track circuit or Axle Counters–

‘‘Line Clear’’ shall be obtained on the Telephone attached to the Block Instrument or station to station telephone (where provided) exchanging identification Number and supported by Private Number.

(b) Failure/suspension of Block Instrument or Track circuit or Axle counters and telephone attached to the Block Instrument or station to station telephone–

“Line Clear” shall be obtained on the–

Fixed telephone such as Railway Auto Phones and BSNL phones (with caller ID facility wherever feasible) exchanging Identification Number and supported by Private Number.

(c) Failure/suspension of Block Instrument or Track circuit or Axle counters; telephone attached to the Block Instrument or station to station

telephone and Fixed telephone such as Railway Auto Phones and BSNL phones (with caller ID facility wherever feasible) – ‘‘Line Clear’’ shall be obtained on the Train Control Telephone Exchanging Identification Number and supported by Private Number.

(d) Failure/suspension of Block Instrument or Track circuit or Axle counters, telephone attached to the Block Instrument or station to station telephone, Fixed telephone such as Railway Auto Phones and BSNL phone (with caller ID facility wherever feasible), and control telephone ‘‘Line Clear’’ shall be obtained on the VHF sets exchanging Identification Number and supported by Private Number provided that instructions contained in SR 14.01.02 (b) are followed.

2. (i) When the Train Control Telephone /VHF set is to be brought into operation for this purpose the Station Master at one end of the Block section shall call up the Controller and ask the latter to put him in communication with the Station Master of the Block station at the other end for obtaining ‘‘Line Clear’’.

The Section Controller shall call up the required station and put both in communication when they shall exchange the necessary messages with Identification Numbers.

(ii) The Section Controller shall listen in while messages are being exchanged between these two stations and after satisfying himself that the ‘‘Line Clear’’ has given correctly and the section is clear of a train according to his records, shall issue a control order to start the train.

NOTE – (i) On the occasion of an interruption in the working of the Block Instruments / axle counter/track circuit between two stations and line clear being obtained through any other available means of communication as mentioned above owing to the fact that more than one station can be communicated with, it may occur that a station seeking to communicate with the next station cannot definitely know whether it is the next station or some other that responds. In order to surmount this difficulty, Identification Number sheets shall be used.

By using the Identification Numbers at the time of obtaining ‘‘Line Clear’’ over the means of electrical communication other than Block

Instrument/axle counter/track circuit, the Station Master on duty will satisfy himself that the station with which he is communicating is actually the adjoining Block station.

(ii) In the cases where Block Token instruments are in working order but a maintenance party is allowed to work on the posts of line carrying the Railway Block wire, Identification Number sheets shall be used in addition to the normal procedure in working the Block Instrument except if there is reason to believe that there is contact between the block wire and any other wire when the Block Token working shall be suspended. The use of the Identification Number sheets shall continue until the official-in-charge has

notified completion of this work and messages issued accordingly. This procedure shall also be adopted if the Divisional Signal and Telecommunication Engineer concerned considers that the Block Token Instruments shall be worked with extra care & vigilance on a certain section for a definite period.

3. Identification Number sheets. –

(i) Two such sheets for each adjoining Block station shall form the normal complement of each block station from the date of opening. In addition, two such sheets shall also be supplied at each Block station located on either side of Block Huts so as to enable these block stations to do line clear transactions during temporary introduction of single line working and when the Intermediate Block Hut is kept closed. Each sheet is divided into two parts and in each part there are two columns of combinations of letters and figures. The columns in the left half of the sheet are numbered (1) and (2) and those in the right half (2) and (1) respectively. The columns bearing the same numbers are identical (see specimen sheet).

The two parts of each sheet before issue will be separated, the left half of the sheet being sent to the station at one end of a Block section and the right half to the station at the other end of the same Block section.

Before issue the Divisional Operations Manager shall write the names of the two stations over the two columns in each half, the name of one station being written at the head of each of the columns bearing No. (1) and the name of the other station at the head of each of the columns bearing No. (2). Each half before being sent out shall be signed and dated by the Divisional Operations Manager and shall be placed in a sealed cover addressed to the Station Master of the Station for which intended, and on the cover shall be endorsed the section to which the Identification Number sheet applies and the number of the cover.

(ii) The Divisional Operations Manager shall issue to each station on his Division, two Identification Number sheets for each adjoining block station, each in a separate sealed cover. One Identification Number sheet shall not be used for more than one period of interruption. As soon as the normal line clear instruments are restored to working order, the Identification Number sheet that is being used during that interruption shall be returned at once by both the stations to the Divisional Operations Manager and the latter shall replace it by a fresh sheet in a sealed cover as early as possible.

(iii) Example :–

Stations at either end are Markona and Soro. The Divisional Operations Manager shall prepare two Identification Number sheets for the section. At the heads of columns marked (1) he shall enter the name Markona and at the heads of columns marked (2) he shall enter the name Soro Both halves of each sheet shall be signed by the Divisional Operations Manager and dated.

Each sheet shall be separated into its two parts and each part put into separate sealed cover on which the following endorsement shall be made: –

‘‘Identification Number Sheet for Markona-Soro section.

Cover No.....’’

The covers containing each half of the first sheet shall be numbered (1) and the cover containing each half of the second sheet shall be numbered (2) and the two covers number 1 and 2 containing

the right halves shall be sent to Soro and the two numbered 1 and 2 containing the left halves to Markona.

Note: Similarly, Markona will have two more Identification Number sheets for the Markona-Ranital section.

4. On the occurrence of an interruption in the working of the Block Instruments / Train wire between Soro and Markona, should Soro desire to despatch Up train to Markona, he shall call up Markona on the telephone and shall advise him that he is opening his sealed cover No. 1 and instruct Markona to do the same. Markona when he has done so shall call up Soro and ask him for his first Identification letter and figure on the list taken out of the sealed cover. Soro shall read out the first letter and figure shown in the column headed Soro. Markona shall check it with his list to see that it is correct ; and if so, advise Soro as soon as he is ready to receive ‘‘Is line clear’’ signal for the train but Markona must not then read out his own Identification letter and figure. Soro shall immediately send the ‘‘Is line clear’’ signal for the train he wishes to despatch, without either of the Station Master leaving the telephone. The enquiry message will end with the aforesaid Identification letter & figure.

Markona shall then, provided the section is clear, give ‘‘Line Clear” to Soro over the telephone and at the end of the ‘‘Line Clear’’ message, in addition to the Private Number, **shall give the first Identification number (letter & figure) on his sheet in the columns headed Markona, which shall be checked by Soro with his list and if found to be correct Soro shall enter it on the ‘‘Line Clear Ticket’’ in addition to the Private Number** and shall then despatch the train. The subsequent identification Numbers shall be used serially for subsequent trains. Each Station Master shall enter immediately in the columns provided for the purpose, the number and description of the train against each Identification Number used.

NOTE – Special attention is drawn to the portion of the above rule which are underlined as it enable Soro to identify Markona immediately the latter has given permission for the train to be despatched.

5. For subsequent trains in either direction, each station asking for ‘‘Line Clear’’ shall give the other station the Identification Number in the order described in sub-rule (4) above and obtain in turn the corresponding Identification Number along with the ‘‘Line Clear’’ from the Station Master at

the other end. In this way each Station Master can satisfy himself on each occasion that the ‘‘Line Clear’’ has been asked for by and received from the correct station. When ‘‘Line Clear’’ has been obtained by means of Identification Numbers through the Block telephone, Control phone or the electrical communication instrument connected on the Through wire, an entry to this effect shall be made in the Train Signal Register and at the top of the Line Clear Ticket at the time of issue as stipulated in sub-rule (2) of GR 14.13.

(i) When an interruption has occurred and train messages are worked on the Block telephone, control phone or Through wire or VHF set by means of Identification Numbers, the Divisional Operations Manager shall be promptly advised so that he can arrange to send out fresh Identification Number sheets without delay to replace those used.

(ii) It shall be clearly understood that the sealed cover containing Identification Number sheet, must on no account be opened till the Identification Number sheet is actually required for use. Once an Identification Number sheet is taken out of its cover and used for an interruption, the same sheet and any other sheet brought into use after the former has been exhausted shall be used during continuance of that particular interruption only, but on no account shall, a sheet which has been partly used, be used for subsequent interruption. As each sheet is exhausted it shall be sent to the Divisional Operations Manager, and any partly used sheet shall also be similarly returned as soon as the interruption is over and normal working resumed.

(iii) The Divisional Operations Manager, on receiving the used or party used Identification Number sheet shall arrange checking the same with its corresponding half for the section and then destroy it.

(iv) The Station Master on duty is personally responsible for the safe custody of the covers containing the Identification Number sheets which shall be kept under lock and key. Once an Identification Number sheet has been opened, the SM/Cabin ASM shall keep it in his own possession or under lock and key and make it over only to his reliever until the interruption is over so that no misuse may be made of the subsequent numbers on the sheet.
(Specimen Identification Number Sheet)

SOUTH EASTERN RAILWAY

IDENTIFICATION NUMBER SHEET

No._____ No._____

Left Half		Right Half	
Markona- Soro	No. and date of train for which used.	Soro- Markona-	No. and date of train for which used.

1	2	2	1
1	2	2	1
X40	F85	F85	X40
H21	M7	M7	H21
C3	A15	A15	C3
D9	X36	X36	D9
F16	R82	R82	F16
G14	G99	G99	G14
A26	S50	S50	A26
L90	Q55	Q55	L90
M28	T 4	T 4	M28
Q51	Z49	Z49	Q51

_____D. O. M. _____D. O. M.
Date _____ Date _____
Names of stations each end of the block section to be entered at the top of columns (1) and (2) by the Divisional Operations Manager before issue.

6.03. Protection of trains stopped between stations

(1) When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that his train 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. **The Loco Pilot shall switch 'ON' flasher light of his locomotive immediately to warn oncoming train.** Thereafter, the Guard shall immediately exhibit a hand danger signal towards the rear and checkup that the tailboard or tail light is correctly exhibited and switch 'ON' flasher light, if provided, in the rear of the brake van. The Guard and the Loco Pilot shall the immediately take the following action in the rear and the front

(i) On a single line section or on a section of double or multiple lines when temporarily worked as a single line section

(a) The Guard shall either himself go back or send a competent person back to protect the train, if the Guard has deputed a competent person to protect the train, he shall confirm from the Loco Pilot for the protection of train in front through walkie-talkie or other means of communication between the Loco Pilot and the Guard. In absence of communication system

between them, the Guard shall go to the Loco Pilot personally to confirm the Protection of train in front;

(b) The person going back to protect the train shall continuously show his hand danger signal to stop any approaching train and in addition to his hand signal, shall take detonators and place them upon the line on which the stoppage has occurred, as follows-

One detonator shall be placed at 600 meters form his train on way out and three detonators at 1200 meters about ten meters apart from the place where the train has stopped;

Provided that on the meter and narrow gauge the first detonator shall be placed at 400 meters and the three detonators about ten meters apart, not less than 800 meters from his train or at such distance as has been fixed by special instructions, from the place where the train has stopped;

(c) If a person other than the Guard has gone back to protect the train, he shall, after taking action as per sub- clause (b), continue to show his hand signal to stop any approaching train, until he is recalled

(d) When the Guard has himself gone back to protect the train, he shall, after taking action as in sub-clause (b), depute a competent person, if available, to show a hand danger signal to stop any approaching train until, he is recalled and shall himself return to his train to ascertain the cause;

(e) Unless the guard has succeeded in getting another competent person to show a hand danger signal, as in sub-clause (d), he shall, after consultation with the Loco Pilot once again return to the place at which he placed three detonators, showing his hand danger signal to any approaching train and continue to do so until he is recalled.

(f) When the Guard or the person deputed by him is recalled, he shall leave down the three detonators, and on his way back pick up the intermediate detonators

(g) On a section of double or multiple lines when the Loco Pilot comes to know that

(i) During the course of run of the train being driven by him the Loco Pilot shall switch “ON” the flasher light and dim the head light on all or any such occurrences as stipulated hereunder

(A) Sudden jerk with drag and/or drop in air pressure or vacuum of the train;

(B) Sudden increase in air flow indicator reading

(C) Train parting/derailment of the train; and

(D) Any situation warranting protection of the adjoining track

(ii) In case of an accident or if assistance has been asked for, or on a single line section or during temporary single line working on a section of double or multiple lines, the Loco Pilot shall in all cases switch ‘ON’ the flasher light and dim the head light at once and show a danger signal to the front, and proceed to protect the train in front in the manner prescribed in sub clauses (b) and (f) either by going himself or by sending his Assistant Loco Pilot or some other competent person; and

(h) Should any train be seen approaching, the person going to protect the train shall immediately place one detonator on the line, as far away from the disabled train, as possible and shall continue to show a hand danger signal to stop any approaching train. If the person has already placed one detonator at 600 or 400 meters in Broad Gauge or Meter Gauge/Narrow Gauge respectively and he is not in a position to reach at a distance of 1200 meters or 800 meters in Broad Gauge or Meter Gauge/Narrow Gauge respectively, he shall again place one detonator as far away from the train as possible which has met with the accident

(ii) On a double line section where trains on the two lines run in the opposite direction

(a) As soon as the Loco Pilot comes to know that

(I) During the course of run of the train being driven by him, the Loco Pilot shall switch “ON” the flasher light and dim the head light on all or any such occurrences as stipulated hereunder

(A) Sudden jerk with drag and/or drop in air pressure or vacuum of the train

(B) Sudden increase in air flow indicator reading;

(C) Train parting/derailment of the train; and

(D) Any situation warranting protection of the adjoining track

(II) In case of an accident or if assistance has been asked for, the Loco Pilot shall in all cases switch ‘ON’ the flasher light and dim the head light at once and show a danger signal to the front and shall protect the adjacent line in front in the manner prescribed in clause (i) above either by going himself or by sending Assistant Loco Pilot or some other competent person;

The Guard shall himself first immediately proceed ahead to assist and ensure protection of the adjacent line in front in the manner prescribed in clause (i) above and if a competent person is available send him to protect the train in the rear in the manner prescribed in clause (i) above.

In case it is not known whether the adjacent line is obstructed or not, the Loco Pilot shall take action to protect the adjacent line in the manner prescribed in clause (i) above. The Guard shall confirm from the Loco Pilot on the available means of communication for protection of train of the adjacent line as mentioned above and proceed towards the locomotive watching the train carefully. If the Guard finds that the adjacent line 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 the Loco Pilot, go back to protect the train in the rear in the manner prescribed in clause (i) above, if he has not already sent another competent person for the purpose

(iii) On a multiple line section with uni-directional traffic on the nominated lines, -

(a) As soon as the Loco Pilot comes to know that:-

(I) During the course of run of the train being driven by him the Loco Pilot shall switch “ON” the flasher light and dim the head light on all or any such occurrences as stipulated hereunder

(A) sudden jerk with drag and/or drop in air pressure or vacuum of the train;

(B) Sudden increase in air flow indicator reading

(C) Train parting/derailment of the train; and

(D) Any situation warranting protection of the adjoining track

(II) In case of an accident or if assistance has been asked for, the Loco Pilot shall in all cases switch “ON” the flasher light and dim the head light at once and show a danger signal to the front and he shall at once take action to protect the adjacent line or lines in the manner prescribed in clause (i) above

(b) As soon as the Guard comes to know that the train has met with an accident, he shall at once protect such adjacent line or lines in the manner prescribed in clause (i) above

When it is obvious that an adjacent line on which trains normally run in the opposite direction is observed or when it is not known whether any such line is obstructed or not, the Loco Pilot shall at once take action to protect the adjacent line or lines in the manner prescribed in clause (ii) above

If it is obvious that an adjacent line on which the trains normally run in the direction of the affected train is obstructed or when it is not known whether any such line is obstructed or not, the Guard shall immediately protect such adjacent line or lines in the manner prescribed in clause (i) above. If it is obvious that an adjacent line or lines on which trains normally run in the opposite direction is obstructed and no line on which trains run in the direction of the affected train is obstructed, he shall proceed ahead to assist and ensure protection of the adjacent line or lines on which trains run in the direction as per clause (ii) above. If, in addition, to the line on which trains run in the direction of the affected train any other line on which trains normally run in the opposite direction is

also obstructed, the primary duty of the Guard shall be to protect the line on which trains normally run in the direction of the affected train, in the rear, in the manner prescribed in clause (i) above. Only after taking this action, he shall proceed ahead to assist and ensure protection of the obstructed adjacent line or lines in front on which trains normally run in the opposite direction.

(iv) On section where trains on the adjacent line/lines run in both the directions: -

Unless it is obvious that no adjacent line is obstructed, the loco pilot shall protect the adjacent line/lines in front and the guard shall protect adjacent line/lines in the rear in the manner prescribed in clause(i) above. Only after taking this action shall the guard proceed ahead to assist and ensure protection of the adjacent line/lines in front.

(v) Protection of line on which the affected train is standing on section of double/multiple lines:

Only after protecting the adjacent line/lines in the manner prescribed in clauses(ii), (iii) and (iv) above shall the action be taken to protect the line on which the affected train is standing both in front and in the rear.

(vi) Action to locate and remove the cause of stoppage:

Action to locate and rectify any defect either in the engine or a vehicle or to remove any other obstruction which might have caused the stoppage shall be taken, if practicable, only after having assured that the train has been protected properly in accordance with the procedure laid down above.

(vii) Removal of protection from adjacent lines:

If subsequently, the adjacent line/lines are found to be free of obstruction, the protection may be removed except where it is desired to stop an approaching train to obtain assistance.

2 (i) In the case of a train without a guard, the duties of the guard as laid down in this rule, shall devolve on the loco pilot or on a railway servant deputed by him.

(ii) in the event of any disability of the loco pilot, the duties devolving on the loco pilot, as laid down in these rules, shall devolve on the guard or on a railway servant deputed by him.

SR. 6.03.01.— (a) When train is stopped between stations on account of accident, failure obstruction or other exceptional cause and the Loco Pilot

finds that his train cannot proceed, he shall immediately switch 'ON' the Flasher-light, if provided, on his engine and switch off the head light to attract the attention of the Loco Pilot of a train approaching from the opposite direction and sound four short whistles repeatedly to apprise the Guard of his inability to proceed and display red flag by day
and red light by night or in thick or foggy weather when visibility is impaired.

(b) On hearing the engine whistle mentioned above, Guard shall acknowledge it by waving a red hand signal up and down vertically, which shall be understood to mean. "I am aware that you cannot proceed and I am now going back to protect the train." The Loco Pilot shall acknowledge the Guard's signal by a long whistle. By day, the Guard shall then secure a red flag to the side lamp bracket or to the handrail of the brake-van which can easily be seen by the Loco Pilot. At night, he shall reverse his brake van side-lamp where provided under GR 4.15 (1) (a), as an additional indication to the Loco Pilot. The Guard shall also ensure that during day the tail board is in position and at night the Tail lamp and the side lamps, where provided are burning brightly. The Guard & Loco Pilot shall also take action for protection of line per GR 6.03 without any loss of time.

(c) When an accident occurs on a section having two or more parallel running lines and the protection as per GR 6.03 cannot be complied with for any reason, the following action shall be taken, in addition to observance of stipulation contained in para (a) & (b) above.

(i) The loco pilot/Asst. Loco pilot of the disabled train shall give a continuous series of short sharp whistles which he shall continue to sound until the approaching train on the adjacent line has been brought to a stand. In addition, the Guard and loco pilot shall exhibit stop hand signals towards the approaching train.

(ii) At night or when visibility is not clear, the Guard and the Loco Pilot shall immediately light up and hold aloft a **Warning signal(red flashing hand signal lamp at night or a red flag during day)** so as to be clearly visible to the Loco Pilot of an approaching train.

Note :– The Guard & Loco Pilot working trains on single line ghat section must use the **Warning signal** also at night or when visibility is not clear, to protect the train.

(d) The flasher light shall be switched off and actions as mentioned in sub-rule (c) (i) & (ii) above shall not be considered necessary, only when the Loco Pilot & Guard have satisfied themselves that their train is in a position to proceed or that the adjacent line(s) is/are free from all obstruction and it is not necessary to stop any approaching train to obtain assistance.

(e) When the Loco Pilot of any approaching train sees the flasher light or the light of **Warning signal** or hears the danger whistle code as contained in SR 4.50.01 (16), he shall at once stop his train, take all precautions as

contained in GR 3.78 (2) and shall also render all possible assistance to the affected train as required.

(f) If the Guard or the Railway servant so deputed is recalled by the Loco Pilot by sounding a long continuous whistle, he shall return after complying with GR 6.03 (1) (i) (f) and remove the red flag which he fixed on the brake-van or put back the side lamp where provided, to its
normal position, and give starting signal to the Loco Pilot. The Loco Pilot shall not start the train until he has received from the Guard, the signal to start and on starting, shall exchange hand signal with him. If due to curvature, obstruction or any other cause the visibility is impaired and it is not possible to exchange signals, the Loco Pilot shall start the train on getting verbal permission from the Guard through his Assistant loco pilot.

(g) EMU Trains :– When an EMU train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and it cannot proceed, the Motorman and Guard of the train shall take all the relevant precautions as contained in para(a), (b), (c), (d), (e) (f) above, However, the Motorman shall sound the bell four times instead of sounding the whistle and the Guard shall acknowledge it by ringing the bell four times. The Motorman must repeat the bell signal till it is acknowledged, and should it is not be acknowledged within a reasonable time the Motorman must make efforts to contact with the Guard with the assistance of person(s) available. The Guard shall be responsible for immediate switching ON of the Flasher-light in rear and also for switching it 'off' when it is no longer required in terms of para (d) above.

The description of the Warning signal, its use, knowledge and possession is given in GR 3.65 to 3.67.

6.04. Trains unusually delayed.–

(1) If a train carrying passengers does not arrive within 10 minutes or if a goods train does not arrive within 20 minutes after allowing for its normal running time from the station in rear, the Station Master at the station in advance shall immediately advise the station in rear and the Control of this fact. Thereafter on double or multiple lines, the Station Masters at either end of the block section shall immediately stop all trains proceeding into the block section on adjacent line or lines in either direction and warn the Loco Pilots and guards of such trains by issue of suitable caution orders and shall also ascertain the whereabouts and the condition of the delayed train.

(2) The action mentioned above shall be taken earlier, should the circumstances so require.

SR. 6.04.01.– The following procedure shall be adopted in the event of a train being detained between two block stations.

(i) In addition to the action taken by the Station Master as stipulated in GR 6.04 each of them shall arrange to send one railway servant out into the block section to collect information from the train crew about the whereabouts and condition of the train and nature of assistance, if any, required. The railway servant so deputed shall bring full particulars of the cause to the nearest Station Master who shall intimate the same to the Station Master at the other end of the block section and to the Section Controller simultaneously and then take action according to the circumstances of the case.

(ii) The Section Controller or the Deputy Chief Controller shall keep in constant touch with the situation and take such action as is necessary.

(iii) Guards and Loco Pilots are responsible for sending information promptly to the nearest station or to controller by using the field telephone or by any other means.

SR. 6.04.02.– In the event of a train coming to a stand on a gradient, owing to the inability of the engine to haul the train forward, the Loco Pilot shall, as a rule, divide his train, taking all the precautions as prescribed in GR 6.09(2) and (3) but, should the Loco Pilot finds that by pushing back he would be able to get over the gradient, he may do so, but shall take the following precautions :–

(a) On no account shall he push back till the Guard has been warned.

No pushing back shall, however, be done on sections provided with automatic signalling or Intermediate Block signalling except as provided in SR 3.75.04.

(b) After pushing back, the train shall not be moved forward until he receives a green signal from the Guard to do so, and the latter shall not give such signal until the train has come to a standstill. When moving forward, the Guard shall be ready to apply the brake in case of necessity.

(c) In the case of a train coming to a stop over the spring points (trailing direction) no backing is permitted unless the Station Master authorised such backing by the issue of a written memo after the points are set, clamped and padlocked for the running line. In all such cases the train shall be hand signalled by the Guard.

(d) (i) If for any reason, a train is brought to a stand for a period longer than 15 Minutes, the hand brakes of the locomotive shall be applied in addition to the application of vacuum/air brake etc. If such stoppage happens to be, of train having vehicles with roller bearings on a sections with a grade of 1 in 150 and steeper, and train having vehicles other than roller bearings on a section with a grade 1 in 100 and steeper, the following additional precautions shall be taken–

On trains carrying passengers, the guard shall apply hand brakes in the brake-van and sprags or wedges or scotch blocks as the case may be, to the wheels of two vehicles nearer on to the descending steep incline. On

goods trains, hand brakes of at least one-third of the wagons on the train or 10 wagons behind the engine and 5 wagons inside the brake van, whichever is more, shall be pinned down, in addition to the application of guard's hand brake in the brake van.

Special care shall be taken for the train with special type of wagons 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/re-charged, as the case may be, and the vacuum brake/air brake must be applied before the sprags or wedges or scotch blocks removed and/or hand-brakes released. Thereafter, the vacuum/air brakes may be released to start the train.

(iii) The Loco pilot himself or, on his direction, the Assistant Loco Pilot, shall be responsible for application and release of the hand brakes of wagons behind the engine. The guard shall be responsible for similar action in regard to the wagons inside the brake-van.

(iv) Considering the condition of brake power on train, the Loco Pilot may take additional precautions as mentioned in sub-rule (i) above, during the stoppage of his train on section flatter than 1 in 150 or 1 in 100 to avoid run away''.

6.05. Sending advice of accident or break down.–

If the engine is, for any reason unable to proceed, the Guard or in his absence the Loco Pilot, shall convey, by the most expeditious means, advice to the nearest station, stating the location, nature and cause of the accident and if assistance has been asked for, the train shall not be moved until such assistance arrives, provided that if the train is subsequently able to move, it may do so at walking pace, but not unless a competent railway servant has been sent with hand signals and detonators to protect the train, such railway servant keeping at least 400 meters in advance of the train, the other end of the train being protected in a similar manner.

SR. 6.05.01.– (1) If a train is stopped between stations on account of accident or breakdown or for any other reason, both the Guard and Loco Pilot of such train after protecting the train in accordance with GR 6.03 shall advise the Control office by means of portable control telephone set provided on the train. In case this is not possible due to any reason, a train passing on the other line should be stopped and given a written report for onward transmission to the next station. In other cases written report of the accident or breakdown should be sent through the Assistant Loco Pilot or the Asstt.

Guard duly signed by the Guard and/or Loco Pilot. On receipt of the Guard/Loco Pilot's message, the Station Master on duty shall, if the station is connected with control, relay the message through the Control phone to the Power Controller for necessary assistance. In case of non-controlled section, necessary telegram shall immediately be sent to the nearest Loco Foreman.

(2) (i) In the case of a train engine becoming disabled in midsection and if the Loco Pilot is of the opinion that the defect cannot be rectified in 30 minutes, he shall inform the Guard immediately of this fact so that intimation can be sent to the nearest station asking for relief engine/assistance.

(ii) If the Loco Pilot is of the opinion that the defect can be rectified within 30 minutes, but finds at the end of 30 minutes that he has been unable to do, he shall immediately inform the Guard so that
the nearest station can be informed asking for a relief engine/assistance.

(3) If before the arrival of the relief engine, the Loco Pilot finds that he is able to move his train, he may do so by following GR 6.05 strictly.

6.06. Train in a block section without authority to proceed.–

(1) When a Loco Pilot becomes aware in a block section that he does not have an authority to proceed or a proper authority to proceed, he shall immediately stop the train.

(2) The train shall be treated as an obstruction in the block section and protected as such, in accordance with Rule 6.03.

(3) The Guard, or in his absence the Loco Pilot, shall convey the report of the occurrence to the nearest block station by the most expeditious means and the train shall thereafter move only in accordance with the instructions which may be issued by the Station Master to whom the occurrence has been reported :

Provided that when a proper tangible authority to proceed is lost on the run, the Loco Pilot may proceed to the next station and report the occurrence to the Station Master.

SR. 6.06.01. (c/slip**123** added**)**

SR. 6.06.01:

I. Duties of Loco Pilot or Motorman

When a LP/MM, first becomes aware of the fact that he does not have an Authority to proceed while in the block section, following action shall be taken:

1. Loco Pilot shall stop the train immediately,
2. Loco Pilot shall sound the prescribed code of whistle repeatedly (0____0) one short one long one short, which shall be acknowledged by the Guard by waving red hand signal up and down.
3. Thereafter, the Guard and LP shall arrange to protect the train as per GR 6.03(1)(i) (g) and SRs there under.
4. Information may be sent on the portable telephone or any approved means of communications, if available, or by sending ALP or any other railway servant to the nearest station to obtain written permission or by sending information through the Guard /LP of train passing over the adjacent line with the request to send written permission through one of the staff.

II. Duties of SM :

1. The SM who receives such information on VHF or any other approved means of communication regarding the train entered into block sections without authority he shall at once inform the SM in advance and the Section controller. He shall issue a written authority, in consultation with the SM at the other end of the block section, to the LP of the train to go ahead to the next station or to push back to the station from where the train started, by issue of Caution Order.
2. **When a train enters after passing approach (C Class Stations) and or departure signals of a station and enters into the block section without Authority to proceed**, SM will immediately advise the station in advance by giving prescribed bell code Six pause Five on double line and Six pause Four on single line, on block phone saying Train running without Authority to proceed loudly.
   Section controller should also be advised and the gateman en-route should be informed to stop the train by showing red hand signal as far as possible.
3. **On electrified section,** the Traction Power Controller shall be either directly or through the section controller, under exchange of Private number informed immediately to switch off the OHE power of the affected section (if TPC phone is available) wherever necessary. In case, TPC has been directly informed first, Section controller has also to be informed subsequently. It is the foremost duty of the Section controller to repeat this to TPC when he gets such information first, without fail. On getting information, TPC will switch off the concerned section OHE immediately.
4. **Advance Station SM** in the train going direction will immediately ensure that all signals are in ON position and the route is set and locked for the clear line preferably main line, and arrange to place 3detenetors 10 meters apart as far away from the starter signal (between home and a starter) as possible. The train shall not be turned into dead end siding or derailed, unless it is necessary to do to avoid a

more serious accident. Vehicles which contain passengers or livestock must not be derailed in this manner.
See BWM paras 2.07 (13, 14 &15) and SR 4.42.02(d)/SR 17.09.01(5) (i) and SR 6.11.02 for detailed guidelines.

5. In the meantime, if train arrives and stops at or outside First Stop Signal of next station, reception of the train should be done as per rule. He can then arrange to remove detonators placed on the line before admission of the train on that line.

6. Till the vehicles or train reaches to next station or clears the block section affected both end block instruments shall be kept at "train on line" position and signals at ON of the line concerned.

III. **Duties of Guard**:

In case the LP fails to stop and runs through disregarding approach signal (in case of C-Class station) and or departure signals (in case of other stations), the station staff should try to attract the attention of the Guard. The guard on receiving danger signal from the station staff or gate man, will try to attract the attention of LP and stop the train as per GR 4.45.

6.07. Report of conditions likely to affect running of trains to Controller or Centralised Traffic Control Operator.–

(1) Loco Pilots, Guards and Station Masters shall advise the Controller or the Centralised Traffic Control Operator of any known conditions or unusual circumstances likely to affect the safe and proper working of trains.

(2) The Controller or the Centralised Traffic Control Operator, on becoming aware of such defect or failure, shall inform the same to the railway servant responsible for the maintenance of the equipment and other railway servant concerned.

USR. 6.07(1)- In the event of the Loco pilot and/or Guard experiencing any abnormal condition in the track over which his train has passed and he considers that the portion of the track over which his train has passed is detrimental for safe running of subsequent trains will take action as under:-

(a) Stop his train at next block station without clearing 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 by rail maintenance machine/tower wagon/light engine or in their absence a train accompanied by an engineering official with a caution order to the effect to stop dead sufficiently short of the expected portion of the track. The engineering official accompanying will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train. Advice the condition of the track and any restriction of speed to be imposed to the Station Master personally or through written memo which may be sent through the Loco pilot;

(e) in the absence of engineering officials, the train with a caution order instructing the Loco pilot to stop dead before the affected kilometers and after satisfying himself about the condition of the track pass over the track in question at 10 kilometers per hour or if he finds the line unsafe to pass, return to station in rear. If the Loco pilot is not able to detect any thing doubtful, subsequent trains shall be dispatched with a speed restriction of 10 kilometers per hour till the track is certified to be safe by engineering officials.

(f) if the condition as reported earlier is confirmed by the Loco pilot, no train movement shall be allowed till certified to be safe by engineering officials.

Note: In case the Guard of the train experiences any abnormal occurrence in the track while working his train, he must inform the Loco pilot of his train through Walkie-talkie or other available means of communication between the Loco pilot and the Guard about the occurrence, after which the Loco pilot shall take action as mentioned in USR 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.

USR. 6.07(2) - As soon as information of sabotage or likely sabotage, bomb blast explosion etc. to the track, bridges or other fixed installation is received, the Station Master who becomes aware of it, will stop movement of trains in the affected block section as well as on adjacent lines on double/multiple line sections and will take action as per USR 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.

USR. 6.07(3) - In the event of 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 Maser(s) concerned/control through the available means of communication, and concurrently;

(c) stop his train and proceed with danger hand signals to protect the line in question in terms of GR3.62;

(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 by communicating on Walkie talkie or other available means of communication and exhibiting danger hand signal;

(f) on arrival at the next station he shall inform the Station Master through a written memo about the occurrence;

(g) on receipt of such information the Station Master must take action as per USR 6.07(1) (c) to (f).

6.08. Train parting.–

(1) If any portion of a train should, while in motion, become detached–

(a) The Loco Pilot shall use his judgement to keep the front portion in motion, if possible, until the rear portion has been brought to a stand so as to avoid the chance of a collision between the two portions; and sound the prescribed code of whistle to inform the Guard of the parting.

(b) the Guard or Guards in the rear portion shall–

(i) do all they can to prevent a collision with the front portion, and

(ii) promptly apply their hand-brakes, where provided, and

(c) the Loco Pilot of a banking engine, if any, shall bring the rear portion to a stand and sound the prescribed code of whistle to attract the attention of the Loco Pilot in the front portion.

(2) As soon as the rear portion of a train has been brought to a stand, the Guard of the train shall protect that

portion in accordance with Rule 6.03 both in the front and the rear, and take steps to secure the vehicles in stationary position by pinning down hand brakes and wherever necessary and prescribed by special instructions by use to sprags and chains also.

(3) The Guard shall indicate the parting of the train, by waving in repeated motions a green flag by day, or a white light by night, up and down vertically as high and as low as possible.

(4) When both portions of a parted train are brought to a stand within sight of each other and it is possible and safe to couple them, the train shall be coupled with due caution under hand signals from the Guard provided necessary precautions have been taken to secure the rear portion in the manner described in sub-rule (2).

(5) If the Loco Pilot of the parted train has already reached the block station in advance before he could bring the front portion to a stop, he shall instantly warn the Station Master of the parting as also the railway servant in charge of a cabin, if passed on the way, and shall not give up the tangible authority to proceed, if any, till the block section is cleared of all the vehicles of his train.

(6) The duties of the Guard specified in this rule shall devolve on the Loco Pilot in the absence of the Guard.

SR. 6.08.01.– (i) If there is a banking engine in the rear of the train, the Loco Pilot of the banking engine shall arrange to protect the rear and the Guard shall protect the front portion of the train left in midsection. The vehicles shall not be moved till the train engine returns for them, or a relief engine arrives.

(ii) The Loco Pilot of the parted train shall warn the Guard by giving one long, one short, one long, one short whistle ‘‘___ 0 ___ 0’’. Similar whistle shall be given if the Loco Pilot of the parted train has already reached the Block station in advance before he could bring the front portion to a stop.

6.09. Portion of train left in a block section.–

(1) When a train stopped in a block section has to be divided in consequence of an accident or the inability of the engine to take the whole train forward, the Guard of the train shall immediately take steps to protect the rear portion of his train in accordance with Rule 6.03.

(2) If the engine is capable of proceeding either with or without vehicles, the Guard shall, after taking action as provided for in sub-rule (1) and before uncoupling, put down the brakes and shall, if necessary, otherwise carefully secure the rear portion of the train to ensure its remaining stationary.

(3) When the Guard has taken action as provided for in sub-rule (2), he shall give a written permission to the Loco Pilot to uncouple and proceed to the next station and may, if he thinks fit give him written instructions to return on the same line.

(4) On sections of the single line where token working is in force, the Loco Pilot shall, before leaving any portion of his train in a block section, hand over the token to the Guard from whom he shall obtain a written receipt. The Guard shall retain the token until the block section has been cleared of all vehicles of his train.

(5) At night or in thick, foggy or tempestuous weather impairing visibility, as soon as the engine, whether with or without vehicles is drawn forward, the Guard shall–

(a) Protect his train in the front also in accordance with rule 6.03, and

(b) Also see that a red light is shown on the front vehicle of the rear portion of the train.

(6) When the front portion of the train is taken forward, no tail lamp or tail board shall be placed on the rear vehicle of that portion of the train but the Guard shall give its number in full in the written permission referred to in sub-rule (3).

(7) On entering a station with the knowledge that the block section in rear is obstructed, the first duty of the Loco Pilot is instantly to warn the Station Master of this fact. If a cabin is passed on the way to the station, the railway servant in charge of the cabin shall also be informed of the fact.

(8) When, under written instructions referred to in

sub-rule (3), the engine is to be brought back, the Guard shall, until the arrival of the engine, continue to remain in rear of the portion of the train left in the block section and shall not permit a

following train, if any, to move any of the vehicles under his charge.

(9) (a) The Loco Pilot shall not bring his engine, with or without vehicles, back on the same line unless he has received written instructions under sub-rule (3) from the Guard to do so.

(b) In addition, on a multiple line section, the Loco Pilot shall also have a written authority from the Station Master, who shall ensure that no train is diverted on to or crossing the same line on that portion of the track over which the said Loco Pilot would be returning.

(c) The Station Master, before giving such written authority, shall obtain necessary assurances as prescribed by special instructions from the Station Master 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. 6.09.01.– (a) The Station Master shall verify the number of the last vehicle of the portion of the train brought by the Loco Pilot with the number mentioned by the Guard in the written permission mentioned sub-rule (3) of GR 6.09 to ensure that the portion brought by the Loco Pilot is complete.

(b) On Double line section provided with Lock and Block instruments and on Single line section provided with Token less Block Instruments, or when worked on paper line clear ticket, whenever a portion of a train has been brought (other than the last portion by which the Block section is clear), the Loco Pilot shall stop at the Home Signal while approaching the Block station ahead and shall constantly sound one long, one short, one long and one short whistle. The Station Master shall arrange to receive the portion of the train (except the last portion) by piloting in, keeping necessary signals at 'on'.

(c) For the purpose of sub-rule (7) of GR 6.09, it shall be necessary for the Loco Pilot to inform the person in charge of the cabin in writing. Signature of such person on the written permission issued by the Guard shall be sufficient for this purpose.

(d) In case where Guard's written permission to return has not been given under sub-rule (3) of GR 6.09, the Station Master shall follow the procedure as laid in SR 6.02.05.

(e) Guard's written permission as mentioned in sub rule (3) of GR 6.09 shall be in the prescribed form no T/609.

SR. 6.09.02.– The "Train out of Block section" report shall not be signalled to the Block station in rear unless the last portion of the train left in the section clears the block section and Guard's signature is obtained in the Complete Arrival Register.

6.10. Fire.–

(1) A railway servant noticing a fire, likely to result in loss of life or cause damage to property, shall take all possible steps to save life and property, to prevent it from spreading and to extinguish it.

(2) In case the fire is on or adjacent to any electrical equipment, the railway servant shall, if he is competent in handling electrical equipment and specially trained for the purpose, have the affected part immediately isolated from its source of supply of electrical energy.

(3) The occurrence of a fire shall, in every case, be reported to the nearest Station Master by the most expeditious means and the Station Master shall take such action as may be prescribed by special instructions.

SR. 6.10.01.– (a) The Station Master, on receipt of the information regarding a Fire accident shall intimate the nearest civil fire station and Divisional Security Officer.

(b) Guards and Loco Pilots on seeing a sleeper, or any other woodwork of the line on fire shall stop at once and extinguish the fire, taking care that it is done effectively, and that nothing is left to smoulder when they leave the spot. The nearest permanent way gang shall be advised of the occurrence and it shall be reported at the first station at which the train stops, unless, in the opinion of the train staff, there is reason to apprehend danger to a train in passing over the spot, in which case, the train shall be stopped at the first station and the matter reported. Further action shall be taken by the Station Master in accordance with SR 2.11.01 (d) (ii) & (iii).

(c) The train staff may obtain the assistance of any passer-by or adjacent villagers in case of emergency to obtain water, and assist in extinction of fire, and may pay or promise to pay fair remuneration for such services.

(d) Any other Railway staff noticing fire shall take all possible steps with available means to prevent it from spreading and to extinguish it.

SR. 6.10.02.– (a) In the event of a vehicle on a train being on fire, the train shall be stopped and the burning vehicle isolated, a distance of not less than 45 metres being left between it and the other vehicles of the train. The train shall be protected in accordance with GR 6.03, if not protected by fixed signals; every effort shall be made to extinguish the fire and to save the wagon labels, seals and the contents of the vehicle.

Earth or sand, if available shall also be used. In case the fire is discovered when the train is near a tank or a watering station, the Guard and Loco Pilot shall use their discretion to proceed there, but no such attempt shall be made until the portion of the train in rear of burning vehicle has been detached.

(b) In the case of fire occurring in a passenger train, the safety of the passengers shall be first attended to. In case of postal van every effort shall be made to save the mails.

(c) In an electrically fitted carriage, if the wood-work catches fire due to short circuit, the electric couplers at both ends shall be disconnected and the links from the battery fuse boxes removed.

(d) The fire appliances, available in the train and the engine shall be made use of in all cases where fire has broken out.

(e) The practice of keeping a lighted ‘Chula’ or Stove in a carriage is prohibited.

SR. 6.10.03.– (a) In the case of a fire on any part of any traction electrical equipment, the affected part shall first be completely isolated from the distribution system. If arcing continues due to feed from adjacent supply control posts, it shall be got interrupted either by remote or local operation of switches. The fire shall be extinguished by means of fire extinguishers provided. The Traction Power Controller shall be informed immediately of the nature of the fire and the extent to which it has affected supply.

(b) If any other person not specifically authorised notices a fire on or adjacent to traction electrical equipment he shall make no attempt to extinguish the fire but report the occurrence to the Traction Power Controller by means of emergency telephone or to the nearest Station Master. In the event of a Gang man noticing fire on or adjacent to traction electrical equipment he shall inform any passing train or trolly. If there be more than one gang man, the occurrence shall be reported to the
Station Master on either side.

(c) The Station Master on receipt of such information shall immediately inform the Traction Power Controller who shall arrange for isolation of the affected portion of the equipment and for extinguishing the fire.

SR. 6.10.04.– (a) In the event of fire on an electric engine, the Loco Pilot shall immediately switch off the circuit breaker and lower the pantograph. The train shall then be brought to a stand at once.

(b) After disconnecting the electric supply to the affected circuits, the Loco Pilot shall take necessary action to put out the fire.

(c) If fire cannot be extinguished by the above means the Loco Pilot shall advise the Traction Power Controller through the emergency telephone to arrange for the affected section of the overhead equipment to be made dead.

(d) The Guard and any other staff available shall render all possible assistance to the Loco Pilot in putting out the fire.

(e) Fire extinguishers of an approved type for use on electrical fire shall be provided on each electric engine/train and the Loco Pilot shall make himself familiar with the location and use of these extinguishers. During the periodical inspection of a locomotive the extinguishers shall be examined by the locomotive inspecting staff.

SR. 6.10.05.– (a) Ordinary Fire extinguishers or water from a hose pipe shall on no account be used to extinguish fire on live wire or electrical equipment. If the services of the fire brigade are required, the brigade shall not be allowed to commence operations until all electrical equipment in the vicinity of the fire have been made dead.

(b) Fire extinguishers which have been used shall be replaced or recharged with least delay.

(c) Sand bins are provided at Supply Control Posts, stations and signal cabins. The supervising official in-charge shall see that the sand is kept dry and clean and is not used for any other purpose.

6.11. Vehicles escaping from station. – If any vehicle escapes from a station, the Station Master shall take immediate steps to warn the other stations or persons concerned, as far as practicable, to prevent an accident.

SR. 6.11.01.– (a) The Station Master shall advice the station in the direction in which the vehicle has escaped, to take measures to stop the run-away vehicle. In cases, when a vehicle has attained a high speed the Station Master may stop it by taking means to derail it, vehicle which contains passengers or live-stock must not be derailed in this manner.

- (b) See Block Working Manual also para 2.07 (13) (14) (15).

SR. 6.11.02 (a): Precautions and preventions while vehicles (not containing passengers or live stock) escaped from station **(**c/slip **123** added**)**

a) SM to immediately advise the station in the direction in which the vehicle(s) has escaped by sending the prescribed signals on the block instruments, where provided and also advise him on the telephone / block phone.

b) Both the SMs shall immediately place signals at ON relating to the block section into which the vehicle(s) has escaped and maintain them in this position until they have satisfied themselves that the block section is clear.

c) On double line sections, if the vehicle(s) has escaped on the wrong line, stop trains proceeding in the direction on the right line, until it has been ascertained that the escaped vehicle(s) is not the fouling the adjacent line.

d) The SM of the station towards which the escaped vehicle(s) is travelling shall make every endeavor to stop it by covering the rails heavily with sand earth or small stones for as great a distance as possible. If he does not succeed in this attempt, he shall try to divert the vehicle into clear loop or siding. Alternatively, the vehicle(s) may be permitted to run through the next station provided the block section in advance is clear and is not on a falling gradient. Next station should be advised immediately and the vehicle running away signal must be given to the station ahead.

e) The vehicle may as a last resort, be derailed by placing a sleeper or other obstacle on the line.

SR. 6.11.02 (b): Precautions and preventions while vehicles (containing passengers) escaped from station.

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 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 stations ahead. See BWM paras 2.07 (13, 14 &15) and SR 4.42.02(d)/SR/SR6.11.01/02 (a) & 17.09.01(5) (i) for broad guidelines.

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Chapter- VI
Accidents and Unusual Occurrences

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CHAPTER VII

SYSTEMS OF WORKING

7.01. Systems of working –

(1) All trains working between stations shall be worked on one of the following systems, namely: –

(a) The Absolute Block System.

(b) The Automatic Block System,

(c) The Following Trains System,

(d) The Pilot Guard System,

(e) The Train-staff and Ticket System, or

(f) The One Train Only System.

(2) The Absolute Block and the Automatic Block Systems alone shall be used on every railway, except any railway or portion of a railway on which the use of any other system of working mentioned in sub-rule (1) may be sanctioned under special instructions subject to the conditions applicable to each system as described in these rules.

SR 7.01.01.–The Absolute Block System is in force in this railway in all sections, except the following– (SR updated data based on information by divisions after issuing of c/slip 135, under permission of authorized officer).

Section	System of working in force
a) Ranchi Division	
i) Ranchi- Namkom-Tatisilvai – (UP & DN directions)-	Automatic block system
b) Kharagpur Division	
i) Tikiapara-Santragachi- 4 lines (Quadruple) Section-	Automatic block section
ii) Santragachi-Kharagpur- 3 lines (Triple) Section-	Automatic block section
iii) Bhanjpur-Bangriposi-	One train only system

c) ADRA Division

i) Bowaichandi-Masagram –	One train only system

d) Chakradharpur Division

i) Tata –Adityapur- Double line	Automatic block system
ii) Adityapur-Rajkharsawan -3 lines (Triple)	Automatic block system
iii) Chandil-Sini- Double line	Automatic block system
iv) Aunlajhari-Badampahar -	One train only system
v) Aunlajhari-Gorumahisani-	One train only system

The following may be added as a new SR below SR.7.01.01:

SR.7.01.02: Twin Single line working is in force in the following sections of the Railway under Absolute Block system:

i) Govindpur Road-Karra- } (RNC Division)
ii) Balsiring-Lodhma }

iii) Kharagpur-Gokulpur-Midnapur- } (KGP Division)
iv) Santragachi-Shalimar } (KGP Division)
v) Kharagpur-Hijli-Kharagpur (via Up Joint line and via Departure Yard Dn Joint line)

vi) Sudamdih-Bhowrah, }
vii) Radhagaon-A cabin of Bokaro steel city, }
viii) Tupkadih-Rajabera } (ADA Division)

ix) Barbil-Barajamda } (CKP Division)
x) Manoharpur-Goilkera – 3lines (joint line-1 (Dn), Joint line-2 (Up), Joint line 3 (3rd line) } (CKP division)

7.02. Applicability of General Rules referring to the working of signals and trains– All rules referring to the working of signals and trains also apply to the systems of working detailed in these rules, except where otherwise provided.

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CHAPTER VIII

THE ABSOLUTE BLOCK SYSTEM

A. Essentials

8.01. Essentials of the Absolute Block System. —

(1) Where trains are worked on the Absolute Block System.

(a) no train shall be allowed to leave a block station unless Line Clear has been received from the block station in advance, and

(b) on double lines such Line Clear shall not be given unless the line is clear, not only 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 ;

(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) and (c) of sub-rule (1) shall not be less than—

(a) 400 meters in case of two-aspect lower quadrant signaling or two-aspect colour light signaling and

(b) 180 meters in case of multiple-aspect signaling or modified lower quadrant signaling.

B. Conditions for granting Line Clear

8.02. Conditions for granting Line Clear at a class ‘A’ station. —

At a class ‘A’ station on single line or double line, the line shall not be considered, clear and line clear shall not be given, unless -

(a) the whole of the last preceding train has arrived complete;

(b) all signals have been put back to’ ON’ behind the said train;

(c) the line on which it is intended to receive the incoming train is clear 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 inside the outermost facing points or the Block Section Limit Board, if any.

(b) all necessary signals have been put back to ‘ON’ behind the said train; and

(c) the line is clear-

(i) at stations equipped with two-aspect signaling-up to the Home signal, or

(ii) at stations equipped with multiple-aspect signaling or modified lower quadrant signaling-up to 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 signaling-up to the Shunting Limit Board or Advanced Starter (if any) at that end of the station nearest to the expected train.
or
up to the Home signal if there is no Shunting Limit Board Advanced Starter,
or
up to the outermost facing points if there is no Shunting Limit Board or Advanced Starter or Home signal;

(ii) at stations equipped with multiple-aspect signaling or modified lower quadrant signaling-

Up to the Shunting Limit Board or Advanced Starter (if any) at the end of the station nearest to the expected train,
or
up to the outermost facing points if there is no Shunting Limit Board or Advanced Starter.

Note.— At a class 'B' single line station, this rule does not forbid direct reception of a train from one side, when Line Clear has been given to the block station on the other side provided the distance between the Home signal and outermost facing points in multiple -aspect signaling, or modified lower quadrant signaling is not less than the sum-total of the adequate distances prescribed in Rule 8.01in regard to conditions for granting Line Clear and Rule 3.40 in regard to conditions for taking 'OFF' Home signal for the admission of a train even where Shunting Limit Boards or Advanced Starters have not been provided as prescribed in sub- rule (1) of Rule 3.32.

See illustrative diagrams of GR 8.16 (Pages _____ to _____)

8.04. Conditions for granting Line Clear at a class 'C' station, — At a Class 'C' station on single line or double line in two-aspect, multiple-aspect or modified lower quadrant signaling the line shall not be considered clear and Line clear shall not be given, unless—

(a) The whole of the last preceding train has passed complete at least 400 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 station at the other end.

C. Obstruction-Double Line

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

(1) Class 'A' station—When Line Clear has been given no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, up to the Starter pertaining to the said line.

(2) Class 'B' station-When Line Clear has been given, no obstruction shall be permitted outside the station section but shunting within the station section may go on continuously, provided the necessary signals are kept at' ON'.

(3) When signals have been taken 'OFF' for an incoming train on to a line which is not isolated no shunting movement shall be carried on towards the points over which the incoming train will pass.

SR. 8.05.01.-- Shunting at a station after taking off signals for an incoming train on to a line which is isolated in accordance with GR 4.11 may be prohibited or restricted in the Station Working Rules, keeping in view the local conditions.

8.06. Obstruction on double line in the block section. -

(1) When Line Clear has been given, no obstruction shall be permitted in the block section in rear.

(2) Shunting or obstruction for any other purpose shall not be permitted in the block section in rear unless it is clear and is blocked back.

(3) Shunting or obstruction for any other purpose shall not be permitted in the block section in advance unless it is clear and is blocked forward:

Provided that when the block section in advance is occupied by a train traveling away from the station, shunting or obstruction may be permitted behind the train under special instructions taking into consideration the speed, weight and brake power of trains and the gradients on the section, and as soon as intimation has been received that the train has arrived at the block station in advance the line shall be blocked forward if it is still obstructed.

NOTE- See Rule 8.14 also.

SR. 8.06.01.--Special instructions referred to in GR 8.06(3) shall be incorporated in the Station Working Rules.

D. Obstruction -Single Line

D. 1. Class 'A' Stations

8.07. Obstruction on single line at 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, up to the Starter which controls the train.

8.08. Obstructing the block section at a class 'A' station on single line. — The block section shall not be obstructed for shunting purposes, unless -

(a) the Station Master has received Line Clear from the Station Master at the other end of the block section, or

(b) the block section is blocked back, or

(c) is occupied by a train traveling away from the block station at which the shunting is to be performed which shunting may be permitted under special instructions taking into consideration the speed, weight and brake power of trains and

the gradient on the section. As soon as intimation has been received that the train has arrived, the block section shall be blocked back, and

(d) the Loco pilot or other person in charge of the shunting operations has received distinct orders from the Station Master to shunt in a manner directed by special instructions.

SR. 8.08.01.—Special instructions shall be incorporated in the Station Working Rules.

D.2 Class 'B' Stations

8.09. Obstruction in face of an approaching train at a class 'B' station on single line.- The line outside the Home signal in two-aspect signaling territory or outermost facing points in multiple-aspect or modified lower quadrant signaling territory in the direction of a train for which Line Clear has been given, shall only be obstructed when a Shunting Limit Board or an Advanced Starter is provided and under special instructions which take into consideration the speed, weight and brake power of trains, the gradients , the position of the first Stop signal and the distance from which that signal can be seen by the Loco pilot of an approaching train.

SR. 8.09.01.--Special instruction shall be incorporated in the Station working Rules.

SR. 8.09.02.--(a) At 'B' class stations where shunting Limit Boards or Advanced Starters are provided, shunting in face of an approaching train is permitted under the three following conditions namely: -

(i) That at such station shunting has been authorised by the Divisional Safety officer.

(ii) The shunting can be completed within the period of time fixed by the Divisional Safety Officer as the limit up to which shunting may be performed after "Line Clear" has been given for a train. Once this limit of time is reached shunting shall be stopped whether the train due to arrive is in sight or not.

(iii) That shutting is performed between the limits of the Shunting Limit Board or Advanced Starters.

(b) (i) Before commencing such shunting, Station Masters and Guards must consider whether the shunting can be performed in such a way as to avoid doing it in the face of an approaching train.

(ii) Provisions in the Station Working Rules permitting such shunting operation shall take into consideration the gradient within Station Limits, and leading out of Station Limits, but under no circumstances shall such permission be granted where the following conditions exist: -

(a) If a falling grade within a station yard is steeper than 1 in 400 and is followed up to and beyond the Station Limit by a falling gradient steeper than 1 in 400.

(b) If a gradient in a station yard (whether falling or rising) is flatter than 1 in 400 and is followed by a falling grade steeper than 1 in 260 starting from a point at a distance less than 240 meters from the limits of the Station Yard.

NOTE: - For purpose of this rule a motor trolly shall not be treated as a train.

8.10. Obstruction within station section at a class 'B' Station on single line. —

(1) If the necessary signals are kept at' ON' shunting may be carried on within the station section, provided the provisions of Rule 8.09 are complied with for shunting up to Shunting Limit Board or Advanced Starter, where provided.

(2) When signals have been taken' off' for an incoming train on to line which is not isolated, no shunting movement shall be carried on towards the points over which the incoming train will pass.

8.11. Obstruction outside station section at a class 'B' single line station equipped with two- aspect signals. - The line outside the station section and up to the outer signal shall not be obstructed unless a railway servant specially appointed in this behalf by the Station Master is in charge of the operations, and unless —

(a) The block section into which the shunting is to take place is clear of an approaching train and all relevant and necessary signals are at 'ON' position, or

(b) If an approaching train has arrived at the Outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stand at the signal:

Provided that the line shall not be obstructed under clause (b) in thick, foggy or, tempestuous weather impairing visibility, or in any case unless authorised by special instructions.

SR. 8.11.01.—Special instructions shall be incorporated in the Station Working Rules.

8.12. Obstruction outside station section at class 'B' single line station equipped with manually operated multiple aspect signals. — The line outside the station section and up to 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.

SR. 8.14.01.-- The procedure of Block back and Block forward are prescribed in the Block Working Manual.

8.15. Authority for shunting or obstruction in block section. — While permitting shunting or obstruction in the block section, the Loco pilot shall be given authority for shunting in the block

section as prescribed under special instructions which authority may be. —

(a) either a shunting arm of prescribed size and design on the same post as under the last Stop signal, or

(b) a token of prescribed design, or

(c) a written permission to shunt.

SR. 8.15.01.-- (a) The authority for shunting in block section shall be in the prescribed form T-806 except as mentioned in sub-rule(b).

(b) At stations provided with Token less single line Block Instrument, the authority of shunting in block section shall be the 'OCC key' or 'SKB' (SH key-new key in Daido) as the case may be except that when permitting shunting in terms of Rule 8.11 (b) the authority shall be as indicated in sub-rule(c) below.

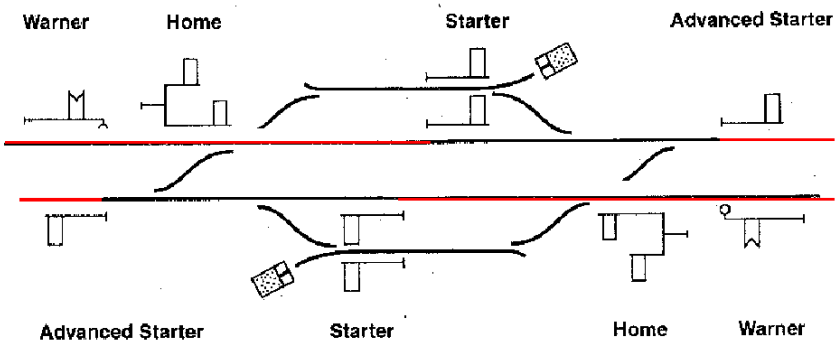
(c) Whenever shunting is allowed in terms of GR 8.11,8.12. and under provision to GR 8.06.(3) i.e., rear of a traveling away train, the circumstances under which such shunting is allowed shall be endorsed on the prescribed form T-806.

(d) Whenever the authority mentioned in sub-rule (a) is issued after block back or block forward in terms of GR 8.06 (2) , 8.13 and 8.06 (3) . the private Number received from the Station Master at the other end of the concerned section, shall be recorded on it.

8.16. Illustrative diagrams. — Class 'A', 'B' and 'C' stations on single line and double line are illustrated in the following diagrams, which are not drawn to scale.

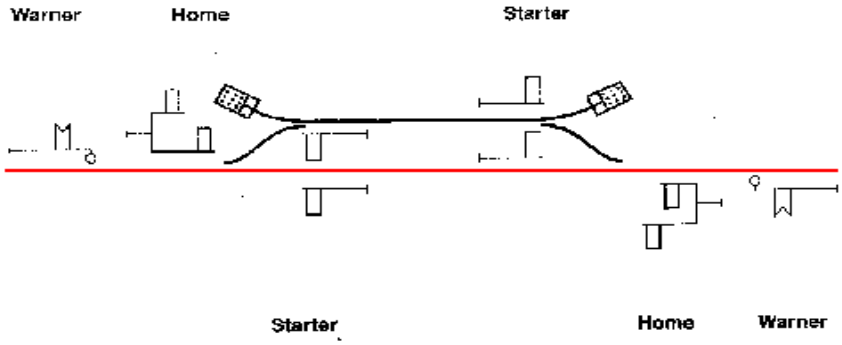
Chapter- VIII
The Absolute Block System

Class 'A' Double line station in two-aspect signalling territory with Warner, Home. Starter and Advanced Starter signals



Block section

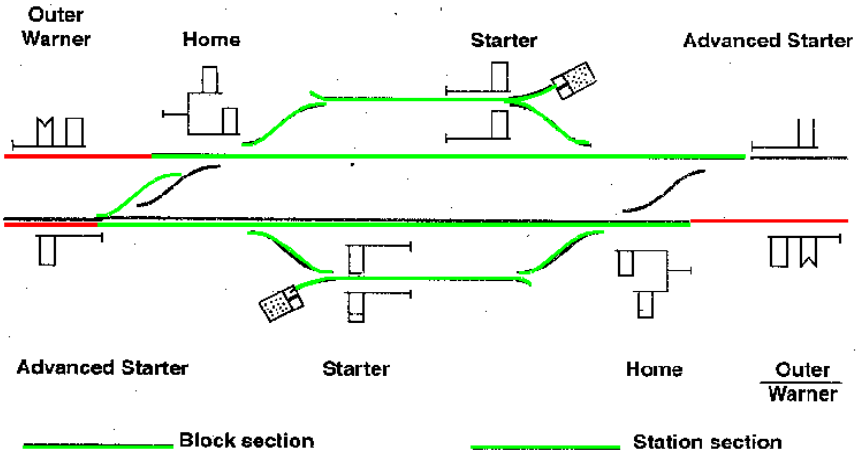
Class 'A' Single line station in two-aspect signalling territory with Warner, Home and Starter signals



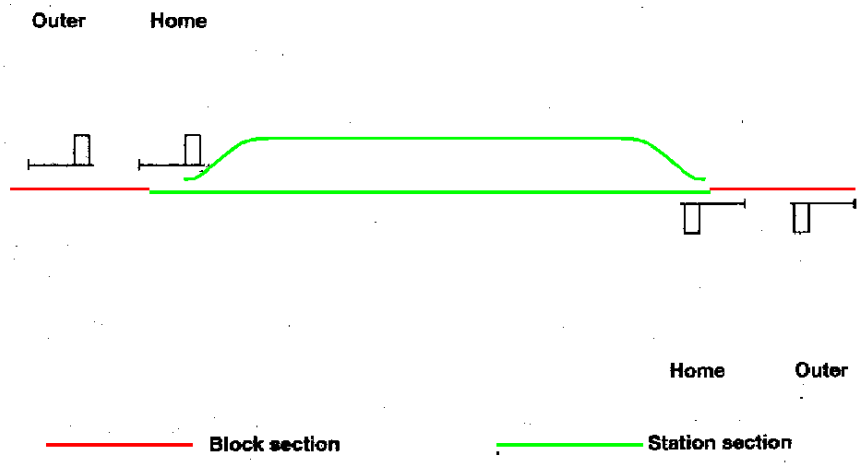
Block section

Chapter- VIII
The Absolute Block System

Class 'B' Double line station in two-aspect signalling territory with Warner, Outer. Home, Starter and Advanced Starter signals

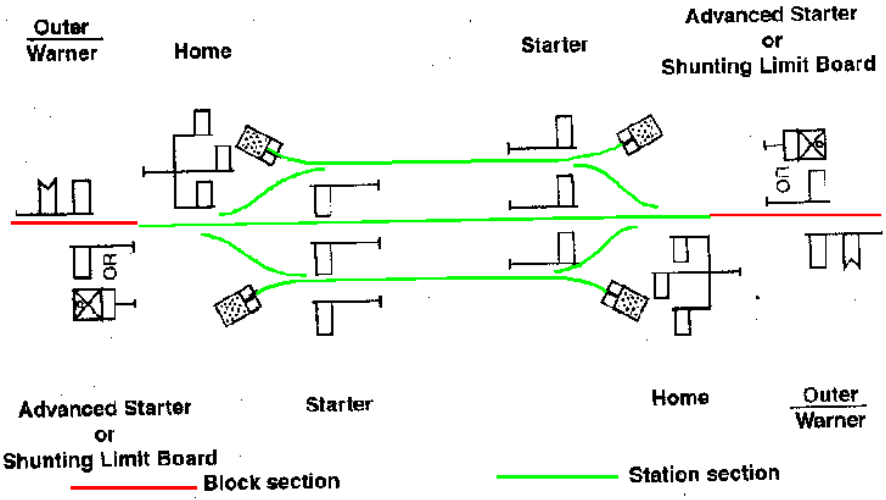


Class 'B' Single line station in two-aspect signalling territory with Outer and Home signals

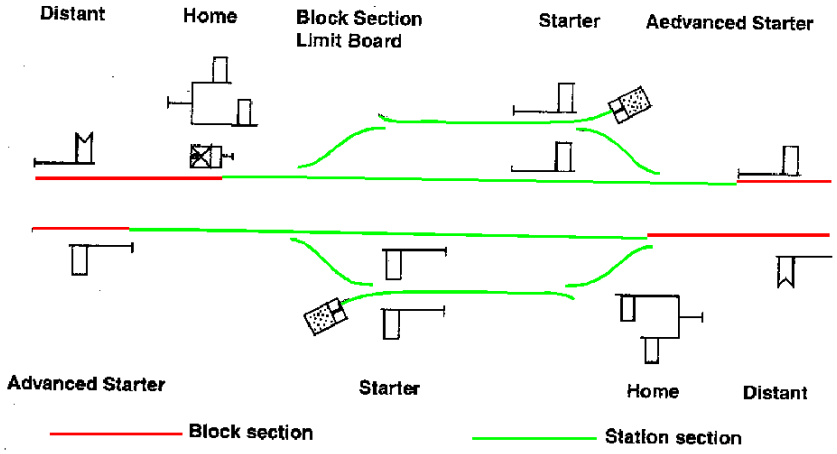


Chapter- VIII
The Absolute Block System

Class 'B' Single line station in two-aspect signalling territory with Warner, Outer, Home, Starter and Advaned Starter signals/Shunting Limit Boards

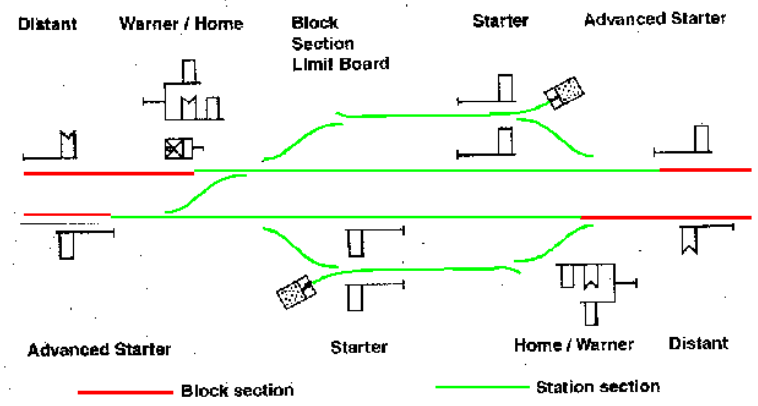


Class 'B' Double line station in multiple-aspect signalling territory with Distant. Home, Starter, Advanced Starter signals and Block Section Limit Board

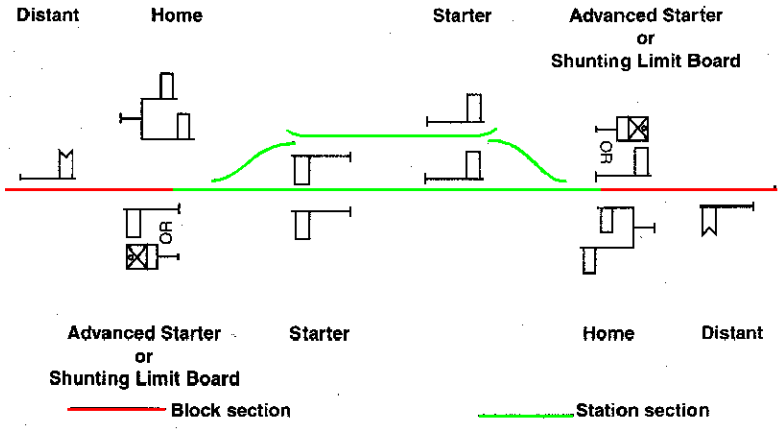


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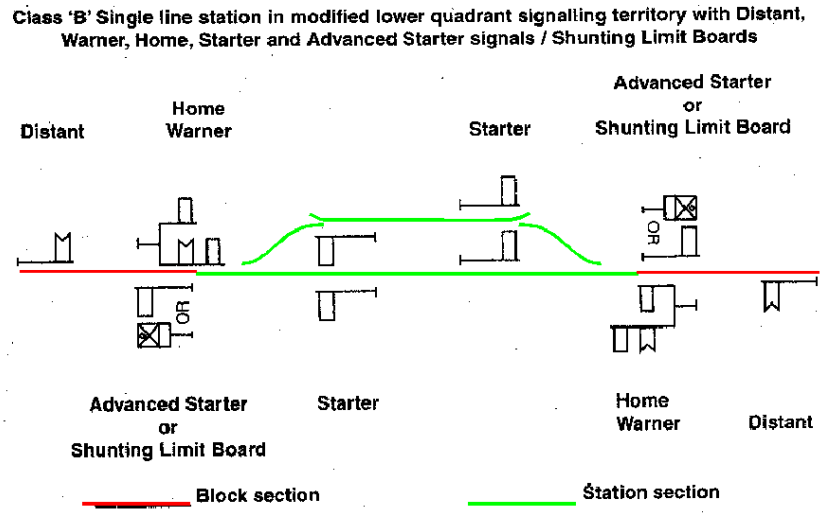
Class 'B' Double line station in modified lower quadrant signalling territory with Distant, Warner, Home, Starter, Advanced Starter signals and Block Section Limit Board

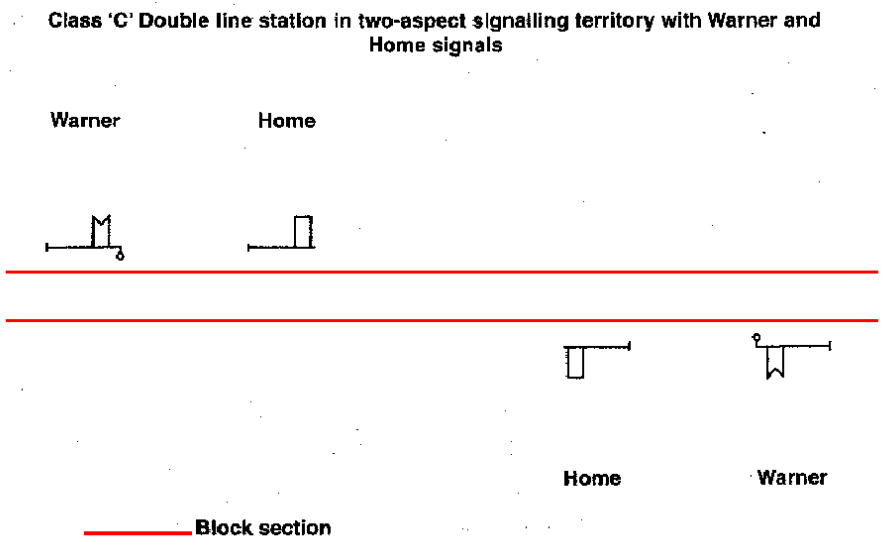


Class 'B' Single line station in multiple-aspect signalling territory with Distant, Home, Starter and Advanced Starter Signals / Shunting Limit Boards



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The Absolute Block System

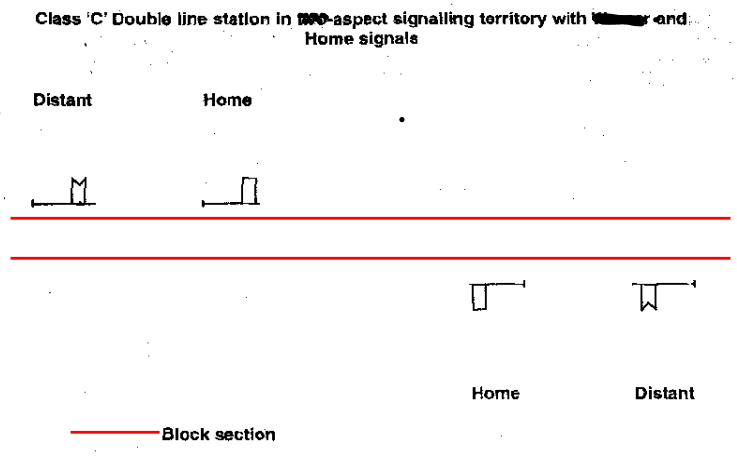




C class double line station in multi aspect with distant & home

multi distant

Chapter- VIII
The Absolute Block System



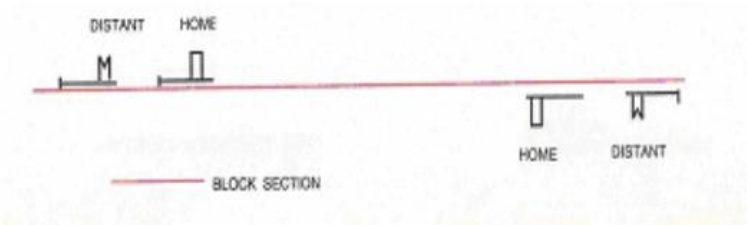
C class single line station in two aspect with warner and home signals: -

Chapter- VIII
The Absolute Block System

Class 'C' Single line station in Two-aspect signalling territory with Waner and Home signals

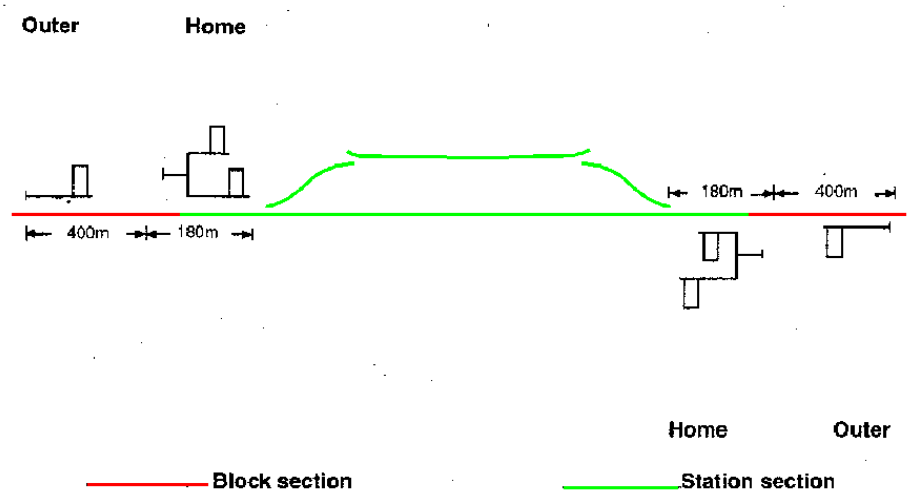


Class 'C' Single line station in Multiple-aspect signalling territory with Distant and Home signals

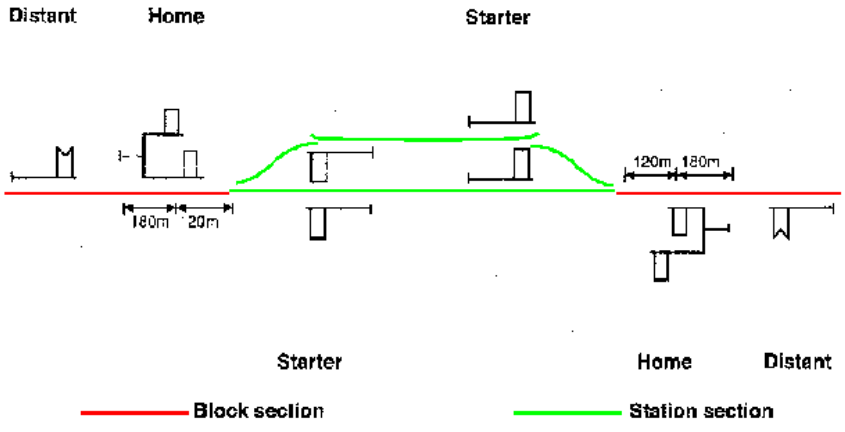


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The Absolute Block System

Class 'B' Single line station in two-aspect signalling territory with Outer and Home signals
(Note to Rule 8.03 refers)



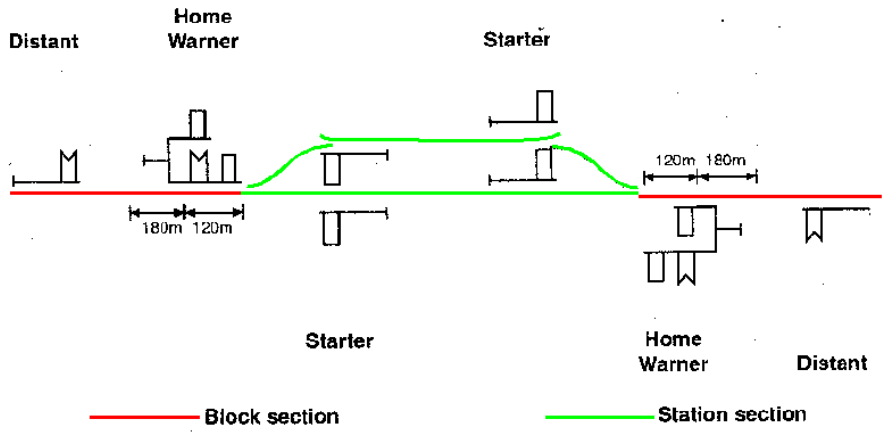
Class 'B' Single line station In multiple-aspect signalling territory with Distant. Home and Starter signals
(Note to Rule 8.03 refers)



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The Absolute Block System

Class 'B' Single line station in modified lower quadrant signalling territory with Distant, Warner, Home and Starter signals

(Note to Rule 8.03 refers)



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CHAPTER IX

THE AUTOMATIC BLOCK SYSTEM

A. Rules applicable to Double Line

9.01. Essentials of the Automatic Block System on Double Line.—

(1) Where trains on a double line are worked on the Automatic Block System.—

(a) The line shall be provided with continuous track circuiting or axle counters,

(b) The line between two adjacent block stations may, when required be divided into a series of automatic block 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 on ‘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 meters.

"(3) (a) under special instructions, one of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as modified semi-automatic stop signal;

(b) the mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both the ends;

c) Advanced starter signal of the station in rear shall be interlocked with the 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 the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;

(e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);

(f) during normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

(4) (a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;

(b) the Station Master of the station ahead may authorise the Loco Pilot to pass the mid-section modified semi-automatic

stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

(c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour 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 semiautomatic 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** kilometers an hour. Under these circumstances, the Loco Pilot, when not accompanied by an Assistant Loco Pilot, or if he considers necessary even

otherwise, may seek the assistance of the Guard by giving the prescribed Code of whistle.

(4) When so sent for by the Loco Pilot, the Guard shall accompany him on the engine cab, before he moves forward, to assist the Loco pilot in keeping a sharp look-out.

(5) When an Automatic Stop signal has been passed at 'ON', the Loco pilot shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'OFF', the Loco pilot shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously up to that signal and shall act upon its indication only after he has reached it.

SR. 9.02.01. – (a) When a Loco pilot finds an Automatic Stop signal with an 'A' Marker at 'on', he shall, while bringing his train to a stop in rear of it, draw his train as close as possible in rear of the signal.

(b) (i) After the signal has been passed at 'On' and while taking the train under sub-rule (1) of General Rule 9.02, the Loco Pilot shall so regulate the speed of his train so as to be able to stop within half the distance up to which the line ahead can be seen clearly. But in any case, subject to the observance of speed limit prescribed under sub-rule (3) of General Rule 9.02, the speed of the train shall NOT exceed **15** kilometers per hour even in normal conditions of visibility until the next Stop signal is reached looking out for any possible obstruction/train and be prepared to stop short of the same. In all cases after passing an Automatic Stop signal at 'On', the Loco Pilot of the following train shall ensure that a minimum distance of 150 meters 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 meters or one OHE mast shall be maintained between EMU train and a 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. While doing so he 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. In special circumstances like floods etc. The following train may of course, be pulled closer to the preceding train or obstruction.

(ii) a) The Guard of a train shall watch that the Loco Pilot/Motorman does not exceed the speed prescribed under sub-rule (3) of GR 9.02 and clause (i) sub-rule (b) of SR 9.02.01.

b) In the case of EMU trains if the Motorman exceeds the speed prescribed, the Guard (when not travelling with the Motorman) shall give three pause three rings on the bell code to warn the motorman and take action as prescribed in GR 4.45.

c) In case of other trains if the Loco Pilot exceeds the speed prescribed, the Guard shall take action as per GR 4.45.

SR. 9.02.02. – When a Loco Pilot comes across an Automatic stop signal which is flickering/bobbing, he shall treat the signal to be showing its most restrictive aspect and bring his train to a stop in rear of the signal. If the signal assumes a steady aspect and remains steady for at least **60** seconds, he shall act according to the steady aspect so displayed by the signal. But if the signal continues to flicker or bob and does not assume steady aspect for at least 60 seconds, he shall treat the signal as defective and take action in accordance with General Rule 9.02 and Subsidiary Rule 9.02.01.

B. Rules applicable to Single Line

9.03. Essentials of the Automatic Block System on single line.—

(1) Where trains on a single line are worked on the Automatic Block System.—

(a) The line shall be provided with continuous track circuiting or axle counters,

(b) The direction of traffic shall be established only after Line Clear has been obtained from the block station in advance.

(c) A train shall be started from one block station to another only after the direction of traffic has been established.

(d) It shall not be possible to obtain Line Clear unless the line is clear, at the block station from which Line Clear is obtained not only 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 meters.

"(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 Masters 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 the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;

(e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);

(f)during normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

(4) (a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;

(b) the Station Master of the station ahead may authorize the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

(c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour 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 semiautomatic 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 follows —

(a) Manual Stop signals at a station —

(i) a Home,

(ii) a Starter.

(b) An Automatic Stop signal in rear of the Home signal of the station.

NOTE - Under approved special instructions, the Automatic Stop signal may be dispensed with.

9.05. Additional fixed signal in Automatic Block territory on single line.—

(1) Besides the minimum equipment prescribed in Rule 9.04 one or more additional Automatic Stop signals, as are considered necessary, in between block stations, may be provided.

(2) In addition, such other fixed signals as may be necessary for the safe working of trains may be provided.

9.06. Conditions for taking 'OFF' Manual Stop signals in Automatic Block territory on Single line.—

(1) Home signal— When a train is approaching a Home signal otherwise than at terminal station, the signal shall not be taken 'OFF' unless the line is clear not only up to the Starter but also for an adequate distance beyond it.

(2) Last Stop signal— The last Stop signal shall not be taken 'OFF' for a train unless the direction of traffic has been established and the line is clear up to the next Automatic Stop signal, or when the next Stop signal is a Manual Stop signal for an adequate distance beyond it.

(3) The adequate distance referred to in sub-rules (1) and (2) shall never be less than 120 meters and 180 meters respectively unless otherwise directed by approved special Instructions. A sand Champ of approved design or subject to the sanction of the Commissioner of Railway Safety, a derailing switch shall be deemed to be an efficient substitute for the adequate distance referred to in sub-rule (1).

9.07. Duties of Loco pilot and Guard when an Automatic Stop signal on single line is to be passed at 'ON'.-

(1) When a Loco pilot finds an Automatic Stop signal with an 'A' market at 'ON' he shall bring his train to a stop in rear of that signal and wait there for one minute by day two minutes by night.

(2) If after waiting for this period the signal continues to remain at 'ON' and, if telephone communication is provided near the signal, the Loco pilot shall contact the Station Master of the next block station or the Centralised Traffic Control Operator of the section where Centralised Traffic Control is provided, and obtain his instructions. The Station Master or the Centralised Traffic Control Operator, as the case may be, shall after ascertaining that there is no train ahead up to 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 up to 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** kilometers an hour. Under these circumstances, the Loco Pilot, when not accompanied by an Assistant Loco Pilot, or if he considers it necessary even

otherwise, may seek the assistance of the Guard by giving the prescribed code of whistle.

(6) When so sent for by the Loco pilot, the Guard shall accompany him on the engine cab before he moves forward to assist the Loco pilot in keeping a sharp lookout.

(7) When an Automatic Stop signal has been passed at' on', the Loco pilot shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'off', the Loco pilot shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously up to that signal and shall act upon its indication only after he has reached it.

SR. 9.07.01. – (a) When a Loco Pilot finds an Automatic Stop Signal with an 'A' Marker at 'on', he shall, while bringing his train to a stop in rear of it, draw his train as close as possible in rear of the signal.

(b) (i) After the signal has been passed at 'on' and while taking the train under sub-rule (3) of General Rule 9.07, the Loco Pilot shall so regulate the speed of his train so as to be able to stop within half the distance up to which the line ahead can be seen clearly. But in any case, subject to the observance of speed limit prescribed under sub-rule (5) of General Rule 9.07, the speed of the train shall NOT exceed **15** kilometers per hour even in normal conditions of visibility until the next Stop signal is reached, looking out for any possible obstruction/train and be prepared to stop short of the same. In all cases after passing an Automatic Stop signal at 'On', the Loco Pilot of the following train shall ensure that a minimum distance of 150 meters or two clear OHE masts is maintained between his train and the preceding train, or any obstruction on line except in the case of EMU train following where the above distance may be reduced to 75 meters or one clear OHE span. 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 train lamp of the train ahead or the obstruction, as the case may be. He shall control the speed of the train/EMU, MEMU, DEMU etc. so as to be able to stop adequately short of the train or obstruction. In special circumstances like floods etc. the following train may of course, be pulled closer to the preceding train or obstruction.

(ii) a) The Guard of a train shall watch that the Loco Pilot/Motorman does not exceed the speed prescribed under sub-rule (5) of General Rule 9.07 and clause (i) sub-rule (b) of SR 9.07.01.

b) In the case of EMU trains if the Motorman exceeds the speed prescribed, the Guard (when not travelling with the Motorman) shall give three pause three rings on the bell code to warn the motorman and take action as prescribed in GR 4.45.

c) In case of other trains if the Loco Pilot exceeds the speed prescribed, the Guard shall take action as per GR 4.45.

SR. 9.07.02. – When a Loco Pilot finds an Automatic stop signal flickering/bobbing, he shall take action in accordance with SR 9.02.02 except that when the signal continues to flicker or bob and does not assume steady aspect for at least **60** seconds, he shall treat the signal as defective and take action in accordance with General Rule 9.07 and Subsidiary Rule 9.07.01.

9.08. Person in charge of working trains on Automatic Block System on single line.—

(1) Except where Centralised Traffic Control is in operation, the Station Master shall be responsible for the working of trains at and between stations.

(2) On a section where Centralised Traffic Control is in operation, the Centralised Traffic Control operator shall be responsible for the working of trains on the entire section except as provided for in sub-rule (3).

(3) On a section where Centralised Traffic Control is in operation, the working of trains at a station or part of a station may be taken over by or handed over to the Station Master during emergency or as prescribed by special instructions. When such emergency control is transferred, the Station Master shall be the person in charge of working trains at the station or part of the station and the station shall be worked in accordance with sub-rule (1).

C. Rules applicable to both Double and Single lines

9.09. Working of trains on Centralised Traffic Control territory. - On a section where Centralised Traffic Control is in

operation, the working of trains shall be governed by special instructions.

9.10. Protection of a train stopped in an automatic block signaling 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 checkup 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 meters from the train on the way out and similarly two detonators, **10** meters apart, not less than 180 meters from the train or at such distance as has been fixed by special instructions.

9.11. Loco pilot to report failures. —

(1) When a Loco pilot has to pass an Automatic stop signal at 'ON', he shall stop his train at the next reporting station or cabin as prescribed by special instructions and report particulars of Automatic Stop signals passed at 'ON' by him.

(2) The Station Master or person in charge of the reporting station or cabin shall promptly report the fact to the signal and operating officials concerned.

SR 9.11.01. – The Loco Pilot shall report to the Station Master at stations given below about the failure of an Automatic Stop signal, in writing, quoting the signal number.

Section	**Stations**
Howrah-Kharagpur	(i) Suburban trains Up/Dn at terminating stations. (ii) Dn goods trains at Santragachi. (iii) Dn coaching trains – Howrah.

(iv) Up Goods/Coaching trains – Kharagpur

Tatanagar-Rajkharswan	Tatanagar, Gamharia, Sini, Rajkharswan
Chandil-Sini	Chandil, Kandra, Sini.
HTE-MURI	RNC, NKM, TIS (Up & Dn) [c/slip **133** added]

SR. 9.11.02. – The Station Master on receipt of signal failures shall at once advise by telephone the Signal Maintainer, the Controller and the Station Master in rear and other concerned giving correct number of the signal and time of failure in accordance with SR 3.68.01.

SR. 9.11.03. – After failure has been rectified, the Signal Maintainer shall immediately advise the Station Master on duty of the nearest station who will inform the Controller and other concerned giving them the time when failure was rectified.

SR. 9.11.04. – Whenever any Automatic Signal is passed at 'ON' the Guard shall record in his journal the time of passing the next signal. All such cases of passing the Automatic Stop signal at 'on' together with the timings of passing the two signals, shall be recorded in a special Register to be maintained in Control Office, and this shall be periodically scrutinized by the Operating Officers to ensure that the Loco Pilots take not less than the minimum running time required for observing the speed restrictions and cautious driving.

SR. 9.11.05 – When a Loco Pilot / Motorman finds an Automatic Stop signal with an 'A' Marker or a Semi-Automatic Stop signal when working as Automatic Stop signal displaying more than one aspect simultaneously other than what have been prescribed under General Rules 3.08(4) (b) in the three-aspect signalling territory and 3.08(4) (c) in four-aspect signalling territory, he shall obey the most restrictive aspect. Out of the aspects displayed by the signal. He shall also make a report in this regard in terms of SR 9.11.01.

9.12. Procedure during failure of Automatic signaling.—

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 section concerned under special instructions.

SR. 9.12.01. – Procedure for working of trains during failure of all or series of signals in the Automatic Block System (Double Line) likely to last for some time and cause serious delay while means of communications are available –

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In the event of failure of all or series of signals in an area consisting of two or more stations worked under Automatic Block System (Double Line), the concerned official of the Signal Department shall take immediate steps to inform all concerned, and the procedure detailed in these rules shall be adopted for train passing.

(a) The Station Master shall inform the controller and the concerned Station Master of the affected section.

(b) Before the train is allowed to enter the affected section it shall brought to a stand and the Loco Pilot and the Guard of the train advised of the circumstances by the Station Master.

(c) The Station Master on duty at the station in rear of the affected section shall obtain 'Line Clear' for each train by one of the following means indicated below in order of preference:-

i) Station to station fixed telephones wherever available.
ii) Fixed telephone such as Railway auto-phones & BSNL phones (with caller ID wherever feasible).
iii) Control telephone.
iv) VHF set.

(d) The Station Master on duty at the station in advance shall not give such 'Line Clear' unless –

(i) the whole of the last preceding train has arrived ;

(ii) the line on which it is intended to receive the train is clear up to the starter and for a distance of 180 meters beyond it,

(iii) all signals behind the said train have been put back to 'on'.

iv) all points have been correctly set and all facing points locked for the admission of the train on the said line.

NOTE – The granting of line clear shall be supported by a Private Number and by exchange of identification Number also.

(e) (i) The Station Master on obtaining 'Line Clear' from the station in advance shall give the Loco Pilot/Motorman of each train an Authority to proceed on Automatic Block System during prolonged failure of signals.(T/D 912)

(ii) A Caution order shall invariably be issued to the Loco Pilot/Motorman and Guard as prescribed in sub-rule (g) (i) and (ii) below.

(f) Before handing over the 'Authority to Proceed' all the points over which trains will pass shall be correctly set and all facing points

locked. Whenever any power operated points have to be operated for diverting trains these may be released and operated as per the instructions contained in the Operating Manual.

(g) (i) The Loco Pilot/Motorman of the first train entering the affected section shall proceed with utmost caution and shall not run at a speed exceeding **25** KM per hour under any circumstances subject to other restrictions in force and continue to look out for any obstruction until he reaches the station ahead.

(ii) After ensuring that the first train has arrived safely at the station in advance, the Loco Pilot of the subsequent train may run at normal speed subject to the observance of any other speed restrictions in force exercising great caution, bearing in mind the possibility of level crossing gates being open to road traffic and other obstructions and stop short of any obstruction that he may encounter on the run.

(h) When approaching the next station the Loco Pilot/Motorman shall obey aspect of the first Stop signal. The Station Master after satisfying himself that all is safe shall arrange to receive the train by taking 'off' the relevant reception signal or pilot the train if the situation warrants.

(i) Clearance of the section by each train shall be intimated to the station in rear supported by a Private Number.

(j) Train Signal Register Book shall be brought into use and all entries regarding train working recorded therein. Controller shall be kept advised of movement of all trains in the affected section.

(k) As soon as signals are put right by the competent authority, normal working of trains on Automatic Block System shall be resumed after exchanging messages with Private Numbers by the Station Masters concerned assuring that the section is clear. Controller's advice shall be obtained before resumption of normal working.

(l) All records in connection with Train working on this system shall be retained at the station for inspection by the Transportation Inspector of the section.

SR. 9.12.02. – Failure of all signals likely to last for some time and cause serious delay when no means of communications are available.

In the event of failure of all signals occurring in an area consisting of two or more stations working under Automatic Block System (Double Line) the following procedure shall be adopted for working of trains between stations:-

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(a) (i) Before any train is allowed to enter in the interrupted section, it shall be brought to a stand and the Loco Pilot as well as the Guard of the train shall be advised of the circumstances by the Station Master.

(ii) All the points over which trains will run within the affected area shall be correctly set and facing points locked before the movement of any train is authorized over them. Whenever any power operated points have to be operated these may be released and operated locally as per the instructions contained in the Operating Manual.

(b) The Station Master shall give the Loco Pilot of each train:-
(i) An Authority to proceed without line clear on Automatic Block Signalling territories which shall include

(1) An Authority to proceed without line clear.

(2) An Authority for the Loco Pilot to pass the intervening Automatic, Semi-Automatic/Manually operated stop signals between the two stations at 'ON' provided that the Semi-Automatic Signals and Manually operated signals shall be hand signalled past by a railway employee in uniform deputed for the purpose and the loco pilot after passing a gate stop signal, shall proceed cautiously up to the level crossing where the Loco Pilot shall ascertain that the gates are locked and hand signals are displayed by the gateman before he proceeds further. The individual distinguishing number of each Automatic, Semi-Automatic, manually operated and gate signal shall be indicated on this authority.

(3) A caution order restricting the speed to **25** KM per hour over straight and to **10** KM per hour when approaching or passing any portion of the line where the view ahead is not clear due to tunnel, curve, obstacle, rain fog and dust storm or for any other cause subject to the observance of other speed restrictions in force.

(c) In the event of the Loco Pilot approaching or passing any portion of the line where the view ahead is not clear, the Asstt. Loco Pilot or the Asst. guard / Guard with hand signals shall be sent in advance to guide the further movement of the train. A sharp look out ahead shall be kept and the engine whistle used freely.

(d) No train shall be allowed to enter the affected section until there is a clear interval of 15 minutes between the train about to leave and the train which has immediately preceded.

(e) Manually operated fixed signals with the exception of the last Stop signal may be taken 'off', for the reception and departure of trains.

First Stop signal shall, however be taken 'off' only after the train has been brought to a stand outside it.

(f) The Guard shall keep a sharp look out in the rear and be prepared to exhibit a Stop Hand signal and warning signal as indicated in GR 3.65 to prevent the approach of a train from the rear and to protect it, if necessary as per extant rules.

(g) When approaching the station ahead the Loco Pilot shall bring his train/engine to a stop outside the First Stop signal and sound one long continuous whistle. If within 5 minutes neither the signal is taken 'off' nor any one turns up from the station, the Loco Pilot and the Guard shall take action as prescribed under GR 4.44 and Subsidiary Rules thereto.

(h) The Loco Pilot of all trains shall make handover "Authority to Proceed without Line Clear on Automatic Block Signalling Territories", immediately to the Station Master at the end of the affected section. These shall be kept by the Station Master in his personal custody for inspection by the Transportation Officials.

(i) Records of all trains worked over the affected section on "Authority to proceed without Line Clear on Automatic Block Signalling Territories" shall be maintained in the Train Signal Register books at both stations concerned.

(j) Trains shall continue to work on this system until either the signals are put right or any one of the authorized means of communications is restored by the competent authority.

(k) As soon as the signals are put right trains shall be worked in accordance with the instructions contained in SR 9.12.05. But where signals continue to remain inoperative and any one of the authorized means of communications is restored, trains shall be worked in accordance with the instructions contained in SR 9.12.01 after exchanging a message with the Station Master at the other end of the affected section on the following form :-

From : Station Master 'A'

No…… Train (Number and description)……arrived complete at……hours…… Last Train……(Number and description)……despatched to your station…… at…… hours. Propose to cancel present method of working of trains.

Line Clear shall hereafter be obtained by means of ……Acknowledge. Private Number……

On receipt of the above message, the Station Master 'B' shall not acknowledge the same unless he is satisfied from his record about the complete arrival of the last train despatched from Station 'A' and also the complete arrival at Station 'A' of the last train despatched from Station 'B'. On thus being satisfied he shall reply in the following form :-

From : Station Master 'B'

No…… Your No…… understand that train (Number and description)…… which was the last train to leave my station has arrived complete at your station. Train No……which left your station has arrived complete at my station at…… hours. Present system of train working is cancelled. Line Clear for the next train shall be obtained by means of…… Private Number.

(1) The Station Master at Station 'A' shall not resume working of train by means of communication so restored unless he has verified from his records about the clearance of both Up and Down lines. The Section Controller shall also be informed about the trains worked on "Authority to proceed without Line Clear on Automatic Block Signalling Territories" whenever control working is resumed.

SR. 9.12.03. – Working of trains under Automatic Block System (Double Line) during obstruction of one line when signals are operative and communications are available –

(a) Whenever an accident to a train or other obstruction precludes the use of the lines on a double line on obtaining Line Clear by means of the electrical communication instruments which shall be used in order of preference given below :

(i) Station to station fixed telephones wherever available.
(ii) Fixed telephone such as Railway auto-phones & BSNL phones (with caller ID wherever feasible).
(iii) Control telephone.
(iv) VHF set.

(b) When it is desired to introduce temporary single line working, the Station Master at one end of the affected section shall, on receipt of the information in writing from Guard / Loco Pilot / PWI / Traction Foreman that one line is clear and on being satisfied that no train is on run on the section over that line, takes steps to introduce temporary single line working on that

line in consultation with the Section Controller and the Station Master of the station at the other end of the sections.

(c) (i) If there is reason to suspect that the line over which temporary single line working is to be introduced is fouled or damaged, such working shall not be introduced until a responsible Engineering official of the rank not less than that of an Inspector has inspected the section and certified that the line is safe for the passage of trains;

(ii) Single line working shall not be introduced on a section of double line on which Engineering or OHE operations require display of Engineering signals as laid down in GR 15.09 without the concurrence of the Engineering or the OHE official in charge. Such concurrence shall be obtained by the Station Master by exchange of messages / memos with the concerned official.

(d) Single line working shall be introduced between the nearest stations provided with crossovers between Up and Down lines on either side of the obstruction.

(e) If for any reason other than introduction of single line working it becomes necessary to run an engine or a train against the normal direction of traffic, the provision given in sub-rule (g) of SR 6.02.05 shall be followed.

(f) After ascertaining that one of the lines is clear for passage of traffic, the Station Master proposing to introduce single line working shall issue a message supported by a Private Number, containing the following information to the Station Master at the other end of the affected section –

(i) Cause of introduction of single line working;
(ii) The line on which single line working is proposed;
(iii) The source of information that the said line is clear;
(iv) Place of obstruction with KM;
(v) The number and timings of the last train which arrived / left the block station issuing the message, on the line on which single line working is to be introduced;

(vi) Enquiry regarding temporary speed restrictions if any on the said line.

(g) On receipt of the acknowledgement from the Station Master at the other end accompanied by the required particulars and confirmed by a Private Number Single line working shall be introduced.

(h) (i) All trains running in the wrong direction shall be worked in accordance with the rules for the use of electrical communication instrument on single line and line clear shall be obtained on the means of communication

mentioned in sub-rule (a) above supported by Private Number. Identification Number shall also be used while obtaining Line Clear.

(ii) Line Clear referred to in clause (i) above shall not be given unless the whole of the last preceding train has arrived complete and unless the line on which the train is to be received is clear up to the fouling mark or Starter, if any, at the trailing end. All points at the approaching end are correctly set in favour of the intended line and the facing points are locked.

NOTE – For each first train to run in the wrong direction after the complete arrival of right direction train / trains, line clear shall not be asked for nor given unless both the Station Masters have assured under exchange of Private Numbers that all trains running in the right direction have already arrived complete at the station in advance.

(i) For each first train to run in the right direction, line clear shall be obtained in accordance with the procedure laid down in sub-rule (h) above, except that line clear shall be given only when the line is clear for at least 180 meters beyond the first Stop signal and the last train running in the wrong direction has arrived complete at the station at the other end of the affected section for which Private Number shall be exchanged between the Station Masters concerned.

(j) Subsequent trains to run in the right direction shall be allowed to follow each other on Automatic Signals indications provided the Station Master of the station in rear has intimated the Station Master of the station in advance of the fact that former is permitting particular trains(s) to follow and has ascertained the latter's readiness to receive it/them and obtain Private Number for each such train.

(k) Loco Pilot of all trains to run in the wrong direction, as also the first train in the right direction, shall be given –

(i) a paper line clear ticket on prescribed form,

(ii) an authority on prescribed form T/A 912 authorising the Loco Pilot to pass the intervening non-governing / governing Automatic; Semi-Automatic and manually operated signals provided that the Semi-Automatic and Manually operated signals shall be hand signalled past by a Points man / any other competent railway servant in uniform deputed for the purpose. The distinguishing number of each signal shall be indicated on this authority. In case of Semi-Automatic gate signal the train shall be drawn cautiously up to the level crossing where the Loco Pilot shall ascertain that the gates are closed and locked and 'proceed' hand signal is displayed by the Gateman at the level crossing before he

proceeds further. The Loco Pilot shall also ascertain that the points of the outlying sidings are correctly set and locked and proceed hand signal is displayed at such points by a complete railway servant before passing over them.

(iii) A caution order indicating –

(a) the line on which single line working has been introduced;
(b) the Kilometrage at which the obstruction exists on the other line;
(c) speed restriction, if any.

(l) An endorsement shall also be made in the Caution Order issued to the Loco Pilot of the first train after introduction of single line working to stop and inform all Gatemen, Gang men and Keymen working on the line about the introduction of single line working specifying the line on which the trains shall run.

(m) The speed of the first train passing over the temporary single line shall be restricted to **25** km / h subject to the observance of any other restriction already in force. Subsequent train(s) may run at normal speed subject to observance of any other restriction already in force.

NOTE – In case there is any speed restriction on the line over which temporary single line working has been introduced, the Station Master concerned shall issue a message to the concerned PWI to arrange for showing of engineering signals as required vide GR 15.09 for trains in the wrong direction.

(n) All trains to run in the right direction, except the first train of a group of trains shall be given a caution order as detailed in clause (iii) of sub-rule (k) above.
(o) All trains in the right direction shall run at booked speed subject to the observance of speed restriction, if any.

(p) All fixed signals governing the movement of the trains in the right directions shall be taken 'off'. Trains in the wrong direction shall be piloted out at the despatching station in accordance with the procedures detailed in SR 3.70.01, except that in lieu of form T-369(3b), an authority on form T/A-912 shall be issued. These trains shall also be piloted in, at the receiving station in accordance with the procedures detailed in GR 5.09 & SR there to.

(q) While approaching the station ahead Loco Pilot of each train proceeding in the wrong direction shall bring his train to a stop opposite to the first Stop signal pertaining to the correct line or at the

last Stop signal pertaining to the wrong line on which he is running, whichever he comes across first, and whistle.

(r) Train (Signal/Log) Register Book shall be introduced at the stations for the duration of such working.

(s) Resumption of normal working :-

(i) On receipt of a written certificate from a responsible Engineering official not below the rank of an Inspector or Traction Foreman, in case of accident pertaining to OHE and Guard / Loco Pilot in case of engine failure, that the obstructed track is free for passage of trains, the Station Master shall issue a message to other stations as the case may be under exchange of Private Numbers and decide, in consultation with the Section Controller, the train after the passage of which normal working shall be introduced ;

(ii) An entry shall also be made in the Train Signal Register books of the stations concerned showing the time at which double line working was suspended, single line working was introduced and normal working resumed.

(iii) A message shall also be issued to the concerned PWI if action was initiated as per note below sub-rule (m) above for removal of the indicators which were provided temporarily.

(t) All records in connection with temporary single line working shall be retained at the station for inspection by the inspecting officials.

SR. 9.12.04. – Procedure for working trains under Automatic Block system (Double Line) during obstruction of one line when no means of communications are available.

Whenever an accident to train or other obstruction precludes the use of one line on a double line (worked under Automatic Block system) during total failure of communications, traffic may be temporarily worked on the unobstructed line by introducing single line working in accordance with the procedure detailed below :-

(a) Before introducing single line working the Station Master at one end of the affected section must have an information in writing from the Guard / Loco Pilot / PWI/Traction Foreman that one line is clear.

(b) On receipt of information about the obstruction by the Station Master of the station in advance of the obstructed section, he shall arrange to send a message as indicated in SR 9.12.03(f) to the

Station Master of the block station controlling the entry of trains into the said obstructed line through the Guard of any train which is to proceed to that station as per the procedure laid down in SR 9.12.02. In case no train is waiting or no train is expected, the message shall be sent through one of his station staff / gang man who may proceed either on foot or by using a push trolley or by using any public transport.

(c) After sending out the message, the Station Master shall not despatch any train in terms of SR 9.12.02 before the arrival of any engine / engines with brake van / empty rake of EMU stock from the opposite direction. He may, however, send a train engine / light engine / engine with brake van / empty rake of EMU stock in the manner laid down in SR 9.12.06.

(d) On receipt of the message indicated in sub-rule(b) above, the Station Master of the station controlling the entry of trains into the obstructed section shall arrange to send the acknowledgement thereof through –

(i) The Loco Pilot of train engine / light engine / engine with Brake van / Empty rake of EMU stock, if any is waiting / expected which may be sent in accordance with the procedure laid down in SR 9.12.06, or

(ii) The Loco Pilot of Engine / Empty rake of EMU stock sent by the Station Master at the other end which is to return to that station as per procedure laid down in SR 9.12.06.

(e) In case the information about the obstruction is received by the Station Master of the Block controlling the entry of trains into the obstructed section, he shall immediately arrange to send a message as indicated in SR 9.12.03 (f) to the Station Master at the other end of the affected section. If situation necessitates, the Station Master shall also send a Line Clear Enquiry message for the train which may be waiting / expected at his station. The message and the Line Clear Enquiry message shall be sent through one of his station staff / Gang man who may proceed to such station either on foot or by push trolley or by using any public transport.

(f) On receipt of the message indicated in the sub-rule (e) above, the Station Master shall arrange to send the acknowledgement thereof by returning the said railway servant who shall proceed either –

(i) by any train / Engine which is to proceed to that station in accordance with the procedure laid down in SR 9.12.02, or

(ii) on foot / using public transport / push trolley if no train or Engine is to proceed as indicated in clause (i) above.

(g) If Line Clear Enquiry has been sent by the Station Master at the other end, a Conditional Line Clear Reply message shall also be sent through such person mentioning the number & description of the last train after the complete arrival of which the line shall be considered as clear for the train for which Line Clear has been asked for.

(h) After the acknowledgement has been sent as indicated in sub-rule (f) above, trains over the line proposed for single line working may be worked in accordance with the instructions contained in SR 9.12.06. But if Conditional Line Clear Reply message has been given, no train or Engine shall be despatched until the arrival of the train for which Conditional Line Clear has been given.

(i) On receipt of the acknowledgement mentioned in sub-rule (f) above, the Station Master of the station controlling the entry of the train into the obstructed section, may resume working of trains over the un-obstructed line in accordance with the procedure laid down in SR 9.12.06. A caution order in accordance with clause (iii) of sub-rule (k) and sub-rules (l) and (m) of SR 9.12.03 shall also be issued.

(j) After the Station Masters of the stations at either end of the obstructed section have become aware of the obstruction in the manner detailed above, trains shall continue to work in accordance with the procedure detailed in SR 9.12.06 over the unobstructed line between the stations concerned until –

(i) Both the Station Masters have been informed of the obstruction having been removed, in which case procedure detailed in SR 9.12.02 shall be observed, or

(ii) Any one of the means of communication is restored in which case the procedure laid down in SR 9.12.03 shall be observed.

SR. 9.12.05. – Working of trains under Automatic Block System (Double Line) during failure of the means of communications when signals are operative.

(a) The Station Master of the station in rear of the affected section shall in consultation with the Section Controller, or with the Station Master of the station immediately in rear of his station, if Section Controller is not available, ascertain the number and description of train(s) in the section and the expected time of arrival at his station. He shall then decide the sequence for allowing the trains into the affected section keeping in

view the order of precedence and make out a list in duplicate under his stamp and signature indicating the number and description of the trains in the sequence in which the trains shall be allowed to leave his station.

(b) Before the first train of the series so listed, is allowed to enter the affected section, it shall be brought to a stop. A caution order shall be issued to the Loco Pilot and the Guard detailing the circumstances and advising the Loco Pilot to bring his train to a stop outside the first stop signal of the station in advance and sound the prescribed code of whistle and thereafter be guided by the instruction of the Station Master of the station in advance. The Loco Pilot shall also be given a copy of the list (mentioned in sub-rule (a) to be handed over to the Station Master of the station in advance.

(c) On arrival of the train at the station in advance of the affected section, the Loco Pilot shall handover the list to the Station Master and the latter shall paste the same and make necessary entries in the log-register about the number and description of the trains according to the sequence shown therein. As and when the train actually passes / arrives his station he shall score out the train number and description from the list indicating the time of its arrival / passing, until and unless he is advised otherwise by the Station Master of the station in rear in the similar manner.

(d) After sending out the list through the Loco Pilot as per sub-rule (b) above, the Station Master of the station in rear shall paste the other copy in his Train Log-register. Subsequent train(s) of the list need not be stopped out of course, provided they are allowed to enter the affected section in the same sequence as detailed in the list. As each train enters the section, he shall also score out the train number and description from his list.

(e) If due to any operational exigencies, it becomes necessary to change the sequence for running of the trains in the affected section or on the completion of the movement of all the trains in the list already sent, a fresh list shall be prepared with necessary remark for any change in the sequence of the previous list and action taken for working of the subsequent trains as per fresh list in the same manner as indicated in sub-rule (b) to (d) above.

SR. 9.12.06. – Procedure for working of trains under Automatic Block System (Single Line) during suspension of the panel working and when no means of communications are available.

In the event of suspension of the panel working between two consecutive block stations when direction of traffic cannot be

established and when no means of communication are available, trains shall be worked between the stations concerned in the manner laid down in SR 6.02.04 except that in lieu of T/369 (3b), the authority in the prescribed form T/A-912 shall be issued. This form shall indicate the individual number of Automatic / Semi-Automatic / manually operated departure and gate signals which are to be passed by the Loco Pilot. In case of departure signal(s), the Loco Pilot shall pass such signal(s) only on being hand signalled past by a competent railway servant. In case of Gate signal(s), the Loco Pilot shall pass such signal(s) cautiously up to the level crossing where he shall ascertain that the gates are closed and locked against the road traffic and proceed hand signal is displayed by the Gateman before he proceeds further.

SR. 9.12.07. – Procedure for working of trains on Automatic Block system (single line) during suspension when direction of traffic cannot be established but line clear can be obtained from the block station in advance by one of the following means which shall be used in the order of preference laid down below :-

(i) Station to station fixed telephones wherever available.
(ii) Fixed telephone such as Railway auto-phones & BSNL phones (with caller ID wherever feasible).
(iii) Control telephone.
(iv) VHF set.

Whenever line clear is obtained by using the communication instrument listed as above, identification Numbers shall be exchanged in addition to the use of Private Number. Line clear Enquiry and reply books in the prescribed form T/A-1425 shall be brought into use.

The following procedure shall be adopted for train passing :-

(a) Before any train is allowed to leave the block station, it shall be brought to a stand and the Guard and the Loco Pilot of the train shall be advised of the circumstances by the Station Master.

(b) The Station Master shall ask for and obtain “Line Clear” for the train from the Station Master of the block stations immediately in advance of the affected section.

(c) The Station Master of the block station at the other end of the affected section shall not grant “Line Clear” unless the conditions prescribed under sub-rule (2) of General Rule 8.03 are complied with.

(d) On receipt of “Line Clear”, the Station Master shall deliver of each train:-

(i) A ‘Paper Line Clear Ticket’ on the prescribed form, T/C-1425 or T/D-1425 as the case may be.

(ii) An authority on the prescribed form T/A-912 indicating individual number of Automatic / Semi-Automatic / Manually operated departure and Gate signals which are to be passed by the Loco Pilot. In case of departure signal(s), the Loco Pilot shall pass such signal(s) cautiously up to the level crossing where he shall ascertain that the gates are closed and locked against the road traffic and proceed hand signals is displayed by the Gateman before he proceeds further.

(iii) A Caution Order shall also be issued advising the Loco Pilot to be on the lookout for any possible obstruction and exercising greater caution. Speed of the first train entering the affected section shall be restricted to **25** KM/h subject to other restrictions in force.

(e) Before the authorities mentioned in sub-rule (d) above are handed over to the Loco Pilot, it shall be responsibility of the Station Master to ensure that the points over which the train shall run are correctly set and facing points are locked.

(f) Except the first train the Loco Pilot of the subsequent train(s) may run at normal speed subject to the observance of any other speed restriction in force exercising great caution bearing in mind the possibility of level crossing gates being opened to the road traffic and other obstructions and stop short of any obstruction that he may encounter on the run.

(g) When approaching the next station, the Loco Pilot shall obey the aspect of the First Stop signal. The Station Master after satisfying himself that all is safe, shall arrange to receive the train by taking ‘off’ the relevant reception signal(s) or pilot the train if the situation warrants.

(h) Train Signal Register Book shall be brought into use and all entries regarding trains working under this system shall be recorded therein.

(i) As soon as the panel is put right by the competent authority, normal working of trains on Automatic Block system (Single line) shall be resumed after exchanging messages with Private Numbers by the Station Masters concerned, assuring that the section

is clear. Controller's permission shall be obtained before resumption of normal working unless control is suspended.

(j) All records in connection with train working on this system shall be retained at the station for inspection by the Transportation Inspecting officials.

SR. 9.12.08. – Rules and regulation for working of trains on the obstructed line in case of obstruction or accident on the "authority of Block Tickets/Authority to proceed for Relief Engine/Train into an Automatic Block Signalling section" (T/C-912).

When it becomes necessary to work trains on the obstructed line on the authority of Block Ticket/Authority to proceed for Relief Engine/Train into an Automatic Block Signalling Section, all the instructions contained in SR 6.02.05 shall be followed except, in lieu of prescribed form No. T/A-602, T/C-912 shall be used.

SR. 9.12.09:- In view of introduction of 3rd line (c/slip **93**)

In case of piloting out of trains for failure of last stop signal of the station either starter or advanced starter signal, as the case may be, on single line (auto section) when direction of traffic is established, the authority to proceed should be **T/A 912 & T/511** in reference to BWM 6.23 (iv).

9.13. Movement of trains against the direction of traffic on the Automatic Block System.- In Automatic signaling territory, trains shall run in established direction of traffic only. Movement of trains against the established direction of traffic is not permitted. When in an emergency it becomes unavoidably necessary to move a train against the established direction of traffic., this shall be done only under special instructions which shall ensure that the line behind the said train up to the station in rear is clear and free from obstruction.

SR 9.13.01. – When a train is required to be pushed back, the procedure laid down in SR 4.12.01 shall be followed. The Station Master before giving the assurance referred to in SR 4.12.01 (a) (i) shall ensure that no train has been allowed or shall be allowed in rear of the train for which permission is being given to push back.

9.14. Procedure when Semi-Automatic Stop signal is 'ON'.—

(1) When a Semi -Automatic Stop signal is worked as an Automatic stop signal, Rule 9.02 or 9.07 shall apply as the case may be

(2) When a Semi-Automatic stop signal is working as a Manual stop signal and becomes defective. It may only be passed under relevant rules detailed in Chapter -III Section 'H'.

(3) When a Loco pilot is authorised to pass a Semi-Automatic stop signal at 'ON' by taking 'OFF' the calling- on-signal fixed below it, he shall follow the precautions stipulated in Rule 9.02 or 9.07 as the case may be.

SR 9.14.01. – (a) In case of Semi-Automatic Stop signal governing the approach of a train to a station when working as a manual Stop signal and becomes defective it shall be passed only in accordance with the procedure detailed in SR 3.69.03.

(b) At stations on the Automatic Signalling territory (Double Line) when the last stop signal which may either be a Manual Stop signal or a Semi-Automatic Stop signal working as a Manual Stop signal governing the departure of a train from a Station becomes defective, the Station Master shall handover to the Loco Pilot a written authority on the prescribed form **T/A-912**; authorizing him to pass such signal at 'on' or when defective the written authority shall not be given, unless all the points for the departure of the train have been set and the facing points locked. Hand signal shall also be shown to the departing train in accordance with General Rule 3.70. The Loco Pilot after passing such signal at 'on' or when defective, shall take his train up to the next signal in advance in the manner as laid down in General Rule 9.02 and subsidiary Rule 9.02.01 (b).

Provided that, where there is / are no intervening Automatic / Semi-Automatic Stop signal(s) between two consecutive stations, action shall be taken in accordance with subsidiary Rules 9.12.01 for passing trains.

SR. 9.14.02. – When a Loco Pilot finds a Semi-Automatic Stop signal with illuminated 'A' Marker to flicker / bob, he shall act in accordance with SR 9.02.02 or 9.07.02 as may be applicable.

9.15 Passing a gate Stop Signal at 'ON' in Automatic Signalling territory.— If the Loco pilot finds a Gate Stop signal at 'ON' in an Automatic signalling territory.— 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

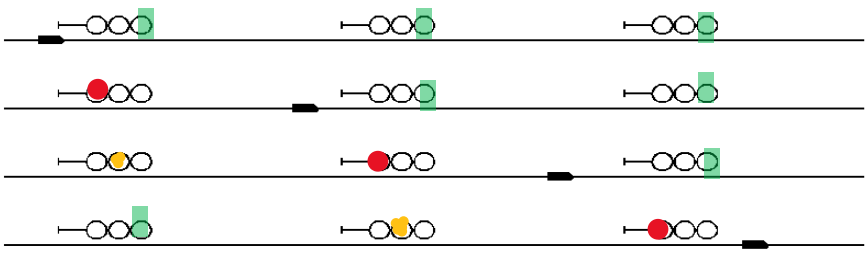
(ii) If after waiting for one minute by day and two minutes by night, the signal is not taken 'off', he shall draw his train ahead cautiously up to the level crossing, and

(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 Rule 9.02 or 9.07 as the case may be.

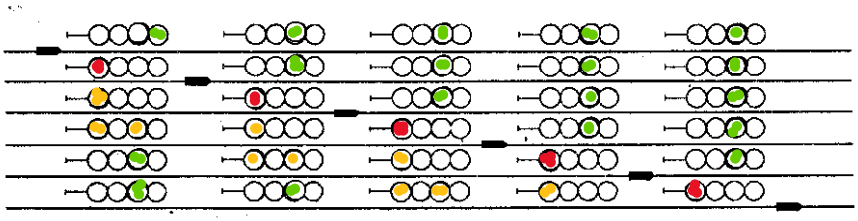
9.16 Illustrative diagrams.— Automatic change of sequence of aspects behind the train in three-aspect and four-aspect signaling is illustrated in the following diagrams, which are not drawn to scale.

Automatic change of Sequence of aspects behind the train in three aspect signalling territory



Chapter-IX
The Automatic Block System

Automatic Change of Squence of aspects behind the train in four-aspect signalling territory



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CHAPTER X

THE FOLLOWING TRAINS SYSTEM

10.01 Essentials of the Following Trains System.–

(1) Where trains are worked on the Following Trains System, they may be despatched from one station to the next, following each other in succession in the same direction on the same line in such manner and at such intervals of time as may be prescribed by special instructions.

(2) Trains shall not be worked on the Following Trains System unless the Station Master of the block station in advance has exchanged messages regarding his readiness to receive the trains and has, in addition, given his assurance that no train will be allowed to leave his station for the station from which the following trains are to be despatched, until the latter have all arrived at his station and until he has received permission to despatch trains in the opposite direction.

10.02. Report to the Commissioner of Railway Safety. – When the Following Trains System is introduced on any portion of a railway under Rule 7.01 a report shall be sent by telegram to the Commissioner of Railway Safety.

10.03. Conditions to be observed in working trains on the Following Trains System.– When the Following Trains System is adopted, the following conditions shall be observed, namely :–

(a) no train shall start until the loco pilot has been given a written authority to proceed in the form prescribed for the purpose and a written acknowledgement thereof has been obtained from him, the train being stopped for the purpose, if not booked to stop.

(b) the authority to proceed shall state the station at which the train is next to stop, the speed at which it is to run and the actual time of departure of the preceding train.

(c) the Loco pilot and Guard of each preceding train shall have been informed of the fact that a train will follow, and of the probable period which will elapse before the following train shall start.

(d) a train shall not follow another from a station unless there has elapsed since the departure of the previous train, an interval of not less than **15** minutes, or such shorter interval as may be fixed by special instructions.

(e) all the trains following the first train shall be timed to run at the same speed and such speed shall not exceed **25** kilometers an hour except under special instruction,

(f) the actual time of the departure of each train shall at once be intimated to the block station in advance and the actual time of arrival of each train shall at once be intimated to the block station in rear, and

(g) the number of following trains running at the same time between any two block stations shall not be more than one for each 5 kilometers of station interval; and unless permitted by special instructions, shall never exceed four, whatever may be the length of the station interval.

10.04. Delivery of authority to proceed to Loco pilot or Guard on the Following Trains System. –

(1) Every authority to proceed shall be delivered to the Guard or Loco pilot by the Station Master, or by some railway servant appointed in this behalf under special instructions.

(2) When such authority to proceed is delivered to the Loco pilot under sub-rule (1), a duplicate shall be given to the Guard.

(3) When an authority to proceed is delivered to the Guard under sub-rule (1), it shall be either–

(a) handed personally by the Guard to the Loco pilot; or

(b) counter signed by the Guard and then handed to the Loco pilot either by the Station Master or by some railway servant appointed in this behalf by special instructions.

(4) An authority to proceed shall not be handed to the Loco pilot under sub-rule (2) or (3)–

(a) until the train is ready to start, and

(b) if the train is waiting to pass another train, until the whole of the latter train has come in and is clear of the running line for the former train.

10.05. Authority to proceed on the Following Trains System.–The written authority to proceed for use on the Following Trains System shall be in the following form–

S. No.... .... Railway

THE FOLLOWING TRAINS SYSTEM

AUTHORITY TO PROCEED

UP (OR DOWN)

Train No..... Up (or Down) Date.....

Time.....Hours.....Minutes.

From.....station,

to.....station

To Loco pilot and Guard.

(1) You are hereby authorised to proceed with your train from

.....station

to.....station.

*(2)

Train No.....ahead of your train left this station at..... hours.....minutes.

*(3) Train No.....shall follow your train from this station at.....hours.....minutes.

(4) You are required to observe a speed restriction of.....Kilometers an hour.

Signed.....

Station Master at.....

(Station Stamp)

Signatures 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 authorised to receive it and such person shall immediately cancel it and place it on record.

10.06. Responsibility as to proper preparation of authority to proceed on the Following Trains System.–

(1) When an authority to proceed is delivered to the Loco pilot under sub-rule (1) of Rule 10.04, the Station Master shall see —

(a) that it is properly filled up in the form prescribed for the purpose, and

(b) that it is signed in full and in ink.

(2) When the authority to proceed is delivered to the Loco pilot under sub-rule (1) of Rule 10.04, he shall satisfy himself that the authority to proceed delivered to him has been correctly and completely prepared in the form prescribed for the purpose and he shall not proceed with his train until he has done so and the mistake or omission, if any, has been rectified.

(3) When an authority to proceed is delivered to the Guard of the train under sub-rule (3) of Rule 10.04, he shall, before it is handed to the loco pilot, satisfy himself similarly.

10.07. Obstruction in face of approaching train or trains on the Following Trains System.–The line shall not be obstructed outside the outermost facing points in face of an approaching train as long as this system of working is in force.

10.08. Cessation of working on the Following Trains System.–When it is intended that no more following trains shall be despatched in the same direction, the Station Master shall intimate such intention by a message to the block station in advance, after which no more trains in either direction shall be

despatched between the two stations until the last train has arrived at the block station in advance and the line has been cleared between the two stations.

10.09. Protection of trains on the Following Trains System.–

(1) When a train is stopped between stations and if the detention exceeds or is likely to exceed five minutes, it shall be protected in accordance with the provisions of Rule 6.03, except that the Guard going back to protect the train shall place one detonator, at 250 meters from the train on the way out, and two detonators, 10 meters apart, at 500 meters from the train, irrespective of gauge.

(2) In case the train, stopped between stations, is unable to proceed on account of accident, failure, obstruction or any other exceptional cause, the loco pilot shall also arrange to protect the train in the front in the manner laid down for the Guard.

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CHAPTER XI

THE PILOT GUARD SYSTEM

11.01. Essentials of the Pilot Guard System.–

Where trains are worked on the Pilot Guard System.–

(a) a railway servant (hereinafter called a Pilot Guard) shall be specially deputed to pilot trains; and.

(b) no train shall leave a station except under the personal authority of the Pilot Guard.

11.02. Conditions to be observed for following trains on the Pilot Guard System.–Trains shall not follow one another in the same direction between stations, unless–

(a) the loco pilot has been properly warned of the time of departure of the preceding train and of the place at which it will next stop;

(b) all the trains are timed to run at the same speed, and such speed shall not exceed **25**kilometers an hour except under special instructions; and

(c) an interval of fifteen minutes has elapsed since the departure of the preceding train.

11.03. Pilot Guard's dress or badge.–The pilot Guard shall be distinguished by a red dress or badge.

11.04. Pilot Guard to accompany train or give authority to proceed.–

(1) No train shall be started from a station unless the loco pilot sees that it is accompanied by, or that the authority to proceed is given personally by the pilot Guard wearing the dress or badge prescribed in Rule 11.03.

(2) The pilot Guard shall accompany every train:

Provided that when it is necessary to start two or more trains from one end of the section before a train has to be started from

the other end, the pilot Guard shall accompany only the last such trains, and shall personally give the authority to proceed for the preceding trains.

(3) When accompanying a train, the pilot Guard shall ride on the foot-plate of the engine.

11.05. Pilot Guard's Tickets.–
(1) When the pilot Guard does not accompany a train, he shall deliver to the Guard (or, if there be no Guard, to the loco pilot) a pilot Guard's ticket on a printed form properly filled up and signed in ink, as the authority to proceed.
(2) Every such ticket shall apply only to the single journey to the station named on it.
(3) If the train is in charge of a Guard, he shall, before the train is started, deliver the ticket to the loco pilot.
(4) Immediately on the arrival of the train, the loco pilot shall deliver the ticket to the Station Master who shall at once cancel it.

11.06. Protection of trains on the Pilot Guard System.–In the event of a train, which is followed by another train, stopping on the line between stations, the Guard and the loco pilot shall take action to protect the train in accordance with the provisions of Rule 10.09.

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CHAPTER XII

THE TRAIN-STAFF AND TICKET SYSTEM

12.01. Essentials of the Train-staff and Ticket System.– Where trains are worked between two stations on the Train-staff and Ticket System.–

(a) a single Train-staff shall be kept at one of such stations, and

(b) no train shall start from either of such stations to the other unless the said Train-staff is at the station from which the train starts and has either been handed to or shown to the loco pilot by the Station Master when giving such permission.

12.02. System where applicable.–Trains may be worked on the Train-staff and Ticket System only when the line is single and only between such stations as have been declared by special instructions to be Train-staff stations.

12.03. Conditions to be observed for following trains on the Train staff and Ticket System.–Trains shall not follow one another in the same direction between Train-staff stations, unless.–

(a) the loco pilot has been properly warned of the time of departure of the preceding train and of the place at which it will next stop;

(b) all the trains are timed to run at the same speed, and such speed shall not exceed **25**kilometers an hour except under special instructions; and

(c) an interval of fifteen minutes has elapsed since the departure of the preceding train.

12.04. Loco pilot to have Train-staff or Train-staff Ticket. – No train shall be started from a station unless the loco pilot has in his possession to be carried with him on the journey, either the

Train-staff or a Train-staff Ticket, for the section of the line over which the train is about to travel.

12.05. Train-staff or Train-staff Ticket: - by whom to be delivered to loco pilot. – The Train-staff or Train-staff Ticket shall be delivered to the loco pilot by the Station Master or by some railway servant appointed in this behalf by special instructions.

12.06. Train-staff or Train-staff-Ticket: - When to be delivered to loco pilot.–

(1) When no other train is intended to follow before the Train-staff will be required for a train running in the opposite direction, then subject to the provisions of sub rule (3), the Train-staff shall be delivered to the Loco Pilot.

(2) When other trains are intended to follow before the Train-staff can be returned then, subject to the provisions of sub-rule (3), a Train-staff Ticket indicating that the Train-staff is following, shall be delivered to the Loco pilot of each train except the last; and the Train-staff shall be delivered to the loco pilot of the last train.

(3) When a train is assisted by a second engine in the rear, a Train-staff Ticket shall be delivered to the loco pilot of the front engine and the Train-staff shall be delivered to the loco pilot of the rear engine:

Provided that if both the engines attached to the train are to travel over the entire length of line to which the Train-staff applies, and the train is to be followed by other trains, a Train-staff Ticket shall be delivered to the loco pilot of each of the engines attached to the first mentioned train.

(4) When a train is assisted by a second engine in the front, the Train-staff or a Train-staff Ticket, as the case 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 loco pilot of any train until the train is ready to start.

(7) The loco pilot shall not accept a Train-staff Ticket unless he sees the Train-staff at the same time in the possession of the person who delivers the Train-staff Ticket to him.

12.07. Train-staff to be kept on engine.–When the Train-staff is delivered to the loco pilot of a train, he shall place it in a conspicuous place provided for the purpose on the engine.

12.08. Trains not to be started until Train-staff returned.– When the Train-staff has been taken away from a station by the loco pilot of a train, no other train shall be started from that station to follow the first mentioned train until the Train-staff has been returned to the station.

12.09. Train-staff or Train-staff Ticket to be given up and Ticket to be cancelled on arrival of train.–

(1) Upon the arrival of a train at the station to which the Train-staff or a Train-staff extends, the loco pilot shall immediately give the Train-staff or Train-staff Ticket to the Station Master, or to some railway servant appointed by special instructions to receive it.

(2) The person to whom any such Train-staff Ticket is so delivered shall immediately cancel the same.

12.10. Procedure when engine is disabled on the Train-staff and Ticket System.–

(1) If an engine which carries the Train-staff breaks down between two stations, the Asst. Loco Pilot shall take the Train-staff to the Staff-station in the direction whence assistance can best be obtained in order that the Train staff may be available at that station for delivery to the Loco pilot of the assisting engine.

(2) If an engine which carries a Train-staff Ticket breaks down between two stations, assistance shall ordinarily be obtained only from the station at which the Train-staff has been left; but if assistance can more readily be obtained from another station in the opposite direction, immediate steps shall be taken to have the Train-staff transferred to the other end of the section.

(3) Whenever an engine has broken down between two stations, the Asst. Loco Pilot shall accompany the assisting engine to the spot.

12.11. Train-staff Tickets: how kept.–Train-staff Tickets shall be kept in a ticket-box provided for the purpose and fastened by an inside spring, the key to open the box being the Train-staff to which the tickets apply.

12.12. Train-staff: how kept.–The Train-staff, when at a station, shall not be left in the box but shall be kept by the Station Master in safe custody.

12.13. Distinguishing marks on Train-staff Tickets an boxes.–

(1) Each Train-staff shall have shown upon it the name of the Train-staff station at each end of the portion of line to which it applies.

(2) The Train-staff and Train-staff Tickets and boxes for the different portions of the line shall be distinguished by different colours.

(3) ‘‘Up’’ and ‘‘Down’’ Train-Staff Tickets shall also have distinguishing marks.

12.14. Form of Train-staff Ticket. – Every Train Staff Ticket shall be in the following form.–

Ticket No._____ _____Railway

TRAIN-STAFF TICKET

Up (or Down)

Train No. _____

Time _____ Hours _____ Minutes

From_____To_____ _____

To loco pilot and Guard. You are authorised to proceed from _____

_____station to _____station and the Train-staff will follow.

Train No. _____ in front left _____ _____

_____ hours _____minutes.

Signed _____

Station Master at _____

(Station stamp) _____

Date _____

(BACK OF TICKET)

The loco pilot shall not accept this ticket unless he sees the Train-staff for the portion of line which he is about to enter.

This ticket shall be given up by the loco pilot, immediately on arrival, to the Station Master or other person authorised to receive, it, and such person shall immediately cancel it.

12.15. Record of Train-staff Tickets issued.–The Station Master shall keep a record in a book of each Train-staff Ticket issued, showing the number of each ticket and the particular train for which it was issued.

12.16. Obstruction outside the Home signal.–The line outside the Home signal shall not be obstructed unless the Train-staff of the portion of the line to be obstructed is at the station.

12.17. Protection of trains on the Train-staff and Ticket System.–In the event of a train, which is followed by another train, stopping on the line between stations, the Guard and the loco pilot shall take action to protect the train in accordance with the provisions of Rule 10.09.

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Chapter- X, XI, & XII
The Following Trains System, The Pilot Guard System & The Train-Staff and Ticket System

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CHAPTER XIII

THE ONE TRAIN ONLY SYSTEM

13.01. Use of the one train only system.–Trains may be worked on the one Train only System, only on short terminal branches on the single line.

SR. 13.01.01.–Sections where trains are worked on the one Train only System in the S.E.Rly are (1) Aunlajhori-Gurumahishani, (2) Aunlajhori-Badampahar (3) Bowaichandi-Masagram (4) Bhanjpur-Bangriposi (c/s **135** added)

13.02. Essentials of the One Train Only System.– Where trains are worked on the one Train Only system, only one train shall be on the section on which this system is in force, at one and the same time.

13.03. Authority to enter the section.–A loco pilot shall not take his train into the section unless he is in possession of the authority to proceed as prescribed by special instructions.

SR. 13.03.01.– The Authority to proceed shall be a metallic badge with the inscription: -

Obverse

Authority for the loco pilot / Motorman to proceed from _____ to _____and return to _____.

Reverse

Name of the Controlling station.

The badge should normally to be in the custody of S. M. on duty at the controlling station. In case of loss of the metallic badge, a Line Clear Ticket shall be issued under signature of the S. M. on duty with time, date and train number with Station Stamp. The fact that the badge is lost shall be recorded.

13.04. Procedure in case of accident or disablement on the one Train only system.–

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

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

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

(b) The engine so sent shall either be accompanied by the Guard of the disabled train, who shall explain to the loco pilot where and under what circumstances the disabled train is situated and such other particulars as may be necessary to enter the line unaccompanied by the Guard of the disabled train.

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

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

SR. 13.04.01.– If a train becomes disabled in mid-section and is unable to proceed, the Guard shall convey a written advice of the circumstances through Assistant Loco Pilot to the Station Master of the station from which assistance can be obtained. In absence of Assistant Loco Pilot sub-para 1 (b) of Rule 13.04 shall be complied with.

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CHAPTER XIV

BLOCK WORKING

A. General Provisions

14.01. Means of granting or obtaining Line Clear.–The running of every train shall, in its progress from one block station to another, be regulated by means of any one of or a combination of the following–

(a) electrical block instruments of token or token less type,

(b) track circuits,

(c) axle counters, or

(d) electrical communication instruments.

SR. 14.01.01 The following electrical communication instruments shall be used for obtaining\granting line clear\as per their availability and strictly in order of preference.

1. Block instruments, Track circuits or Axle counters.

2. Telephones attached to Block instruments.

3. Station to station fixed telephones wherever available.

4. Fixed telephone such as Railway auto-phones and BSNL Phones (with caller ID facility wherever feasible).

5. Control Telephone and

6. VHF sets.

SR. 14.01.02 (a) Use of VHF set as the sole means of communication;

(i) This shall be used only in specified sections and sidings where only freight trains run over sections and where passenger trains run, this shall never be used.

(ii) Wherever GSMR has been\is being provided, the use of VHF sets for the purpose of line clear should not be permitted.

(iii) Identification sheets shall be used during line clear transactions through VHF sets.

(b) Use of VHF set during failure of all other means of communications:

(i) In case of failure of all other means of communications, leaving VHF sets as the only alternative, it can be used for line clear till restoration of any one of the other prescribed means of communication.

(ii) The use of VHF sets for prolonged duration will be permitted only in presence of supervisory staff.

(iii) Identification sheets shall be used during line clear transactions through VHF sets.

14.02. Provision of instruments.–

(1) Electrical communication instruments shall be provided at every station, except at class 'D' stations where they may be provided under special instructions.

(2) (a) The electrical block instruments, where provided, and electrical communication instruments at any station shall be of a type approved by the Commissioner of Railway Safety and shall not be brought into use in the first instance unless they have been passed by him.
(b) The person in charge of the maintenance of electrical block instruments shall not without the approval of the Commissioner of Railway Safety, permit the substitution, for the instruments and installation brought into use in the first instance, of any instruments or installation which do or does not satisfy the conditions prescribed in clause (a).

14.03. Consent required before interfering with Block working equipment. – No railway servant shall interfere with the block working equipment, or their fittings for the purpose of effecting repairs, or for any other purpose except with the previous consent of the Station Master.

SR. 14.03.01.– For detailed procedure for effecting repairs of Block working equipment, see Block Working Manual.

B. Block Stations at which Electrical Block Instruments, Track Circuits or Axle Counters are provided.

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. 14.04.01.–The Principal, Zonal Railway Training Institute, Sini, is authorised to examine and to issue the certificate of competency referred to in sub-rule (1) Of GR 14.04 which shall only be valid for a period of three years in case of Station Superintendents. Deputy Station Superintendents, Station Master, Asstt. Station Masters and Switchman from the date of test as shown in the certificate.

The Principal of ZRTI in case of Group C staff and Instructor In-Charge of DTTC in case of Group D staff, are authorized to examine, issue and renew the certificate of Initial training /Refresher course training attended by the railway staff at ZRTI/DTTC. However, this training attended certificate issued to Group C transportation staff may be extended locally by an officer not below the rank of AOM/ATM, in exceptional cases. Such extension will be valid for a period of Six months and in no case shall the validity be extended any further. **(**c/slip **126** added**)**

ASMs/SMs within 6 months of retirement may not be deputed for Refresher course subject to extension of competency by AOM for up to 6 months.

Likewise, STJM/PM/CM may not be deputed for Refresher course within 6 months of retirement subject to competency certification by Sectional DTIs. (c/slip **93** added)

SR. 14.04.02.-Competency certificate for working Block Instrument/PI/RRI/EI/BPAC or SSI (VDU also): OP/T- 1B issuing by ZRTI/Sini should include the following in their format: PI/RRI/EI/SSI (VDU also) and SSDAC/MSDAC/BPAC etc. and one day study tour may be arranged for trainees to acquaint themselves for watching and observing these instruments during their tenure at ZRTI/Sini, if these instruments are not available presently at the model room of ZRTI. (c/slip **128** added)

14.05. Bell code.–For the signalling of trains, the prescribed code of bell signals as detailed below, shall be used, and a copy thereof shall be exhibited in each block station near the place of operation of the block working equipment–

Ref. No.	Indication	code	How signalled	How acknowledged.
1.	Call Attention,		One	One
	Or Attend		stroke	stroke
	Telephone	0	or beat	or beat
2.	Is Line Clear,			
	or Line Clear	00	Two	Two
	Enquiry			
3.	Train Entering	000	Three	Three
	Block Section			
4.	(A)Train Out			
	Of Block			
	Section			
	(B)Obstruction	0000	Four	Four
	Removed			
5.	(A)Cancel Last			
	Signal			
	(B)Signal	00000	Five	Five
	Given in			
	Error			
6.	(A)Obstruction	000000	Six	Six
	Danger			
	Signal			
	(General)			
	(B)Stop and	000000-0	Six Pause one	Six Pause one
	Examine			
	Train			
	(C)Train Passed	000000-00	Six Pause Two	Six Pause Two
	Without Tail			

	Lamp or Tail			
	Board			
	(D)Train Divided	000000-000	Six Pause Three	Six Pause Three
	(E)Vehicles	000000-0000	Six Pause Four	Six Pause Four
	Running Away			
	In Wrong			
	Direction On			
	Double Line			
	Or into the			
	Block Section			
	On Single Line			
	(F)Vehicle	000000-00000	Six Pause Five	Six Pause Five
	Running Away			
	In Right			
	Direction on			
	Double Line			
7.	Testing	0000000000000000	Sixteen	Sixteen

Note. – (1) '0' indicates a stroke or a beat and '_' indicates a pause.

(2) Each signal shall be given slowly and distinctly.

(3) Exchange of bell codes under reference numbers 3 and 4 are not required in a section provided with block proving axle counter or track circuit having complete track circuiting of station yard excluding non-running lines on either end.

14.06. Acknowledgement of signals.–

(1) Each signal received shall be acknowledged by sending its authorised acknowledgement.

(2) No signal shall be acknowledged until it is clearly understood.

(3) A signal shall not be deemed to be complete until it is acknowledged.

(4) If the station to which a signal is sent does not reply, the signal shall be repeated at intervals of not less than 20 seconds until reply is received.

14.07. Train Signal Register.–

(1) A Train Signal Register shall be kept by the Station Master or under his orders.

(2) All signals received or sent on the electrical block instruments and the timings of receipt and despatch shall be entered therein, immediately after acknowledgement, by the person operating the block instrument.

(3) The timings entered in the register shall be the actual timings, except that any fraction of a minute shall be counted as one.

(4) All entries in the register shall be made in ink.

(5) No erasure shall be made in the register, but if any entry is found to be incorrect, a line shall be drawn through it, so that it may be read at any time and the correct entry shall be made above it.

(6) The person who keeps the register for the time being shall be responsible for all entries made therein and for correctly filling in each column thereof.

SR. 14.07.01.– (a) The Station Master who makes an entry for a train, shall continue on duty till all entries affecting that train are complete. The Station Master who gives line clear for a train shall remain on duty till the train has arrived and the 'Train out of Block Section' signal has been given by him to the station in rear and acknowledged. Similarly, the Station Master who receives line clear shall remain on duty till the ''Train out of Block Section'' signal is received from the station in advance and is acknowledged by him.

Except as indicated above, the change of duty should follow the prescribed roster.

(b) Whenever the Station Master changes duty, a line shall be drawn right across the Train Register, and the outgoing Station Master shall sign his name eligibly and enter the time above the line or make any of the following endorsements as may be appropriate in the event of his having to sign off at any time after his rostered duty hours terminate:–

Signed off at _____ hours in order to admit _____ train, arrived at _____ hours or Signed off at_____ hours in order to receive train out of Block section report for _____train despatched to

_____ station, arrived there at _____ hours. Similarly, the incoming Station Master shall sign his name legibly and enter the time below the line.

(c) In the event of another train being signalled after the incoming Station Master has reported and before the outgoing Station Master has signed 'off' the Line Clear shall be given by the former and latter need not wait for completing the transactions in respect of that train.

(d) Sub-rule (a) above shall not apply if the detention to a train in block section due to an accident or for any other exceptional reasons exceeds by more than one hour beyond the normal running time. In such case the Station Master may sign 'off' after making the following entries in red ink in the Station Master's diary as well as in the Train Signal Register :–

(i) On the double line __''Up or Down Line (as the case may be) occupied by No. _____ train left _____at _____Hrs.''

(ii) On the single line __ ''Block section between _____ and _____ occupied by No. _____ Up/Down train left _____ at _____Hrs''.

The above entry shall be signed jointly by the Station Master who goes off duty and the Station Master who relieves him.

14.08. Authority to proceed.–The Loco Pilot shall not take his train from a block station unless he has been given an authority to proceed–

(a) On the double line, by the taking 'off' of the last Stop signal

(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 token less type or track circuits or axle counters.

SR. 14.08.01.– For special instructions see Block Working Manual.

14.09. Loco Pilot to examine authority to proceed.–

(1) The Loco Pilot shall ensure that the authority to proceed given to him is proper authority under the system of working and refers to the block section he is about to enter, and if the said authority is in writing that it is complete and duly signed in full and in ink.
(2) If the conditions mentioned in sub-rule (1) are not complied with, the Loco Pilot shall not take his train past or start from the station until the mistake or the omission is rectified.

14.10. Conditions for closing the block section.–

(1) When the block section has been cleared by the arrival of the train or by the removal of the cause of blocking, 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 or the receiving stations 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 a train to the Station Master.

14.11. Responsibility of Station Master as to authority to proceed.–

(1) An authority to proceed shall not be given to the Loco Pilot until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.

(2) An authority to proceed shall not be given to the Loco Pilot except by the Station Master or by some railway servant appointed in this behalf by special instructions.

(3) The Station Master shall see that the authority to proceed given to a Loco Pilot is accurate and that, when it is in writing, it is complete and is signed in full and in ink.

(4) If the train stops at the station and is waiting to cross another train, the authority to proceed shall not be given to the Loco Pilot until the whole of the latter train has arrived and is clear of the running line for the former train.

(5) If two engines are coupled together or if one engine is in front and another in rear of the train, the authority to proceed shall be given to the Loco Pilot of the leading engine.

14.12. Special responsibility as to electrical token instruments and to the token.–

(1) The Station Master shall be responsible to ensure that–

(a) no one but himself operates the electrical block instruments.

(b) the procedure regarding bell signals and, in addition any communication made by electrical communication instruments including the use of a private number, as laid down under special instructions, is correctly carried out,

(c) in the case of stopping trains, the incoming token is surrendered by the Loco Pilot before an outgoing token is delivered to him.

(d) when he receives the token of an incoming train, it is put in the electrical block instrument immediately, and

(e) no one except the person authorised by special instructions opens the electrical block instruments.

(2)(a) a token shall not be taken out of an electrical block instrument earlier than necessary and when taken out, its number shall be recorded in the Train Signal Register, and it shall be kept in the personal custody of the Station Master till issued to a Loco Pilot or returned to the instrument.

(b) On arrival of the train at the block station in advance, the Loco Pilot shall give up the token in accordance with special instructions, and his token shall then be placed in the electrical block instrument at that station.

(c) If the train has to return to the block station from which it started, the token shall, on such return, be replaced in the electrical block instrument from which it was extracted.

14.13. Failure of electrical block instruments or track circuits or axle counters.–

(1) If the electrical block instruments, track circuits or axle counters or their electric connections fail. Line Clear shall be obtained through the electrical communication instruments.

(2) When Line Clear has been so obtained, an entry to that effect shall be made in the Train Signal Register, and the train may be allowed to proceed on the issue of a written authority to proceed, which shall also bear a remark to that effect.

14.14. Closing of Intermediate Block Post.–If the electrical block instruments provided at the stations on either side of an Intermediate Block Post or the track circuiting provided beyond the last Stop signal, or the axle counters provided at either end of block section, fail, the Intermediate Block Stop signal, shall be treated as defective and the Intermediate Block Post shall be deemed to be closed and section between the stations on either side of the Intermediate Block Post shall be treated as one block section.

C. Block Stations at which Electrical Block Instruments are not provided.

14.15. Transmission of signals.–For the working of trains at such stations where electrical block instruments are not provided, signals as prescribed under special instructions shall be transmitted, as occasion may require on the electrical communication instruments.

14.16. Train Signal Register.–The Train Signal Register referred to in Rule 14.07 shall also be maintained at block stations where block instruments are not provided.

14.17. Forms for messages and written authority to proceed.–

(1) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written on forms specially provided for the purpose by the Railway Administration.

(2) Such forms shall be bound up in books and kept at each block station by the Station Master, or by some railway servant appointed in this behalf by special instructions.

14.18. Distinction of messages.–

(1) Every message despatched in connection with the working of a train shall distinctly describe the train to which it relates.

(2) For every train a separate inquiry and reply shall be sent.

14.19. Writing and signing of messages and written authorities to proceed.–

(1) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written up in ink and signed by the person authorised to despatch or issue the same.

(2) No message or written authority to proceed shall be written out, either in full or in part, or signed, until necessary.

14.20. Completion of messages–No part of any message shall be despatched or acted upon until the whole message has been written out except with a view to the prevention of an accident, or in some other case of emergency.

14.21. Preservation of messages and written authorities to proceed.–Messages and written authorities to proceed shall be destroyed at such time after issue as may be prescribed by special instruction:

Provided that no message or written authority to proceed shall be destroyed before one month after issue.

SR. 14.21.01. – Retention of Train message Books. – Train message books after completion and other messages received and despatched under these Rules shall be retained for six months at the station. After six months they may be disposed of as prescribed unless required to be preserved any longer in connection with a pending case.

14.22. Cancellation of Line Clear.– On a single line when a Line Clear has been cancelled, no train shall be allowed to leave in the opposite direction until a message has been received acknowledging such cancellation and stating that the train for which the Line Clear has been given is and shall be detained.

14.23. Loco Pilot to have authority to proceed.–The Loco Pilot shall not take his train from a station unless he has in his possession, as his authority to proceed, a Line Clear Ticket duly signed by the Station Master.

14.24. Authority to proceed: when to be given to Loco Pilot –An authority to proceed shall not be given to the Loco Pilot until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.

SR. 14.24.01.– For procedure of Delivery of Authority to proceed Block Working Manual Rule shall be referred to.

D. Line Clear Tickets

14.25. Line Clear Tickets.–

(1) When owing to failure or non-provision of electrical block instruments the authority to proceed is a Line Clear Ticket, it shall, except under special instructions, be in the following form–

Form No. T/C 1425 (UP)

_____ RAILWAY

Sr. No. _____

PAPERLINECLEARTICKET
(Loco Pilot / Record)

Up (T/C-1425)

Number of Train …… Up (Description) ……

Date …… Time …… hours …….. minutes

From Station Master ……

To The Loco Pilot of Train No. ……Up

The line is clear and you are authorized to proceed to …….. station

Last Train No. …….. cleared section at …… station

Private No. (in words) …….. (in figures) ……

Authority to pass signal at 'on' position

You are authorized to pass Last stop Signal in danger, when the signal is interlocked with Block Instrument.

……
Signature of Station Master

Station Master's Stamp

Strike out whichever is not applicable.

Form No. T/D 1425(DN)

_____ RAILWAY

Sr. No. _____

PAPER LINE CLEAR TICKET
(Loco Pilot / Record)

Down (T/D-1425)

Number of Train …… Down (Description) ……

Date …… Time …… hours …….. minutes

From Station Master ……

To The Loco Pilot of Train No. ……. Down

The line is clear and you are authorized to proceed to …….. station

Last Train No. …….. cleared section at …… station

Private No. (in words) …….. (in figures) ……

Authority to pass signal at 'on' position

*- You are authorized to pass Last stop Signal in danger, when the signal is interlocked with Block Instrument.

……
Signature of Station Master

Station Master's Stamp

Strike out whichever is not applicable.

(2) Each such ticket shall bear a serial number which shall be recorded in the Train Signal Register, the numbers for the Down direction being clearly distinguished from those for the Up direction.

(3) The ticket referred in Sub-rules (1) and (2) shall be printed on white paper with blue font. To distinguish paper line clear ticket for up and down directions, water mark arrow pointing "Up" and "Down" shall be printed on the ticket.

E. Use and Operation of Block Working Equipment

14.26. **Use and operation of block working equipment**.–The use and operation of electrical block instruments shall be governed by special instructions to be issued with the prior approval of the Railway Board.

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CHAPTER – XV
PERMANENT WAY AND WORKS

A. Railway Servants Employed on the Permanent Way or Works

15.01. Condition of Permanent Way and Works.— Each Inspector of way or Works shall be responsible for the condition of the permanent way and works under his charge.

SR. 15.01.01.— For the purpose of this Chapter, the term Inspector of Works shall be taken to include Bridge Inspectors also.

15.02. Maintenance of line.— Each Inspector of Way or Works shall—

(a) see that his length of line or works in his charge are efficiently maintained, and

(b) promptly report to the Engineer-in-charge all accidents to, or defects in the way or works, which he considers likely to interfere with the safe running of trains, at the same time taking such action as may be necessary to prevent accidents.

SR. 15.02.01.— The Engineer-in-charge referred to in this Chapter shall mean the Assistant Engineer or other officer in immediate charge of the section concerned.

15.03. Keeping of material.— Each Inspector of Way or Works shall see to the security of all rails, chairs, sleepers, and other material in his charge, and ensure that properly stacked clear of the line so as not to interfere with the safe running of trains.

SR. 15.03.01.— Loose permanent way materials, tools, etc. shall not be left by the side of the line where they might be made use of by miscreants to form dangerous obstructions. Such materials shall be collected at gate lodges or gang huts and subsequently taken to a proper depot at the earliest opportunity. This does not apply to the case of remodelling of yards or relaying where special watchmen are engaged.

SR. 15.03.02.— Stacks of wooden sleepers shall be covered with a layer of earth and all grass around the stacks cut closely for a distance of 7.5 m. as a precaution against fire.

SR. 15.03.03.— Railway materials such as carriage and wagon parts found lying alongside the line shall be collected by the Permanent Way Inspectors and made over to the nearest Station Master for despatch to the nearest Train Examiner.

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 day in the case of lines with light and infrequent traffic.

(2) All bridges and works including signals, signal wires, interlocking gear, points and crossings, overhead equipment and any other equipment affecting the safety and working of trains shall be inspected regularly in accordance with special instructions.

SR. 15.04.01.— The keyman of each gang shall walk daily over the length of each running track in his charge, starting at or soon after sunrise, and, when necessary, more than once daily. He shall tighten or replace any loose keys or other fastenings, as required, and examine the state of the track generally.

SR. 15.04.02.—Permanent Way Inspectors in independent charge shall inspect the full length of their sections at least once a week by trolly and Permanent Way Inspectors (Grade III) working under them shall do so at least two times a week, except when unavoidably prevented, in which case a report shall be sent at once to the Engineer-in-charge.

SR. 15.04.03.— Permanent Way maintenance staff shall be responsible for seeing that signal wires are kept clear of all obstructions. This duty shall clearly be impressed on Gang men and Key men by the Permanent Way Inspector.

SR. 15.04.04.— Inspectors of Way and Works shall inspect each bridge or culvert in their section at regular intervals, the nature and periodicity of such inspections being as prescribed in the Indian Railways Way & Works Manual. Any serious defect noticed during their inspections shall at once be reported to the Engineer-in-charge.

SR. 15.04.05—Signal Inspectors shall visit each interlocked station and interlocked level crossing at least once a month and carefully inspect the working of all signals, points and other appliances.

SR. 15.04.06. — Permanent Way Inspectors and Signal Inspectors shall pay particular attention to the correct adjustment of interlocked points. If, at any set of points, it is found possible to lock them in either direction with a gauge test piece 5mm thick inserted at 15 cm from the toe of switch, such points shall be treated as defective and worked as non-interlocked points, until necessary adjustments are made to ensure their proper setting.

15.05. Patrolling of lines.—

(1) In addition to the inspection referred to in Rule 15.04. Whenever any portion of railway is likely to be endangered by abnormal conditions such as heavy rains, breaches, floods, storms and civil disturbances, the line shall be patrolled in accordance with special instructions.

(2) When a railway servant deputed to patrol the line notices any condition likely to affect the safety of trains or otherwise apprehends danger, he shall take action in accordance with special instructions prescribed for the purpose to protect the obstruction on line and thereafter inform the nearest Station Master by the most expeditious means.
See also Rule 3.62.

SR. 15.05.01.— During monsoon, the Divisional Engineers shall arrange for regular patrolling of the line wherever considered necessary.

SR. 15.05.02.— In case of exceptionally heavy rain or abnormal floods occurring during the monsoons or a sudden severe storm during the non-monsoon period, the Permanent Way Inspectors, Permanent Way Mistries and Gang mates shall, on their own initiative, organise patrolling by the gangs of those portions of the line which are likely to be affected thereby, until the danger passes. This shall be done irrespective whether regular monsoon patrolling by patrolmen is in force or not. In case of heavy rainfall and floods, the gang patrols shall pay special attention to known points of danger, such as banks and cuttings which are liable to slips or subsidence, bridges and their approach banks likely to be affected by floods and portions of the line which may be endangered by railway affecting tanks. In case of cyclone or heavy gale, the patrol shall also inspect the lengths of track which are likely to fouled by falling of trees etc.

SR. 15.05.03.— The Divisional Engineer shall decide the sections where regular monsoon patrolling is necessary and divide them into suitable beats for individual patrols. The beats shall be numbered serially from one end to each P.W. Inspector's sections to the other end. In addition, vulnerable locations requiring stationary watchmen shall also be identified and listed.

SR. 15.05.04.— In respect of mobile patrol beats extending from station to station, he shall arrange to prepare and supply patrol charts in sufficient numbers to the concerned Asstt. Engineers and P.W. Inspectors and also to the Divisional Operations Manager, Divisional Mechanical Engineer and, in case of electrified sections, to the Divisional Electrical Engineer (RS), for distribution among the concerned Station Masters, Control Office, Loco Shed Foremen, Traction Foremen etc. These charts shall be exhibited at a conspicuous place. The Foremen concerned shall be responsible for acquainting the Loco Pilots of passenger trains as to when to expect to pass the patrolmen if running to time.

SR. 15.05.05.— A patrol book containing sufficient number of pages shall be supplied to each patrol, with a tin case. The book shall be serially numbered to correspond with the number of the patrol on each section. The first page of the book shall contain the number and kilometrage of patrol beat and the names of the Patrolmen. The remaining pages shall contain columns for date station name, time of arrival and departure and signature of Station Master/Switchman. Where the patrolling is done only by night, the patrol books shall remain in the custody of the Station Master/Switchman during the day.

SR. 15.05.06. — The Patrolman shall, during his duty hours, patrol his beat as specified by the Divisional Engineer. A Patrolman whose beat terminates at a station shall, on reaching there, present his patrol book to the Station Master/Switchman, who shall enter therein the time of his arrival and departure and sign the book. The name of the patrolman and his time of arrival/departure shall also be recorded in Station Diary. At the other end of the beat where there is no station, the Patrolman shall exchange his patrol book with the Patrolman of the next beat and shall then re-trace his beat. The intermediate Patrolmen shall also exchange the patrol books accordingly. In this way, each Patrol book will be conveyed from one Station to the other and back.

SR. 15.05.07.— If a Patrolman, on arrival at the end of his beat in the mid-section, does not find the next Patrolman to take over his patrol book, he shall, after waiting for 15 mts., proceed ahead until he meets him or the Patrolman of the next beat further ahead, and exchange the patrol book with him. The Patrolman shall report such cases of absence of Patrolman from the nominated beat to the Gangmate on the following day. If there be any gang hut on the way, he shall advise the Gangmate immediately for deputing another Gang man for patrolling.

SR. 15.05.08.— Station Master/Switchman shall verify whether the Patrolmen coming on duty are sober and fully equipped, that their lamps are trimmed and filled with oil and that they leave for their beats on time.

SR. 15.05.09.— **Each Patrolman shall be provided with the following equipment and such others as may be prescribed by special instructions:**

(i) 1 staff
(ii) 1 number plate
(iii) 1 patrol book in tin case
(iv) 1 haversack
(v) 1 tin case containing 10 detonators
(vi) Hand signal flags — 2 red and 1 green (for day patrols only.)
(vii) 2 Hand signal lamps
(viii) 1 three-cell electric torch (for night patrols only.)
(ix) 1 match box
(x) 1 Whistle
(xi) Protective clothing, according to local dress regulations.
NOTE :— When men have to patrol in pairs, the equipment need not be duplicated; but an extra hand signal shall be carried.

SR. 15.05.10.- If a Patrolman does not turn up within 15 minutes of his scheduled arrival, the Station Master on duty shall take the following action :–

(a) He shall stop run-through trains proceeding into the next Block Section, out of course;

(b) He shall advise the Station Master at the other end of the section to take similar action and also advise the Section Controller;

(c) He shall issue a Caution Order in form T\B409 to every train proceeding into the Block Section, advising the Loco Pilot to be on the alert and to observe a speed restriction of 40 Km/h during the day when visibility is clear and 15 km/h during the night or when visibility is impaired. The Caution Orders shall be issued until the Patrolman arrives and reports that the line is safe for passage of trains;

(d) He shall send out a Station staff/Gang man to ascertain the whereabouts of the Patrolman and the reason for delay and, in case the Patrolman is not found, the Station Master shall immediately contact the concerned Gangmate/PWI to arrange for another Patrolman.

SR. 15.05.11.— Duties of Patrolman in regard to safety of the line :–

(a) The Patrolman shall walk to and fro, over his beat in accordance with the chart pertaining to the beat, looking out for subsidence, slips, signs of erosion, trees blown across the track during storms or any other cause likely to endanger the safety of the line. Bridges and their approaches shall be specially watched.

(b) He shall apprehend damage to the line when :–

(i) the flood level reaches or is higher than the danger level marked on any of the bridges;

(ii) the water on one side of the embankment is at a much higher level than on the other side:

(iii) any obstruction, such as a fallen tree, is blocking the water-way of a bridge;

(iv) the track shows signs of settlement; or

(v) failure of any part of bridge structure or its approach, which may endanger the safety of the bridge, is likely.

(c) He shall take immediate steps, in accordance with the instructions given in GR 15.05.11(h) below, to stop trains when any portion of the line is rendered unsafe or is likely to be rendered unsafe due to abnormal rain or flood or any other cause.

(d) When no danger is apprehended, the patrolman shall stand on the cess on the left hand side of the train and facing it and exhibit his number plate, turning the light of his lamp on to it so that the number can be seen from the passing trains. He shall also whistle continuously during passage of the whole train.

(e) He shall obtain the signature of the Station Master or Switchman on duty at the station concerned for his arrival and departure and exchange patrol book with adjacent patrolmen, as the case may be.

(f) He shall exchange information with adjacent Patrolmen and Stationary Watchmen about the condition of their beats.

(g) He shall need instructions from Loco Pilots in respect of any dangerous condition noticed enroute by the latter and proceed to the place indicated and take necessary measures.

(h) In the event of any portion of the line being breached or otherwise rendered unsafe for traffic, the Patrolmen shall act as follow:–

(A) In cases where two Patrolmen are employed: –

(i) Danger signals shall be shown at once in both directions:

(ii) The two Patrolmen shall then proceed in opposite directions, showing danger signal, and at 600 meters from the point of obstruction in the case of Broad Gauge each shall place one detonator on the rail and, thereafter, proceed to a distance of 1200 meters from the point of obstruction where he shall place three detonators on the rail about 10 meters apart. On double/treble line section, the detonators shall be placed on the line on which trains would normally approach. On the Narrow Gauge the first detonator shall be placed at 400 meters and the latter three detonators at 800 meters from the obstruction, spaced about 10 meters part.

(iii) One Patrolman shall then remain at the place where he has fixed three detonators and continue to show the Stop hand signal, while the other Patrolman, who is closer to the nearest Block station, shall proceed with all haste to that station, exhibiting Stop hand signal. If there be any gang on the

way, he shall inform the Gang Mate of the occurrence. The Mate shall immediately proceed with his gang to the affected spot and ensure proper protection of line and attend to such repairs as are within his competence. On reaching the station, the Patrolman shall inform the Station Master/Switchman about the danger. He shall, there-after, return to the site of obstruction and shall continue to protect the line till he is relieved by the Gang Mate.

(iv) Should the nature of the obstruction be such as to render it absolutely impossible for either of the Patrolmen to get across the same, as for instance a wash away with strong current, one of the men shall remain at the site of obstruction and show Stop hand signal and endeavour to stop trains approaching from the opposite side, while the other patrolman shall proceed towards the station in the rear, taking action as described in para (ii) and (iii) above.

(B) In case where a single Patrolman is employed and the damage or obstruction is detected on single line:-

(i) The Patrolman shall place a red hand signal at a prominent place to warn any train which may approach from one direction and then proceed in haste in the opposite direction and in the case of Broad Gauge, place one detonator at 600 meters and three detonators about 10 meters apart at 1200 meters from the obstruction. On Narrow Gauge the first detonator shall be placed at 400 meters and the latter three detonators at 800 meters from the obstruction, spaced about 10 meters apart.

(ii) He shall thereafter return immediately and protect the other side with detonators in a similar manner.

(iii) In the event of it being absolutely impossible to get to the other side of the obstruction (as in a wash away with strong current), the Stop hand signal shall be placed in such a position that it may be seen from as long a distance as possible by a train approaching from the opposite direction.

(C) In cases where a single Patrolman is employed and the damage or obstruction is detected on a double line section:–

(i) When obstruction is only on one line, the Patrolman shall place a red hand signal on the opposite side near the site of obstruction and run in the direction from which trains would approach and place detonators as described in sub-para B (i).

(ii) When both the lines are blocked, the Patrolman shall place a red hand signal at a prominent place so as to warn any train approaching on one track. Then he shall run along the other track in the direction from which trains would approach and place detonators as described in sub-para (B) (i). He shall, thereafter, run back immediately and protect with detonators the other

line (on which the red hand signal had earlier been placed) by placing detonators as described in sub-para (B) (i). After having protected both the lines, the Patrolman shall proceed with all haste towards the nearest station, exhibiting the Stop hand signal. If he finds it impossible due to the station on the other side and report the matter on arrival, to the Station Master/Switchman on duty. If, on the way, he passes by a gang he shall intimate the Gang Mate of the obstruction and the latter shall proceed with his gang to the site of obstruction and ensure proper protection of line and attend to such repairs as are within his competence.

(iii) In all cases mentioned in sub-rule (h) above, after having protected the line and summoned assistance, the Patrolmen shall resume patrolling of their beat.

SR. 15.05.12.— The Divisional Engineer shall, when he considers it necessary, arrange for other types of patrolling of the line, such as hot weather patrolling where buckling of track is apprehended or security patrolling on apprehension of civil disturbances or for any other reason. Such patrolling shall be done in accordance with special instructions. The protection of line in case of any damage or obstruction shall be done in the same manner as indicated in SR 15.05.11 (h).

SR. 15.05.13.— P.W. Inspectors shall be responsible for ensuring that all Patrolmen under them are fully conversant with the rules and instructions regarding patrolling of the line and are properly drilled in their duties in respect of protection of the line.

15.06. Work involving danger to trains or traffic.— A gang shall not commence or carry on any work which will involve danger to trains or to traffic without the previous permission of the 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 superintendent such work, and shall see that the provisions of Rule 15.08 and 15.09 are observed :

Provided that, in case of emergency, when the requirements of safety warrant the commencement of any such work before the said railway servant can arrive, the Gang mate may commence the work at once and shall himself ensure that provisions of Rule 15.09 are observed.

15.07.Work in thick, foggy or tempestuous 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) below.

(3) In emergent cases, the engineering official not below the rank of PWI Grade III, undertaking such Operations shall first bring the train to stop and advice the loco pilot of the train about the

need to stop the train through a written memo. The engineering official shall simultaneously arrange to send a message to the station master for the need to block the track and obtain written confirmation of the same. In such emergent cases, work may be commenced only after bringing the train to a stop and the loco pilot has been advised.

SR. 15.08.01.— When any operation involving interference with permanent way or signalling/interlocking gear is to be undertaken, whether within or outside station limits, and the work is of such nature as to require blocking of the line or issue of caution order, the Engineering official responsible for such operation shall issue an advice in writing to the Station Masters concerned of his intention to undertake the work and obtain written permission from the later. The work shall not be commenced until such permission has been obtained from the Station Master concerned.

NOTE : The term Engineering official shall, for the purpose of this chapter, be taken to include the concerned officials of the S & T and Traction Distribution Departments also.

15.08.02—Procedure for arranging blocks and imposing speed restrictions:–

(a) The Divisional Engineer concerned shall send to the Divisional Operations Manager by 15th of every month a forecast of speed restrictions and block likely to be required during the following month.

(b) Speed restrictions :–

(i) Speed restrictions shall be classified as permanent, Semi-permanent and temporary. Temporary restrictions are there which are purely short term in nature and are not listed in the Working Time Table. The terms “permanent” and “semi-permanent” as applied to speed restrictions, have been defined in SR 15.09.03, which may be referred to.

(ii) The Divisional Engineer shall inform the Divisional Operations Manager as soon as it becomes necessary to impose any speed restriction or to lower the speed limit for an existing restriction. Where the necessity for the same can be foreseen, 7 days’ notice shall be given, to enable the “Green Notice” being issued (vide sub-rule (d) below).

(iii) In case of emergency, temporary speed restrictions may be imposed by a Permanent Way Inspector by issue of a message to the Chief Controller or to the Station Master concerned, to enable caution orders being issued accordingly. Copies of the message shall be sent to all the concerned officers of Engineering, Operating, S & T, Mechanical and Electric (Traction)

Departments, as well as to the Loco/Shed Foreman/ Traction Foreman (RS), concerned and the Station Masters on either side and those of the notice stations concerned.

(c) Blocking of line:–

(i) For urgent and unforeseen works required for safety, the requisite blocks shall be arranged specially on requisition by the Engineering officials concerned, even at short notice.

(ii) In the case of other works affecting running lines and involving speed restrictions, blocks shall not be imposed unless all concerned have been notified by a circular issued on green paper and known as “Green Notice” (Vide sub-rule (d) below). For all such works the Divisional Engineer or the Divisional Signal & Telecom. Engineer, as the case may be, shall give 7 days’ notice to the Divisional Operations Manager to enable him to issue the “Green Notice”.

(d) Green Notice.—

(i) The object of the “GREEN NOTICE” is to afford advance information to all concerned on the grounds of safety so as to arrange the train services to suit the block or speed restrictions required for engineering or signal work. It shall be issued by the Divisional Operations Manager on getting necessary particulars from the Divisional Engineer or Divisional Signal and Telecom. Engineer, as the case may be.

The Divisional Operations Manager, shall check with the Divisional Engineer/Divisional Signal & Telecom. Engineer whether necessary provision for the loss of time involved exists, failing which he shall make a reference immediately to the Chief Operations Manager, advising the Divisional Engineer/Divisional Signal and Telecom. Engineer about it.

(ii) The following items shall be incorporated in the “GREEN NOTICE” :–

1. Nature of work.
2. Probable duration of work.
3. Speed restriction to be imposed.
4. System of work such as signals, interlocking etc. to be introduced during the progress of work.
5. Various stages in which the work will be undertaken and the method of work in each stage separately.
6. Nature of temporary signals which will be erected.
7. General and Subsidiary Rules to be observed.
8. Nature of Caution Order to be issued.

9. Additional time required for Mail, Express, Passenger and Goods Trains to cover the speed restriction.

10. Whether the work will be done and speed restriction applied between sunrise and sunset or during the entire 24 hours.

11. Currency of "GREEN NOTICE" –(maximum 3 months from the date of issue).

SR. 15.08.03. General instructions regarding Blocking of line for Engineering Works :–

(a) The time for blocking the line shall be such as to cause as little interference as possible to train services.

(b) The period of line block shall, in all cases, be deemed to commence immediately after clearance of the concerned block section by the last train nominated to pass the work spot prior to commencement of the line block, unless any later time than that is specifically stipulated in the line, block order.

(c) In cases where the location of the work spot is such that the nominated last train, after passing the work spot, has to negotiate a long or steep rising gradient before it clears the block section, no work obstructing the line shall be commenced until it has actually been ascertained that the train has cleared the section, or sufficient time has elapsed after its passage over the work spot to ensure that there is no possibility of its stalling and rolling back to the work spot. (vide SR 15.08.04 (d).

(d) Line block orders, including Green Notices, issued by the Divisional Operations Manager shall be addressed to the Station Masters of the block stations on either side of the work spot, with copies to the Station Masters or the notice stations and to the Engineering officials concern and the same shall be acknowledged by the Station Masters under advice to the Engineering officials. These orders shall invariably be entered in red ink in the Train Register, the Caution Order Register and the Station Diary and be carried forward day by day until the block actually taken effect.

(e) Train Controllers shall be responsible for taking care to see that no extra train is ordered whose running would affect the line block or be affected seriously by the same, and for taking all possible steps to ensure that the line block can commence at the appointed time.

(f) While the line block is in force, no Traffic train shall be allowed to enter the obstructed section under any circumstance whatsoever. The Station Masters at both ends of the section shall not ask for or grant Line Clear during the period for any train to enter the section.

(g) Material trains may be allowed to be taken into the obstructed section on the responsibility of the Engineering official in charge of the work, provided he is of rank not lower, than Permanent Way Inspector (Gr. III). For the rules for their working, see SR 4.62.05.

(h) Motor trollies and lorries may also be allowed to enter the obstructed section, provided they are treated in the same way as material trains, except that the duties of both Guard and loco pilot shall devolve upon the person in charge of the Motor Trolly or lorry.

(i) The running of Traffic trains over the section shall not be resumed until all material trains or motor trollies/lorries as might have entered the section under Sub-rules (g) and (h) above have cleared the section and separate messages to this effect have been exchanged between and acknowledged by the respective Station Masters in respect of each of such trains or motor trollies or lorries.

(j) The obstructed portion of track shall, in all cases, be protected with the use of banner flags and detonators in accordance with GR 15.09 (1) (a) irrespective of whether temporary stop indicators and caution indicators are provided or not.

(k) A line block, when once imposed, shall continue to be in operation until a block removal message in the manner prescribed under these Rules is received from the Engineering official in charge of the work by either of the Station Masters concerned.

SR. 15.08.04. — Procedure for blocking the line when the work spot is on a section not provided with Train Control or when the use of a field telephone is not available to the Engineering official on a controlled section, whether due to failure of control working or for any other reason :-

(a) When the section is about to be blocked in terms of the line block orders received, the Station Master from whose end the last train to pass the work spot is to enter the section shall issue to the Guard of that train a “Last Train Certificate” in the following form in duplicate.

LAST TRAIN CERTIFICATE

The line between ..... and ..... will be blocked for Engineering purposes from ..... *mts after this train, No..... clears the section, until……
..... hours on ..... 19 .....……..
Station.....……..... Date .....

Station Master

Station Stamp.

Note : The period of lapse to be filled in shall be 10 mts. for passenger trains and 15 mts. for goods and mixed trains, for all cases coming under the purview of sub-rule 15.08.03. (c) No such period need be indicated in other cases.

The Station Master shall, in addition, hand over a Caution order to the loco pilot, warning him to look out for a Stop hand signal from the Engineering official in charge at the work spot. If the last train is a run-through train, it shall be stopped out of course for the purpose.

No such Caution Order need, however, be issued to the loco pilot, if the train timing is such that there would be no Engineering official yet at the work spot. (Vide Note under sub-rule (b).

(b) The last train, as mentioned above, shall be stopped at the work spot by showing of a Stop hand signal by the Engineering official in charge. The Guard of the train shall also be on the look-out and, on the train being stopped, deliver one copy of the Last Train Certificate to the same Engineering official and obtain a receipt therefore. The Guard shall subsequently deliver the duplicate copy to the Station Master at the other end of the block section and obtain a receipt, the train being stopped out of course for the purpose if booked to run through.

Note :– In cases where the last train is due to pass the work spot so much in advance of the time of commencement of the work as to render it inconvenient for the Engineering official to be present there during its passage, the train need not be stopped at the work spot. Instead, it may run through to the block station at the other end, where the Guard shall deliver both copies of the Last Train Certificate to the Station Master and obtain a receipt. It shall then be the responsibility of the Engineering official to obtain his copy of the certificate personally from that Station Master and grant a receipt for the same. The Station Master shall, in turn, advise the Station Master at the other end by telephone or telegraph about this having been done. Wherever this procedure is to be followed, it shall be the responsibility of the Engineering official to advise all concerned in this regard, well in advance.

(c) If, on the nominated train coming to a stand at the site of work, the Guard is not in possession of the Last Train Certificate, nor of any message advising deferment of the block, the Engineering official in charge shall, if he deems it necessary to proceed with the work as programmed, send a

telegraphic message through the Guard, addressed to the Station Masters at both ends of the block section, with a copy to the DOM, intimating that the work is being proceeded with as arranged. Immediately on arrival at the block station ahead, the Guard shall hand over the message to the Station Master and obtain a receipt. The Station Master shall, before giving the "Train out of Block Section" signal, Transmit the message to the Station Master at the other end of the block section and obtain his acknowledgement.

(d) The Station Master who has issued the Last Train Certificate shall immediately after acknowledging the "Train out of Block section" signal for the same train from the Station Master at the other end, shall arrange to place a 'Line Blocked' label on the Block instrument and lever collar on the lever of the last Stop signal and slide collar on Station Master's slot slide for the last Stop signal (where provided). The lever/ collar shall not be removed until the line block is over and the section is clear for the resumption of normal running of trains (vide sub rules (f) and (g).

(e) The Line Block shall not be considered to be in operation nor shall any work obstructing the line be commenced by the Engineering official in charge, until he is in possession of the Last Train certificate, or has issued the message referred to the sub-rule (c) above.

(f) If the work spot is at the lower end of a steep or long gradient which the last train has to negotiate after passing the spot, no work obstructing the line shall be commenced until the period prescribed in the Last Train Certificate as per Sub-rule 15.08.04 (a) has elapsed after the probable time of clearance of the block section by the last train.

(g) Except in cases where the work is delayed for any unforeseen reason, the Engineering official in charge shall be responsible for removal of the block within the period stipulated in the Last Train Certificate. For this he shall send a block removal message, in writing, to the Station Master of the nearer block station and obtain acknowledgement thereof.

(h) If, for any reason, the line block is required to be extended beyond the stipulated period, the Engineering official in charge shall, with all expedition, send to the Station Master of the nearer block station, a written message, stating the reasons for the delay and indicating the time up to which the block has to be extended. The Station Master receiving such message shall immediately advise the Station Master at the other end, as well as the Divisional Operations Manager about such extension.

(i) The running of Traffic trains may be resumed only if a message as per sub-rule (g) above, intimating removal of the obstruction, has been received from the concerned Engineering official by either of the Station Masters and it has been communicated by him to the other and got acknow-

ledged. This shall also be subject to the provisions of sub-rule 15.08.03 (i) being complied with.

(j) For the first train to pass after completion of the block work, a caution order for 'stop dead' at the kilometrage of the work spot shall invariably be issued. For subsequent trains normal working may be allowed with such restrictions as may have been indicated in the block removal message.

SR. 15.08.05. Blocking of line through field telephone on non-electrified sections provided with Train Control :

(a) Before proceeding to the work spot, the Engineering official shall obtain from the Station Master an Identification Cover. While taking the acknowledgement for the same, the Station Master shall personally verify that the Engineering official has been issued with the correct Identification Cover. Thereafter he shall advise the particulars of the Identification cover to the Station Master at the other end of the section to be blocked. The same Identification Cover may be used for successive blocks.

(b) The Engineering official shall be responsible for ensuring that the field telephone carried by him to the work spot is in good working order.

(c) Before commencing the block the Engineering official shall write out a block message in the following form, addressed to the Station Masters of the adjoining block stations :

"Please block the Up/Down* line between .....…….. and ..... from the time train No. ..... Up/Down clears the sections on..... (date) ..... until ..... hours on ..... (date).

Designation of Engg. Official

(Note : *Strike out either or both, as appropriate)

He shall thereafter contact the Section Controller on the field Telephone, and through him the Station Master at the other end of the block Section and transmit the message to the latter, supported by a Private Number, after duly exchanging Identification Numbers.

(d) The Station Master, on receipt of the message and on being satisfied about the correct identity of the Engineering official, shall obtain the consent of the Section Controller and transmit the message to the Station Master at the other end from where the Engineering official was issued with the Identification Cover; obtaining his acknowledgement supported by a Private Number. He shall thereafter make out a message, in the following

form and transmit the same, supported by Private Number, the Engineering official at the work spot, after duly exchanging Identification Numbers.

"Reference your block message, the Up/Down line between ..... and ..... is allowed to be blocked after
train No..... Up/Down clears the section on..... (date) until ..... hrs. on ..... (date).
Station Master/ ....."

(e) After the message mentioned in sub-rule (d) above has been exchanged and after the last train referred to therein has passed the work spot, the Engineering official shall remain in touch with the Section Controller who, after duly ensuring that the train has cleared the block section, shall give an Order Number to the former, signifying commencement of the block, and also advise the same to the Station Masters at both ends.

(f) On the work being completed, and the Engineering official being in a position to pass the traffic, he shall remove the block and impose such speed restrictions as may be necessary, by transmitting a block removal message in the following form to the Station Master concerned, supported by exchange of Private Numbers, after duly exchanging Identification Numbers with him.

"Reference Control Order Number..... Block on Up/Down line between ..... and ..... is hereby removed. Issue caution order to loco pilots to observe the following :–

(state the restriction and location)

Designation of Engineering official"

(g) The Station Master, on receipt of the block removal message, shall immediately transmit the same to the Station Master at the other end and obtain his acknowledgement. He shall thereafter report the matter to the Section Controller. The Section Controller, on being satisfied that the messages have been correctly exchanged and the section is clear in terms of sub-rule 15.08.03 (i) shall issue an Order Number to the Station Masters to resume normal working.

(h) In the event of failure of Control working or of the field telephone at any stage of the work, either before or during the block, the procedure laid down in SR 14.08.04 shall be followed.

SR. 15.08.06 — Blocking of line through field telephone on electrified sections:(Method - I with communications through Traction Power Controller) :—

(a) Before proceeding to the work spot, the Engineering official shall obtain from the Station Master an Identification Cover in the same manner as laid down in sub-rule 15.08.05(a).

(b) The Engineering official shall be responsible for ensuring that the field telephone carried by him to the work spot is in good working order.

(c) Before commencing the block, the Engineering official shall write out the block message in the same manner as indicated in sub-rule 15.08.05(c). He shall thereafter contact the T.P.C. through one of the telephone sockets provided alongside the line at intervals of approximately 1 Km and transmit the message to him, supported by an Identification Number, duly exchanging Private Numbers with him.

(d) The T.P.C. on receipt of the aforesaid message, shall transmit it, together with the Identification Number of the Engineering official, to the Section Controller who, in turn shall transmit the same to the Station Masters concerned and get their acknowledgements, supported by Private Numbers. The Station Master holding the Identification Cover corresponding to that issued to the Engineering official by the Station Master at the other end (vide sub-rule (a)) shall be responsible for verification of the authenticity of the block message by tallying the Identification Number received with it, before giving his acknowledgement to the Section Controller, supported by his own matching Identification Number. The Section Controller shall, thereafter, issue a confirmatory message in the same form as given under sub-rule 15.08.05 (d) indicating the duration of the block to be allowed and pass it on to the T.P.C. supported by the Identification Number given by the Station Master, for onward transmission to the Engineering official.

(e) The T.P.C. shall thereupon convey the message, along with the Identification Number, to the Engineering official over the telephone, duly exchanging Private Numbers. It shall be an important responsibility of the Engineering official to tally the Identification Number received with the message to satisfy himself about the correct identity of the Station Master who has acknowledged his block message. In case of any discrepancy he shall report the matter at once to the Section Controller through the T.P.C. and await further instructions.

(f) After the message mentioned in sub-rule (e) has been correctly received, and after the last train referred to therein has passed the work spot, the Engineering official shall remain in touch with the T.P.C. who, after duly verifying from the Section Controller that the train has cleared the block section and obtaining from the latter the Order Number authorising commencement of the block, shall transmit the same to the Engineering official to enable him to proceed with the work.

(g) On the work being completed and the Engineering Official being in a position to pass the traffic, he shall remove the block and impose such speed restrictions as may be necessary, by transmitting to the T.P.C. a block removal message addressed to the Station Master concerned, in the same form as indicated in sub-rule 15.08.05

(f), supported by another Identification Number, after duly exchanging Private Numbers.

(h) The T.P.C. on receipt of the block removal message, shall immediately pass it on to the Section Controller, who in turn, shall transmit the same along with the Identification Number, to the Station Masters at both ends and obtain their acknowledgements in the same manner as indicated in sub-rule (d) above. The Section Controller shall, thereafter, satisfied, himself that the section is clear in terms of sub rule 15.08.03 (i) and then issue an Order Number to the Station Master to resume normal working.

(i) Sub rules (h) and (i) of SR 15.08.05. shall also apply in this case.

SR. 15.08.07. — Blocking of line through field telephone on electrified sections (Method-II-With communications through a representative of the Engineering official positioned near one end of the block section)

(a) Before proceeding to the work spot, the Engineering official shall post a trusted representative of his, of rank not lower that PWI/Grade-III, to man a field telephone at the T.P.C. socket nearest to either of the stations. The representative shall carry a letter of authority, signed by the Engineering official.

(b) The Engineering official shall be responsible for ensuring that the field telephone provided to the above-mentioned representative, as well as the one carried by himself to the work spot, are both in good working order.

(c) Before commencement of the block, the Engineering official shall write out the block message in the same manner as indicated in sub-rule 15.08.05 (c). He shall, thereafter, contact his representative over the T.P.C. telephone and transmit the same message, with the latter shall write out carefully. The representative shall then proceed to the station and deliver a copy of the message to the Station Master.

(d) The Station Master, on receipt of the message and on being satisfied about the correct identity of the representative delivering it shall acknowledge the same and, thereafter obtain the consent of the Section Controller. He shall then transmit the message to the Station Master at the

other end, obtaining his acknowledgement, supported by a Private Number. He shall thereafter make out a message to the Engineering official in the form indicated in sub-rule 15.08.05 (d) and deliver the same to the representative.

(e) The representative shall go back to the T.P.C. telephone socket and transmit the message over the telephone to the Engineering official at the work spot. He shall then proceed again to the station and, as soon as the last train nominated has cleared the block section, obtain the order Number to be issued by the Section Controller signifying commencement of the block. This Order No. shall, in turn, be transmitted over the T.P.C. telephone to the Engineering official at the work spot.

(f) On the work being completed and the Engineering official being in a position to pass the traffic, he shall remove the block and impose such speed restrictions as may be necessary by transmitting to his representative over the T.P.C. Telephone a block removal message addressed to the Station Masters concerned, in the same form as indicated in sub-rule 15.08.05(f) The representative shall take down the message carefully and deliver the same to the Station Master under acknowledgement.

(g) The Station Master receiving the block removal message shall immediately transmit the same to the Station Master at the other end and, after taking his acknowledgement shall report the matter to the Section Controller. The Section Controller, on being satisfied that the section is clear in terms of sub-rule 15.08.03 (i), shall issue an Order Number to both Station Masters to resume normal working.

(h) Sub-rules (h) and (i) of SR 15.08.05 shall also apply in this case.

SR. 15.08.08.— Special precautions relating to electrified section.—

(a) Arrangement of Power Blocks — No work which involves the use of cranes or is otherwise liable to infringe the safety clearance of the overhead equipment shall be undertaken without the overhead equipment being made dead. Arrangement of power blocks for such purpose shall be made in accordance with GR 17.04. and Subsidiary Rules thereto.

(b) No excavation in the vicinity of an underground signalling/ telecommunication cable shall be undertaken without a representative of the Signal and Telecommunication Department being present and without suitable precautions being taken for the safety of the staff.

SR. 15.08.09.—Special rules relating to the Track Renewals and works connected with laying and maintenance of welded rails.—

(a) No work involving removal of any rail from the track shall be undertaken without blocking the line.

(b) Through renewal of sleepers, along with or without deep screening of ballast, and other works such as thermit welding not requiring removal of rails may be done under caution order, subject to the provision of sub- rule (c) below. But where ever, blocks can conveniently be arranged, such works as may render the track unsafe for the passage of trains during their execution may preferably be done under block for added safety.

(c) (i) Whenever any track renewal or welding work is to be done under caution order, the PWI in charge shall give notice in the following form, to the Station Master at either of the stations, of his intention to do such work.

No. .....

TRACK WORK NOTICE

From : PWI/..... To : S. Ms/..... and ……..Work of ..... will be in progress on the Up/Dn line between .....…… …..and ..... from .....…….. hrs. to ..... hrs. to day. Advise all Up trains/Dn. trains running on the section from..... hrs. till further advice to observe Engineering signals at Km..... /Km. ..... respectively and to be prepared to stop dead if required.

Date..... (Signature)

Time..... PWI/.....

(ii) On receipt of the above mentioned notice the S.M. shall at once advise by wire the SM of the other end of the block section and obtain his acknowledgement supported by exchange of Private Numbers. He shall then hand over to the PWI an acknowledgement for his notice in the following form :

No.....

AUTHORITY TO COMMENCE TRACK WORK

From : SM/_____ To : PWI/_____

Your Notice No _____ date _____ Time _____
has been noted by me and the SM/_____ has also been advised

and his acknowledgement obtained.

Caution order will be issued to Up trains/Down trains in the manner indicated by you.
Date_____ (signature)
Time_____ SM/_____

(iii) Subject to his receiving the acknowledgement from the SM, the PWI may commence the work at the appointed place and time, taking the due precautions for protection of the track is accordance with Rule 15.09.

(iv) The PWI shall, in all such cases, be responsible for ascertaining the whereabouts and likely time of arrival at the works pot of all trains likely to pass during the course of the work and for having the track ready for the passage of all passenger trains without detention. Where deep screening is undertaken, he shall provide himself with sufficient number of wooden blocks so as to facilitate supporting of track temporarily for the safe passage of trains at restricted speed.
(v) On completion of the day's work, the PWI shall issue a message in the following form to the nearest Station Master :

No. _____

NOTICE OF REMOVAL OF TRACK WORK RESTRICTION

From : PWI/_____ To : SM/_____

Track work mentioned in my Notice No._____ dated_____ has been completed. Issue Caution Order to all trains to observe speed restriction of _____ km/h at Km_____ in the Up direction/Km._____ in the Down direction.
Date_____ (signature)
Time_____ SM/_____
(vi) On receipt of the abovementioned notice, the Station Master shall at once transmit the same the Station Master at the other end and obtain his acknowledgement. He shall thereafter give his acknowledgement to the PWI.

SR. 15.08.10. — Work in non-running lines in station yards.—

(a) In the case of ordinary track maintenance work in busy yards, two look-out men with red hand signal flags shall be posted at suitable locations on either side.

(b) In the case of any heavy repairs or renewals, two banner flags shall be placed at suitable distances on either side, in addition to the two look out men mentioned in sub-rule (a) above.

(c) The posting of men and placing of banner flags shall be decided with due regard to the safety of the gang at work and minimising interference with the normal working of the yard.

15.09. Showing of signals —

(1) Whenever due to lines being under repair or due to any other obstruction it is necessary to indicate to the loco pilot that he has to stop or proceed at a restricted speed, the following signals shall be shown and, where prescribed, detonators used, if on a double line in the direction from which trains approach, and if on a single line in each direction—

(a) When the train is required to stop and the restriction is likely to last only for a day or less— A banner flag shall be exhibited at a distance of 600 meters on the Broad Gauge and 400 meters on the Meter Gauge and the Narrow Gauge and three detonators shall be placed, 10 meters apart, at a distance of 1200 meters on the Broad Gauge and 800 meters on the Meter Gauge and the Narrow Gauge from the place of obstruction. In addition, Stop hand signal shall be shown at distance of 30 meters from the place of obstruction, at the banner flag and at a distance of 45 meters from the three detonators. The railway servant at the place of obstruction shall give Proceed hand signal to indicate to the loco pilot when he may resume normal speed after the train has been hand signalled past the place of obstruction.

(b) When the train is required to stop and the restriction is likely to last for more than a day — A stop indicator shall be exhibited at a distance of 30 meters from the place of obstruction and a caution indicator at 1200 meters on the Broad Gauge and 800 meters on the Meter Gauge and the Narrow Gauge from the place of obstruction. In addition, termination indicators shall be provided at the place where a loco pilot may resume normal speed.

(c) When the train is not required to stop and the restriction is likely to last only for a day or less— Proceed with caution hand signals shall be exhibited at a distance of 30

meters and again at a distance of at least 800 meters from the place of obstruction. The distance of 800 meters shall be suitably increased by special instructions, where required. The railway servant at the place of obstruction shall give Proceed hand signal to indicate to the loco pilot when he may resume normal speed after the train has been hand signalled past the place of obstruction.

(d) When the train is not required to stop and the restriction is likely to last for more than a day — A speed indicator shall be exhibited at a distance of **30** meters from the place of obstruction and again a caution indicator at a distance of at least 800 meters 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 meters on the Broad Gauge and 800 meters on the Meter Gauge and provided the automatic signal has been secured at 'on'— (c/slip **116** added)

GR 15.09 (3) (a) the banner flag and three detonators referred to in clause (a) of sub-rule (1) may be provided at 90 and 180 meters respectively; and

(b) the caution indicator referred to in clause (b) of sub-rule (1) may be dispensed with.

(4) The shapes and sizes of the indicators referred to in clauses (b) and (d) of sub-rule (1) may be prescribed by special instructions.

SR. 15.09.01. (a) Whenever the place of obstruction is approached by a descending gradient steeper than 1 in 300 on a broad gauge, the detonators referred to in sub-rule 15.09.(1)(a) shall be placed at a distance of 1400 meters from the obstruction instead of 1200 meters, the caution indicator referred to in sub-rule 15.09.(1)(b) shall be placed as usual at 1200 meters from the obstruction. In such case the proceed with caution hand signals referred to in 15.09(1)(c) and the caution indicators referred to in sub-rule 15.09(1)(d) shall be placed at a distance of 1200 meters from the obstruction instead of 800 meters.

To maintain uniformity the caution indicators in all cases in BG will be provided at a distance of 1200 meters. The first speed indicator will be provided at a distance of 30 meters prior to the starting of first restriction zone.
(b) In cases referred to in Sub-Rule 15.09 (1) (a), if the outermost hand-signalman's view of the line beyond is not clear for at least 800 m, additional hand signalmen may be deputed further ahead, as required, to repeat the stop hand signal to the loco pilot of any approaching train, allowing him sufficient sighting distance to stop the train short of the main hand-signalman and thus minimise the chances of the detonators being burst.

SR. 15.09.02.— The various indicators referred to in subrule 15.09 (1) (b) and (d) and their use on the line shall be governed by the following :–

(a) Caution Board — This shall be as per the details shown in fig.(a) and shall consist of a horizontal board 1.40m wide and 0.40m deep, fish tailed to the left and pointed to the right, painted yellow and black fixed to a vertical post painted with 0.4 m high bands of black and white alternately, keeping the lower edge of the board at a height of 2.0m above rail level. The indicator shall be provided both for permanent and temporary restrictions, When used for temporary restriction, it shall display two yellow lights, arranged horizontally, for permanent restriction, no light need be displayed.

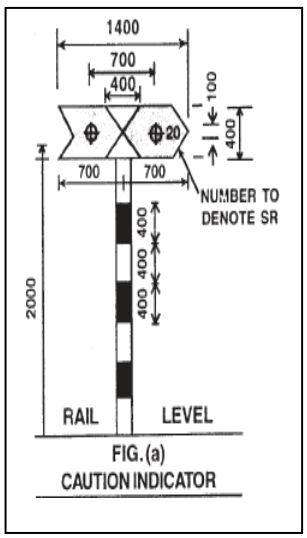


FIG.(a)
CAUTION INDICATOR

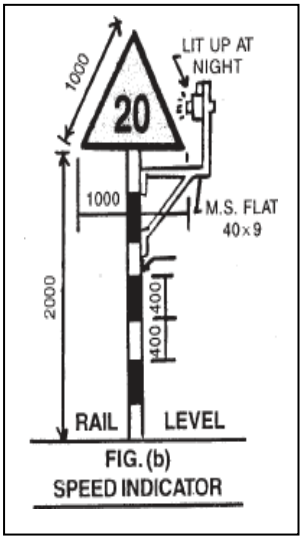


FIG.(b)
SPEED INDICATOR

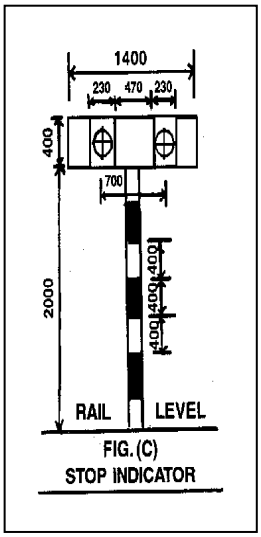


FIG.(C)
STOP INDICATOR

(b) Speed indicator—This shall be as per details shown in fig- (b) and shall consist of a equilateral triangular board with sides measuring 1.0m and black figure 0.30m high, indicating the speed at which trains may proceed. The Board shall be fixed to a vertical post painted with 0.4m high bands of white and black alternately, keeping the lower edge of the board at a height of 2.0m above rail level. The indicator shall be provided both for permanent and temporary restrictions, and illuminated by night (for temporary restriction only) by fixing a hand signal lamp in front of it, as shown in the figure.

FIG: Above

(c) Stop Indicator— This shall be as per details in fig. (c) and shall consist of a horizontal board 1.40m wide 0.40m deep and painted with a red and white vertical strips. The board shall be fixed to a vertical post, painted with 0.40m high bands of white and black alternately, keeping the lower edge of the board at a height of 2.0m above rail level. This indicator shall, by night, display two red lights arranged horizontally.

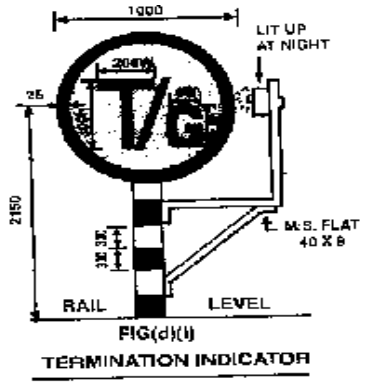
A signal man shall be posted for hand signalling trains past the stop indicator, after verifying that there is no danger to the trains if allowed at restricted speed. As soon as the train stops the Signalman shall obtain the signature of the loco pilot on the restriction book (Stop Order) and then allow the train to proceed by showing a green hand signal. Engineering Stop Order form E.D. 9.39 (for UP trains) and E.D. 9.40 (for Down trains) shall be used for the restriction books maintained with the Signal man.

(d) Termination Indicators :–

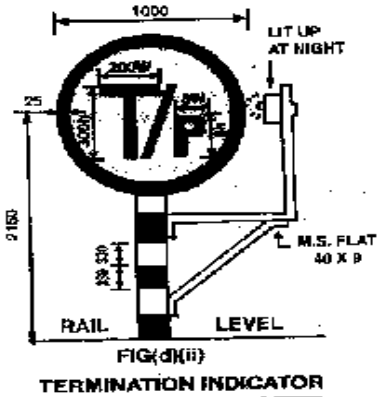
(i) These indicators shall be as per details shown in Fig(d) (i) and Fig-(d)(ii) and consist of yellow painted 1.00 M. diameter disc and bearing letters T/G and T/P in black. These shall be fixed on a vertical post painted with 0.33m high bands of white and black, keeping the center of the board 2.15m above the rail level.

(ii) The termination indicator bearing letters ‘T/P’ shall be located at a distance beyond the restricted length equal to the length of the longest passenger carrying train running on the section. Similarly, the termination indicator bearing letters ‘T/G’ shall be fixed at a distance beyond the restricted length equal to the length of the longest goods train running on the section.

On broad gauge section, this distance shall be taken as 550m from TP board and 700m for T/G board or length of the longest passenger and Goods trains respectively, unless otherwise notified These boards shall indicate to the loco pilot the point from which the normal speed may be resumed, except as provided for in sub-rule (iv) below.



FIG(d)(i)
TERMINATION INDICATOR

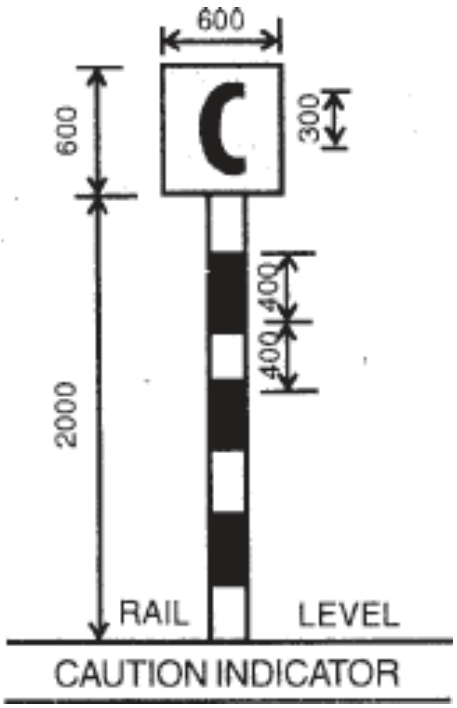


FIG(d)(ii)
TERMINATION INDICATOR

(iii) The termination indicator provided for temporary restriction shall be illuminated at night by fixing a hand signal lamp. (iv) After passing the Zone of speed restriction by the EMU trains, the guard shall give the bell-code signal to the Motorman to pick up the speed as indicated in SR 4.51.01 (13).

(e) Caution and Termination indicators at Vulnerable locations.— (i) At such of the bridges, where, during monsoon, water level may touch the danger level mark, and also at other vulnerable locations as considered necessary (i.e.

where there is likelihood of danger arising suddenly during monsoon), special type of Caution boards as per details shown in Fig. (e) shall be provided to enable the Loco pilots' attention being drawn to the need for extra caution over such locations. These boards shall be 0.6 m square, painted yellow and bearing a 0.3 m high letter "C" in black, and fixed on vertical posts painted with 0.4m high bands of white and black keeping the lower edge of the board 2m above rail level. Such a board shall be fixed at a distance of 1200m in respect of the point from which the vulnerable bridge or location starts. (ii) A Termination Board, of the same description as the Caution Board, but bearing the letter "T" instead of "C" shall be fixed at a distance beyond the vulnerable bridge of length, equal to the length of the longest train running on the section. (iii) Where the length between the "C" and "T" boards exceeds 1.6 km, a series of "C" boards shall be provided at intervals of 800 m to remind the loco pilot that the vulnerable length has not been passed completely. (iv) On single line sections, the first and last boards may have the letter "C" and "T" painted on opposite faces so that no separate "T" board need be provided. Intermediate boards, if any, shall have the letter "C" painted on both faces. (v) These special Caution and Termination Boards shall be fixed and maintained in position only during the monsoon season and need not be lit up at night. (vi) when a Loco Pilot comes across a, "C" Board, whether by day or by night, he shall remain specially vigilant and be prepared at any moment to reduce the speed or to stop, should he receive a signal from any Stationary watchmen, Patrolmen or Gang man or should he himself observe any danger to the track. In the absence of any indication to the contrary, the loco pilot may resume normal running on his passing the "T" board.



(f) The caution indicator board, should not be hung from OHE must and should be fixed on separate post using unserviceable rail post and fixed at a distance clearing infringement of all moving dimensions.

SR. 15.09.03 — Permanent speed restrictions.—

(a) Speed restrictions which are likely to continue over a long period, with no prospect of early removal, are termed as permanent restrictions and these shall be notified in the Working Time Table. Semi-permanent restrictions which, although of limited duration, are likely to extend for the full period of the Working Time Table, shall also be notified therein. The rules relating to permanent restrictions shall equally apply to semi-permanent restrictions also.

(b) Any addition or alteration to the list of permanent restrictions during the currency of a Working Time Table shall be notified through the fort nightly gazette.

(c) All loco pilots shall make themselves fully conversant with the up-to-date list of permanent restrictions and observe them meticulously. As an indication to the loco pilots about the location of such restrictions, caution, speed, stop and termination indicators shall be provided in the same manner as

laid down in SR 15.09.02 except that the indicators in such cases need not be illuminated at night.

(d) Where a permanent restriction applies to a whole section, e.g. 15 km/h speed restriction over facing points on a non-interlocked section, or where it is according to definite rules on the subject, no indicator need be provided.

SR. 15.09.04.—

(a) A banner flag shall not be passed until it is removed.

(b) In emergencies when a banner flag cannot be obtained in time, a hand signal shall be displayed at the distance at which the banner flag should have been displayed in terms of Rule 15.09.

SR. 15.09.05.— "Temporary Engineering Indicators shall be illuminated at night either by fixing hand signal lamp or shall be provided with luminous point/fluorescent tape."

15.10. Assistance in protection of trains.— Every railway servant employed on way or works shall, on the requisition of the Guard of a train or the loco pilot thereof, render assistance for the protection of the train.

15.11. Gangmate in each gang. — Each 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 Gang man and Gangmate employed under him has a correct knowledge of hand signals and detonating signals; and

(b) that every gang employed in his length of line is supplied with a permanent way gauge, two sets of flag signals, two hand signal lamps and twelve detonators, in addition to such other tools or implements as may be prescribed by special instructions.

SR. 15.12.01.— The equipment of every gang shall also include—

(i) Two banner flags with staves for erecting the same across the track.

(ii) A level board with spirit level.

(iii) Spanners of sizes as required.

SR. 15.12.02.— Every Keyman employed under a P. Way Inspector shall have a correct knowledge of the rules for protection of track in an emergency and shall be supplied with the following items of equipment :–

(i) Spanner and Hammer of required sizes.

(ii) H.S. Flags (2 Red and 1 Green).

(iii) Detonators — 8 (to be increased suitably on multiple lines)

(iv) H.S. lamps —2 (in case there is any long tunnel on the gang length).

15.13. Inspection of gauges, signals, tools and implements.—

(1) Each Inspector of way or works shall at least once in every month inspect the permanent way gauges, flags, signal lamps, detonators, tools and implements supplied to the gangs under clause (b) of Rule 15.12 and ascertain whether the above equipment is complete and in good order.

(2) He shall also see that any defective or missing articles are replaced.

15.14. Responsibility of Gangmate as to safety of line. — Each Gangmate shall—

(a) see that his length of line is kept safe for the passage of trains;

(b) that the signals supplied to him under clause (b) of Rule 15.12, are kept in proper order and ready for use;

(c) that the men in his gang each have a correct knowledge of hand signals and detonating signals.

(d) endeavour to prevent any trespassing by persons or cattle on his length of line or within the fences thereof, and

(e) when repairing, lifting or lowering the line or when performing any other operation which shall make it necessary for a train to proceed cautiously, himself be present at the spot and be responsible that the caution signals prescribed in Rule 15.09 are shown.

15.15. Blasting. — No railway servant employed on the way or on any works shall 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. 15.16.01. — (a) In line used for trains carrying passengers, no additional points or crossing shall be inserted without the prior sanction of the Commissioner of Railway Safety. After the points or crossing have been put in, and till such time as they have been handed over to a duly authorised Traffic official, the Engineering official concerned shall be responsible for taking the necessary precautions for the safe working of traffic over such points, which shall be set, bolted/clamped, locked and spiked for the running line.

(b) In the case of points or crossing inserted in the running line outside station limits, the Engineering official concerned shall provide men properly equipped with hand signals and detonators to watch such points, by day and night, until they are formally handed over to the Traffic Department. He shall also advise the Station Masters of the block stations on either side, as well as of the Notice stations concerned, at what speed trains may be passed over the spot so that they may caution loco pilots accordingly.

(c) When it is necessary to put in points and crossing in line not used for Passenger trains, the Divisional Engineer, after advising the Divisional Operations Manager, may (subject to G.R.15.8 and Subsidiary Rules thereto) do so on his own initiative. After they have been put in and till such time as they are handed over to a duly authorised Traffic official, the Engineering official concerned shall be responsible for taking the necessary precautions for the safe working of traffic and the points shall remain set, bolted/clamped, locked and spiked for the line in use. It will not be necessary to obtain the sanction of the Commissioner of Railway Safety to bring these points and crossings into use.

(d) When a new set of point is brought into use for traffic, or an old set removed, the following officials shall be informed by telegram:-

Zonal headquarters	Divisional Hd. Qrs.	Remarks
CRS*	DRM	
CE	DEN	
COM	AEN	
CME	DOM	
CEE	DSTE	
CSTE	DME	
	DEE (ES)	
	DEE (T.R.D.)	
	@ TPC	
	TFO (RS)	

Driving Inspector
LF or SF at either end
CHC
DTI of the section

@ to be advised in case of electrified section only.
* CRS need be included in the address only when the points are on a Passenger running line.

(e) The code abbreviation for the address of such telegrams will be X.Z.C. SR 15.16.01 followed by the code initial of the stations concerned. If the message is required to be delivered to other officials also, their code initials shall be added after the standard address.

(f) The sending station shall be responsible for the accuracy of the address and the receiving station for correct delivery.

SR. 15.16.02.— Each set of non-interlocked points on a running line shall be provided with an approved locking apparatus and key. Signal Inspectors shall see that suitable padlocking appliances are provided for interlocked points, for use in the event of the interlocking going out of order.

Note: The Station Master shall be responsible for the custody of the clamps and padlocks.

SR. 15.16.03.— The following rules apply to erection of interlocking installations at station...

(a) When the work of interlocking a station has to be taken in hand, the Divisional Signal and Telecom. Engineer shall give the Divisional Operations Manager reasonable notice, and the S & T official in charge of the work shall advise the Station Master in writing that he is about to commence work, and shall obtain the Station Master's signature on a notice in the form S&T/DN vide SR 3.51.04.

(b) The Station Master and, in the case of points not yet handed over to the Traffic Department, the Permanent Way Inspectors shall assist the S & T official in charge of the work as far as possible, to unlock any locked points without danger to traffic and to correctly adjust facing point locks, other fittings and connections.

(c) All points which were locked by padlocks before the interlocking work was commenced, shall continue to be so locked for the running of trains and the key retained by the Traffic or Signal & Telecom staff as before, until the interlocking is tested and brought into use.

(d) Until the interlocking is tested and brought into use all trains shall be controlled by the old signals or by hand signals.

(e) The S & T official in charge of the work and his men shall render all assistances possible in instructing the Traffic staff to work the interlocking equipment.

(f) When it is necessary to test signals or interlocking outside the limits of an existing station, as for instance at a new station; the line shall be treated as obstructed under GR 15.08 and the necessary Stop signal displayed by the S & T official in charge of the work.

(g) When new interlocked installations are brought into use,

or existing installations are put out of use, or alterations in them

introduced, the following officials shall be informed by telegrams :–

Hd. Qrs. (GRC)	Divil Hd. Quarters
CRS	DRM
CE	DEN
COM	AEN
CSTE	DOM
CME	DSO
CEE	DSTE
	DME
	DEE (RS)
*	DEE (Tr. D)

S. Ms on either side
L. F or S.F (as the case may be) on either side.

Hd. Qrs. (GRC) Divil Hd. Quarters
D T I of the Section.
P W I of the section
B S I
* T P C
* T F O (RS)
C H C

* To be advised in case of electrified sections only.

(h) The code abbreviation for the address of such telegrams will be :– X.Z.C. SR 15.16.03 followed by the Code initials of the stations at which the addresses are headquartered. If the message is required to be delivered to other officials also their code initials shall be added after the standard address.

(i) The sending station shall be responsible for the accuracy of the address and the receiving stations for correct delivery.

SR. 15.16.04.— No new points, signals or interlocking arrangements shall be taken over from the Engineering/S & T Department without the prior

permission of the Divisional Operations Manager and, in the case of new stations and sidings, to the Divisional Commercial Manager also.

SR. 15.16.05. — The following shall be the procedure for handing over/taking over of new points signals or interlocking arrangements.

(a) At new stations to be used as block station, the telegraph or block instruments shall be fitted up and the system of Rules shall be brought into force.

(b) All the points shall remain spiked until they are handed over to the Traffic Department. When these are to be handed over, the Divisional Operations Manager, shall depute the Divisional Transportation Inspector to proceed to the station who will along with Engineering official concerned have the spikes removed.

(c) The Divisional Transportation Inspector, after a careful examination in the presence of the Station Master concerned, shall see that all traffic requirements have been complied with and that everything is in working order. He shall then give the Engineering/S & T, a receipt for the works in the following from (E.D. 9.22): –

Received from the ..... of ..... division the undernoted works in good order at ..... station, I understand the working of them .....

Dated Designation

(d) When this has been done, the responsibility of the Engineering/S & T departments shall cease and the responsibility of the Station Master shall begin.

(e) After instructing the staff as to the working of the points and signals, and seeing that they clearly understand their use, the Divisional Transportation Inspector shall hand them over to the Station Master, obtaining from him a certificate in the same form as he has previously given to the Engineering/S & T departments.

(f) In case of points on lines used by passenger trains or of new interlocked signals, the Divisional Transportation Inspector shall not leave the station until he has personally seen the first train safely passed, and he shall be jointly responsible with the Station Master for its safe passage.

(g) When a new station or siding is opened for traffic or an old station or siding closed, the following officials shall be informed by telegram: –

Zonal Hd-Quarter.	Divisional HD. Qtrs.	
GM	DRM	SMs on either side
CRS	DEN	LF or SF (as the case may be) on either side.
CE	AEN	
COM	DOM	DTI & TI of the section.

	DSO	
CCS	DCS	
CSTE	DSTE	PWI of the section
CME	DME	BSI
CEE	DEE	
CMO		
CSO	ASO	
CPO *	DEE (RS)	TFO (RS)
FA & CAO	DEE (Tr. D)	TFO (Tr. D)
COS		

* To be advised in case of electrified sections only.

(h) The code abbreviation for the address of such telegrams will be: –
X.Z.C. — SR 15.16.05 followed by the code initials of the station concerned. If the message is required to be delivered to other officials also, their code initials shall be added after the standard address.
(i) The sending station shall be responsible for the accuracy of the address and the receiving station for correct delivery.

SR. 15.16.06.— (a) When a new installation of interlocked signals or additions or alterations to the existing interlocked at any station is ready to be brought into use, the Signal Engineer in charge of the work shall arrange with the Divisional Operations Manager to bring it into use on a specified date.

(b) In the case of new installations, or additions or alterations to the existing interlocking at any station, temporary speed restrictions, as considered necessary, shall be imposed by the Signal Engineer in charge of the work for the minimum period required.

(c) In case where Commissioner of Railway Safety has intimated his desire to inspect the installation prior to opening, the temporary speed restrictions imposed, if any, shall not be removed until the Commissioner of Railway Safety has inspected and passed the installation.

(d) New interlocking installations and major alterations to the existing interlocking shall be taken over by the Assistant Operations Manager/Divisional Operations Manager, as far as possible.

15.17. Duties of Gangmate and Gang man when apprehending danger. — If a Gangmate or Gang man considers that the line is likely to be rendered unsafe, or that any train is likely to be endangered unsafe, or that any train is likely to be endangered in consequence of any defect in the way or works or of abnormal rain or floods or any other occurrence, he shall take immediate steps for securing the stability of the line and the safety of trains, by using the prescribed signals for trains

to proceed with caution or to stop, as necessity may require; and shall as soon as possible report the circumstances to the nearest Station Master and the Inspector of Way or Works.

SR. 15.17.01. **(a) If a rail is badly fractured, no train shall be allowed to pass over the affected portion of track until the fractured rail is replaced or otherwise made safe by an official not below the rank of PWI and certified fit by him**.

(b) For the purpose of sub-rule (a), a rail shall be considered badly fractured when :

(i) A gap of more than 75 mm (25 mm in the case of outer rail of a curve) has been formed in the rail head portion, or is likely to be formed, either due to the breaking off of a portion of the rail or due to the broken rail ends moving apart, thereby affecting the continuity of support and guidance for wheels.

OR

(ii) There is more than one fracture in a length of 1 m measured along the rail head.

OR

(iii) A length of more than 150 mm of the rail foot is broken off or is likely to break off completely under the passage of wheels.

OR

(iv) The fracture, irrespective of its nature, has occurred on a girder bridge.

SR. 15.17.02.— (a) In case of a rail fracture less serious in nature than what has been indicated in SR 15.17.01, the Mate/Keyman may allow trains at a speed not exceeding 20 KMPH, but only after making the rail safe for purpose by using Special/joggled fish plates, if available and/or by shifting the nearest sleeper closer together or by providing an extra wooden sleeper/block under the fractured location and fastening both the fractured ends firmly to the same, duly ensuring that the sleepers are well packed and remain in proper alignment, providing adequate support during passage of trains.

(b) Until the track has been made safe in the manner indicated in sub-rule (a) above, no train shall be allowed to pass over the affected portion.

SR. 15.17.03.— (a) The Station Master, on receipt of the information about a rail fracture, whether it is a case of bad fracture or not, shall at once advise the Section Controller, the Station Master at the other end, the PWI and other concerned officials.

(b) In case of a bad fracture, as defined in SR 15.17.01. the section shall remain blocked until certified fit by the concerned PWI.

(c) In other cases, as covered by SR 15.17.02, the Station Master concerned shall issue caution orders to the loco pilots and Guards of trains to observe a speed restriction of 20 km/h over the affected portion and to obey Engineering signals.

SR. 15.17.04.— If, for any reason, it is necessary to insert a rail closure of length shorter than 5.5 m in a running track, the speed over it shall be restricted to 15 km/h, with the prescribed signals shown by day and night in accordance with GR 15.09.

B. The Working of Lorries, Trollies and Motor Trollies

15.18. Distinction between trolley, lorry and motor trolly.—

(1) A vehicle which can be lifted bodily off the line by four men shall be deemed to be a trolly and any similar but heavier vehicle shall be deemed to be a lorry.

(2) Any trolly which is self-propelled, by means of a motor, is a motor trolly.

(3) A trolly shall not, except in cases of emergency, be used for the carriage of permanent way or other heavy material; and when a trolly is so loaded, it shall be deemed, for the purpose of these rules, to be a lorry.

SR. 15.18.01.— The classification of trollies, lorries and motor trollies on this Railway shall further be governed by the following: –

(a) A vehicle, of which the total weight including the seat does not exceed 220 Kg, shall be termed as a “trolly” if it is worked by hand power and is capable of being lifted bodily off the track by four men.

(b) A self-propelled vehicle which has a total weight not exceeding 165 kg and is capable of being lifted bodily off the track by three men shall be termed as a “light motor trolly”. Moped trollies and motorised light trollies which satisfy these conditions will come under this category.

(c) The term “motor trolly” shall be taken to mean a self-propelled vehicle which has a total weight exceeding 165 kg, or which cannot be lifted bodily off the track by three men.

(d) A “dip lorry”, which consists of two separate four-wheeled units that can be joined together to form a single vehicle for the conveyance of materials and equipment, shall be treated as a lorry even when run light, whether as single units or in pairs coupled together.

(e) The term "material trolly", which is commonly in use on this Railway, shall be taken as synonymous with the term "lorry" used in this Chapter, subject to the provision that, when run light, it may be treated as a "trolly" if it satisfies the conditions set forth in (a) above.

SR. 15.18.02.— Every trolly or lorry in use on the line shall be registered in the Division and shall have marked on it, its registration number and the designation and the code names of the headquarters station of the holder and of the Division to which it belongs.

15.19. Red flag or light to be shown — Every lorry or trolly when on the line shall show a red flag by day and a red light by night, during thick, foggy or tempestuous weather impairing visibility or in a tunnel in the directions from which a train may come.

SR. 15.19.01.— (a) As soon as a trolly, lorry or motor trolly has been removed from the line and placed clear of it, the red flag or lamp, as the case may be shall be removed but before doing so, it shall be ensured that line has been cleared of all obstructions Until the line has so been cleared, the flag or lamp shall conspicuously be displayed.

(b) The person in charge of a trolly, lorry or motor trolly shall be responsible for ensuring that the flags and lamps are trimmed and the dubbers with sufficient kerosene oil, and that the lamps, when in use, burn brightly.

15.20. Equipment of trolly, lorry or motor trolly.— Each trolly, lorry or motor trolly shall have the following equipment :–

(a) two hand signal lamps,

(b) two red and two green hand signal flags,

(c) sufficient supply of detonators,

(d) a chain and a padlock,

(e) a copy of the Working Time Table and all correction slips and appendices, if any, in force on that section of the railway over which the trolly, lorry or motor trolly is to run.

(f) a motor horn and a search light (for motor trolly only).

(g) two banner flags (for lorry only) and

(h) such other articles as may be prescribed by the Railway Administration in this

behalf.

NOTE: — The official in charge of the trolly, lorry or motor trolly shall also be in possession of a watch in addition to the prescribed equipment.

SR. 15.20.01.— Every trolly, lorry or motor trolly shall be provided with the following equipment, before it is put on the line: -

(i) Two hand signal lamps;

(ii) Three red and three green hand signal flags;

(iii) Detonators – 10 in a case;

(iv) A copy of the Working Time Table;

(v) One lamp (by night) to show red to the front and rear on single line working, and red to face approaching trains and white in the opposite direction in double line working.

One red flag (by day), —

One staff with a socket or other arrangements for erecting the same to display conspicuously the lamp or flag, as the case may be.

(vi) For motor trollies only;

A powerful electric torch of approve quality, or a powerful headlight, in good working order.

An efficient horn.

(vii) For lorries only;

One skid or one wooden wedge.

Two red banner flags,

Material trolly notice books (Form A and Form B)

(viii) Oil can and other accessories or tools as needed for the vehicle.

SR. 15.20.02.— Trollies, lorries or motor trollies which are to be run in track-circuited are as shall be insulated.

15.21. Efficient brakes.— No lorry or trolly shall be placed on the line unless it is fitted with efficient brakes.

SR. 15.21.01.— The person in charge of the trolly/lorry/motor trolly shall be responsible to see that the brakes are in proper order and shall test them at the commencement of each journey.

SR. 15.21.02.— When two or more trollies, lorries or motor trollies follow one another, the distance between them shall be sufficient to bring any

following one to a stop by application of the brake, particularly on falling gradients, curves, cuttings etc., without coming into contact with the one in front. This distance shall be laid down by the Divisional Railway Manager for the individual sections taking into account the gradients, the speed of the vehicles and other local conditions.

15.22. Qualified person to be in charge of lorry or trolly when on the line,—

(1) No lorry or trolly shall be placed on the line except by a qualified person appointed in this behalf by special instructions.

(2) Such qualified person shall accompany the lorry or trolly, and shall be responsible for its proper protection and or its being used in accordance with special instructions.

SR. 15.22.01.— No trolly, lorry or motor trolly may be used on the running lines or in Station Yards unless it is accompanied by a person holding the necessary permit issued by the Chief Operations Manager or the Divisional Railway Manager and unless it is also accompanied by adequate number of men as prescribed in these rules.

SR. 15.22.02.— Permits to work trollies, lorries or motor trollies shall be granted only in accordance with the following conditions: –

(a) Application for permit to work trollies, motor trollies or lorries by officers or staff belonging to the different departments shall be made to the Divisional Railway Manager of the respective Divisions on which they are working at the time of application.

(b) On receipt of such application, the Divisional Railway Manager shall, either himself set a written paper, or authorise a competent officer under him to do so. The applicant, after undergoing the written test, shall also be given an oral test by the Divisional Railway Manager or by such officer, as has been deputed by him.

(c) If the applicant passes both the written and oral tests the case shall be put up to the Divisional Railway Manager for issuing the competency certification. The certificate of competency (permit) so issued shall be valid for a period of one year only.

(d) In the case of illiterate employees, the written examination will be done away with, but the oral examination shall be thorough and searching. The requirement of executing the annual certificate as detailed in SR 15.22.03 shall be obligatory on such employees, as well.

(e) Trolly and motor trolly permits to officials at the zonal Headquarters shall be issued by the COM, in the same manner as prescribed in sub-rule (a) to (d) above.

(f) Officers and Inspectors of the Engineering, Electrical (Traction), Operating, Commercial and Signal & Telecom departments and such other Railway officials as may be specified by the Chief Operations Manager, the Chief Engineer, the Chief Elect. Engineer, the Chief Signal &Telecom. Engineer or the Divisional Railway Manager alone are allowed to use trollies/motor trollies in course of their duties.

(g) The use of lorries shall normally be confined to employees of the Engineering Department.

(h) It is essential for trolly, lorry and motor trolly permit holders to know the special conditions, if any obtaining on the various section on which they have to operate their trollies, lorries or motor trollies.

SR. 15.22.03.— (a) Before the end of December every year, each trolly, lorry or motor trolly permit holder shall submit a certificate to the Divisional Railway Manager, in the following form.

I (Name) ..... working in the capacity of (designation) ..... at (station) ..... hereby certify that I am fully conversant with all the sections on which I have to use my trolly/lorry/motor trolly and also with all the rules in respect of working trollies/lorries/motor trollies, as well as the latest changes made in the rules, and undertake to comply meticulously with the same. In the event of my failure to comply with these rules, I alone shall be held responsible.

Signature.....

Date

(b) These certificates shall be carefully examined in the Divisional Railway Manager's office. If a permit-holder fails to submit it in time, he shall be treated as having forfeited his right to use the permit until such time the certificate is submitted by him, apart from rendering himself liable to disciplinary action for such failure.

SR. 15.22.04.— Supervising officials shall test the permit holders in their knowledge of rules relating to driving trollies, lorries and motor trollies, as often as possible.

SR. 15.22.05.— In the event of an officer or staff getting transferred from one station to another it shall be necessary for him to acquaint himself with all the rules in regard to any special conditions obtaining on any of the sections within his new jurisdiction.

SR. 15.22.06.— (a) Trollies and motor trollies are meant primarily for the conveyance of railway employees in the discharge of their duties. Authorised person however, also carry on their trollies/motor trollies other employees of the Railway and persons requiring urgent medical aid, as well as contractors or agents of contractors working on the section.

(b) Government officials (non-Railway) and persons not employed on the Railway, may be permitted to travel by trolly/motor trolly at the discretion of the Divisional Officer of the concerned department holding the trolly; but such trolley/motor trolly shall invariably be accompanied by an authorised person. The permission may be for a single trip or a specified period. Authorised person carrying such persons are responsible for ensuring that the necessary permission has been given by the Divisional Officer, but in cases of urgency, as in the case of persons needing urgent medical aid, they may act on their own discretion, reporting the matter subsequently to the Divisional Officer concerned.

(c) Any Government official (non-Railway) or any other person not employed on the Railway, who is permitted to travel on a trolly or motor trolly under the circumstances mentioned under subrule

(b) above, shall be required to execute a stamped indemnity Bond on the prescribed form, unless specially exempted under extant orders from the C.C.M.

(d) Lorries are meant exclusively for carrying materials and no person shall ride on the same. These shall work only under the orders and direct personal supervision of a competent Engineering official holding the necessary permit as per SR 15.22.01.

(e) The maximum number of persons allowed to travel by a trolly or a motor trolly shall not exceed eight, including the complement of staff prescribed for the trolly, or such other limit as specially laid down by Chief Engineer or Chief Elect. Engineer for any particular type of trolly.

SR. 15.22.07.— (a) The official in charge of a trolly shall be responsible at all times for its safe working. When there are two or more competent officials on the trolley, this responsibility shall devolve upon the official who is actually in control of its working, for the time being.

(b) The person in charge of a trolly, lorry or motor trolly, while working on a double or multiple line section, shall be responsible to see that no adjacent line is fouled in any way. No motor trolly or lorry shall be place on any line other than the one blocked or authorised for the purpose by the Station Master on duty.

(c) All persons authorised to work a trolly, lorry or motor trolly shall be conversant with the location of spring points, wherever they exist, and the correct manner of negotiating them.

SR. 15.22.08.— (a) Where license has been granted to the Manager of all mill, colliery or other company to run a trolly on the Railway within prescribed limits, the Head Trolly man in charge of the trolly shall be a Railway servant appointed by the Divisional Railway Manager and shall hold a current competency certificate.

(b) The head Trolly man appointed to have the charge of a private trolly shall equip himself with a copy of the General & Subsidiary Rules and with any special orders relating to the working of trollies on the section of line to which the private trolly license applies and shall give an assurance for the same to the Divisional Railway Manager concerned.

(c) A pass shall be issued for every private trolly, to be kept by the Head Trolly man and shown on demand by the Station Master or any other official of the Railway.

15.23. Attachment to train prohibited- No lorry or trolly shall be attached to a train.

SR. 15.23.01.— Trollies or lorries shall always be pushed and not pulled. Use of sails or any other unauthorised aid for their propulsion is strictly prohibited.

SR. 15.23.02.— (a) no trolley, lorry or motor trolly shall be carried in a train unless covered by a card pass issued by the Divisional Railway Manager,

(b) No trolley lorry or motor trolly shall be loaded into any vehicle of a train without the consent of the Guard in charge of the train, who shall direct where it is to be placed. Inspectors and other requiring their trollies to be carried in trains shall give notice of the same to the Station Master sufficiently in advance of the arrival of the train. The Station Master shall advise Control if it is necessary to stop a goods train out of course and act upon instructions given.

(c) When there is room in a train the Guard shall not refuse to receive a trolley/lorry/motor trolley.

15.24. Time of running.— A lorry shall ordinarily be run only by day and when the weather is sufficiently clear for a signal to be seen distinctly from an adequate distance, which shall never be less than 800 meters.

SR. 15.24.01.— (a) Except in cases of accidents or of absolute necessity, no lorry shall be run on the line by night or during fog, dust storm or any other condition that prevents a good look-out being kept. If in such circumstances, the lorry has to be run owing to absolute necessity, the line shall first be blocked.

(b) If, during the course of working, the visibility is impaired and is reduced to less than 800 M owing to any cause, the lorry shall immediately be removed, unless working under block protection.

15.25. Motor Trolly, – A motor trolly shall only be run in accordance with special instructions.

SR. 15.25.01.— (a) Motor trollies are issued to or placed in the charge of particular officials; but their use is not restricted to those officials.

(b) No person shall drive motor trolly who has not been issued with a motor trolly permit.

(c) A motor trolly shall not be used without the permission of the official controlling it and without at least two of the regular crew.

SR. 15.25.02.— (a) At no time shall more than 8 persons be carried on a motor trolly. (b) While a motor trolley is on the run, there shall be at least two persons seated in front at all times.

(c) The provisions of SR 15.26.05 and SR 15.26.08 shall apply in case of a motor trolley negotiating a level crossing when it is off the track.

SR 15.25.03.— A motor trolley shall be run either on line clear, or following a train, a light engine, or another motor trolly, subject to the following :-

(a) On line clear. —

(i) When running on line clear, whether on single line or on double line, the motor trolly shall obey all signals and shall be treated in the same manner as a light engine in all aspects relating to 'Authority to proceed', 'Caution Orders' etc. subject, however, to the provisions of sub-clause (ii).

ii) At night, a motor trolly shall run at a speed not exceeding 30 km/h and shall not pass any signal at danger. In addition, a powerful head light or electric torch of approved quality shall be used.

(b) Following a train or a light engine or another motor trolly on single or double line.—

(i) Such following movements of motor trollies shall be permitted during the hours of day light only.

(ii) Subject to the provision of sub-clauses (v) and (vi) a motor trolley shall obey the same signals as for the train or the light engine or the motor trolly it is following and it shall, in this sense, be regarded as the last vehicle of a train. In other words, the signals lowered for a train, light engine or motor trolly preceding it shall not be put back to 'on' until the following motor trolley has passed such signals. The motor trolley shall, in such case, be admitted on to the same line as the train, light engine or motor trolley it is following. At

stations with level crossing gates interlocked with the approach signals, when road traffic is waiting at the gate if the following motor trolley does not arrive closely after train, the reception signals may be put back to 'on' to pass road traffic. After clearing the road traffic, the motor trolley may be admitted on signals on any line which is clear. If a clear line is not available, arrangement shall be made for admission of 'motor trolley' by piloting.

(iii) At stations where automatic reversers are in use in conjunction with track circuiting, the signal levers shall not be put back to normal, and the road for the reception of the preceding train, light engine or motor trolley shall not be altered until the following motor trolley has been admitted on to the same line, the person in charge of the Motor trolley being allowed to pass the signals in the 'on' position with special caution.

(iv) Before a motor trolley is Permitted to follow a train, a light engine or another motor trolley, the Station Master of the station from which it is about to leave, shall advise the Station Master of the Station in advance under a message supported by a Private Number and obtain his acknowledgement supported by a Private Number. Thereafter a trolley following line clear authority in the prescribed form No. T/1525 shall be delivered to the official in-charge of the motor trolley as his authority to follow the train, light engine or motor trolley.

MOTOR TROLLY

FOLLOWING LINE CLEAR AUTHORITY

..... Station
(Stamp)
.....Date

To
(Designation of the official in-charge of the motor trolley).
You are hereby permitted to take your motor trolley into the block section between ..... (station) and .... (station) and proceed cautiously up to ..... (station) following train ..... which left..... (station) at ..... hours ..... on .....date.....
On arrival at ..... (station) you are required to hand over this AUTHORITY to the Station Master.

Signature..... Private Number.....

Designation..... Station Master's Signature.....

Note :— (i) In the train register, Station Diary and Line Clear book at both the station, an entry in red ink shall be made to the effect that motor trolly' is following,

(ii) A board with legend 'motor trolly on line' shall be placed on the block instrument at the receiving station.
The report of arrival of the train, light engine or leading motor departure (i.e., station in rear), till the following motor trolly has also arrived and the "motor trolly following" authority held by the official in charge of the following motor trolly and the Station Master of the station in advance has signalled to the station in rear, a 'Train out of Block Section' message in the following form:-
"No..... Your No..... and My No..... ..... Motor trolley of ..... following train/motor trolley/light engine No..... arrived here
intact at..... and the section between stations..... ..... and ..... is now clear of all obstructions.

Till receipt of this message, the Station Master of the station allowing a motor trolley to follow a train/a light engine/a motor trolly shall not give 'Line Clear' for another train or light engine. Copies of all messages exchanged shall be pasted in the Station Diary.

(v) The person in charge of the motor trolley shall, as far as possible, keep reasonably close behind, but at a safe distance from the train, light engine or motor trolly that is being followed than 10 mts after the arrival of the later. This may, however, be relaxed in the case of Engineering motor trollies if the Section Controller permits the person in charge of the motor trolley to occupy the section for any longer period, and provided that, on single line sections worked by token instruments, the trolley user shall lock the token of the train or light engine he intends following, by the use of a clamp of approved design, and retain the key in his possession to prevent insertion of the token into the block instrument till his arrival at the station ahead.

(vi) If the motor trolley fails to arrive at the next station within **ten** minutes of the arrival of the train, light engine or motor trolley that it is following, the Station Master may put back the signals to 'on' to perform shunting or other movements. The person in charge of the trolly shall, in such case, stop at the first Stop signal and send a Trolly man ahead (displaying a red hand signal) to the Station Master/Switchman/Cabin man asking the latter to arrange for the admission of the motor trolly.

(vii) In case a motor trolley follows another motor trolley travelling on line clear, the leading motor trolly shall, in addition to the usual "authority to proceed", be given a Caution Order to the effect that a second trolly in

following. The following line clear authority laid down in clause (iv) shall be carried by the motor trolly which is following.

(viii) **Two** motor trollies may follow a train, a light engine or another motor trolly under the conditions laid down in clauses (iv) and (v). In such case, the leading trolly shall be given a Caution Order to the effect that a second trolly is following and the following line clear authority laid down in clause (iv) shall be carried by the last motor trolly. The Station Master of the Station from which the motor trollies are about to leave shall, in his message with a Private Number advising the Station Master of the station in advance, mention that two motor trollies will follow and obtain his acknowledgement supported by a Private Number. The Station Master of the station in advance shall, on arrival of the motor trollies, report in his message to the Station Master in rear, the arrival of both the motor trollies.

(ix) When a motor trolly follows another motor trolly travelling on line clear in terms of clause (vii), or when two motor trollies follow a train, light engine or motor trolly, in terms of clause (viii), the motor
trollies shall keep close to each other and leave and enter the station together. The officials in-charge of the trollies shall be jointly responsible for this.

(x) When two motor trollies are running together in the same direction, they shall be kept a sufficient distance apart so that the rear trolly may be stopped within a safe distance if a Trolly man should slip from the front trolly, or if the front trolley should be stopped suddenly. On the level, or on a rising gradient, the distance between the trollies shall be not less than 100 m and on a falling gradient or with a strong wind behind, it shall be not less than 200 m.

(xi) On sections where there is danger of the rear portion of a train rolling back in the event of its parting, a motor trolly shall not follow any such train which is not vacuum braked throughout; but it may follow a light engine or an engine with a brake-van only, as also a train with a live light engine attached in rear.

(xii) When a Motor trolly has arrived at a station, it may be removed from one line to another only with the concurrence of the Station Master. This may be done either by a shunt movement or by de-tracking the motor trolly. If the trolly user intends to leave the station precincts or to make a prolonged stay, the motor trolly shall be removed clear of all lines. For re-starting, the trolly shall not be placed on any line without the prior concurrence of the Station Master.

(xiii) On the undermentioned sections, due to sharp curves and cuttings, motor trollies shall not be permitted to run on “following line clear”

1. Muri-Ranchi
2. Posoita-Mahadevsal
3. Rangra-Karampada

4. Barajamda-Gua

SR. 15.25.04 – (a) The speed of a motor trolly shall on no account exceed **15** kilometers per hour over points and crossings or when passing through yards.

(b) When a motor trolley, whether running on line clear or on a following line clear authority, has to pass over any spring-loaded points set against it, a caution order notifying the existence of such points shall be issued to the official in charge of the motor trolly and it shall be his responsibility to ensure that the points are negotiated safely, by lifting the motor trolly suitably, if required.

(c) On sections as are provided with axle-counters in lieu of track-circuits, trollies, motor trollies, lorries etc. which are not insulated shall not be allowed to run except on line clear.

SR 15.25.05.— (a) A motor trolly may be used within a section X-Y blocked for Engineering purposes, provided that, before entering the section from Station-X the official in charge of the motor trolly shall obtain an acknowledgement from the Station Master at X as follows:-

"I am aware that motor trolly No..... is in the blocked section between Station-X and Station-Y and I certify that I shall not permit any train to enter, or give line clear to any train to proceed on to his section, until you have informed me, either by personally returning this authority or personally cancelling it at station Y, that your motor trolly has cleared the section."

(b) The Station Master at Station-X shall before making over the authority to the official in charge of the trolly, advise the Station Master at Y by a message that he is permitted a motor trolly to enter the blocked section and shall obtain an acknowledgement from the latter supported by a Private Number.

(c) The official in charge of the motor trolly shall arrange to return or cancel the aforesaid authority not later than the time at which the original block is due to be cancelled.

SR. 15.25.06.— Great care shall be exercised by the official in charge of a motor trolly while approaching cuttings or any other location where the view ahead is obstructed, since danger is to be apprehended from push trollies coming from the opposite direction, or from cattle crossing the track, obstructions placed on the rails etc.

SR. 15.25.07.— (a) In the event of a motor trolly engine breaking down between stations, the motor trolly shall be pushed into the nearest stations. But should it become immobilised, it shall be removed clear of the tracks and the 'Line Clear Authority' be sent to the nearest stations through a Trolly man along with a memo reporting the nature of the breakdown and giving a certificate to the effect that the trolly has been removed clear of the tracks.

(b) If, after sending the intimation of the break-down and removal of the motor trolly to the nearest station, it is put back in order, the official-in-charge shall

not place the same on the line unless a Trolly man is again sent to the nearest station with a memo informing the Station Master about the rectification of the motor trolly and asking permission for it to proceed to either of the stations. The Station Master, after satisfying himself that there is no train in the block section, shall give a written permission to the official in charge of the motor trolly to proceed to either of the stations, after blocking back or blocking forward as the case may be. Such permission shall specify the line on which the motor trolly is to run and shall be supported by the Station Stamp, the copies of message exchanged and a Private Number. On receipt of such permission from the Station Master, the official in charge may proceed to the station on the line specified. The Station Master of the station towards which the motor trolly is allowed to proceed shall arrange to receive it by taking 'off' the reception signals if arriving on the proper line. On arrival of the station, the official in charge of the motor trolly shall hand over the memo to the Station Master for cancellation of the block, duly certifying its intact arrival and giving the time of arrival. The Station Master shall then remove the block and restore normal working.

SR. 15.25.08.— Running of motor trolly on Automatic Signalling section:–

(a) Normally Motor trolly shall be allowed to run on Automatic Signalling section during day light hours following a train only. At night or in emergency or when there is no train to follow, if it becomes necessary to run a motor trolly, Automatic Block system shall be suspended by exchange of messages supported by Private Numbers between the Station Masters of the concerned stations. After obtaining 'Line Clear' from the station in advance supported by a private Number, an authority in form T-369(3b) shall be issued to the Loco Pilot. Working of trains on Automatic Block system between the station concerned shall be resumed only on receipt of the arrival report of the motor trolly supported by a Private Number from the station in advance.

(b) When the motor trolly follows a train/light engine, the following conditions shall be observed:-

(i) The motor trolly shall be under the charge of an official holding necessary trolly permit. It shall carry adequate number of Trolly men so as to enable its being removed bodily from the line in case of necessity.

(ii) The motor trolly shall only follow directly behind and reasonable close to a train or a light engine keeping it insight. In case it is not possible for the official in charge of the trolly to observe this rule, the trolly shall be cut off from the line and he shall make immediate arrangements to inform the nearest station of the position.

(iii) The official in charge of the motor trolly shall not enter the Automatic section without first advising the Station Master of the station controlling entry into the Automatic section, in order that he may inform the station in advance to report back to him on the safe arrival of the motor trolly at that station.

Unless the arrival report has been received, duly authenticated by a private Number, the first train following the motor trolly into the automatic section shall be issued with a Caution Order.

(iv) The official in charge of the motor trolly shall also be cautious and vigilant while negotiating points and crossings. In the interest of safety, he shall stop short of the above points and ensure their proper setting before proceeding slowly over them. Where the route is set against the trolly, he shall arrange for the trolly to be lifted and placed on the correct line.

SR. 15.25.09.— Light Motor Trollies.— (c/slip**98** added**)**

Light Motor Trolley/Moped Trolley/Scooter Trolley is/are to be treated at par with Motor trolley. Hence, all the rules applicable to the working of motor trolley, as mentioned in SR 15.25.01 to 15.25.08, shall also be applicable to the light motor trolley/moped trolley/scooter trolley. However, the light motor trolley/moped trolley/scooter trolley shall be accompanied by a minimum of **three** trolley men but in no case, the total no. of persons including trolley men shall exceed **six.**

SR. 15.25.10.— Self-propelled Inspection Cars.— The working of special heavy vehicles such as tunnel inspection cars shall be governed by special instructions, issued where necessary. In all other respects, these shall be worked in the same manner as light engines.

15.26. Protection of trolly on the line— The qualified person in charge of a trolly shall, before leaving a station, ascertain the whereabouts of all approaching trains, and shall, when a clear view is not obtainable for an adequate distance—

(a) on a single line, in both directions, or

(b) on double line, in the direction from which trains may approach, take such precautions for the protection of his trolly as may be prescribed by special instructions.

SR. 15.26.01.– (a) The person in charge of a trolly shall, under all circumstances, be responsible for its use and protection.

(b) Before a trolly is placed on line, the person in charge of it shall advise the Station Master of this fact, except where it is impracticable to do so. For this purpose, he shall obtain from the Station master the prescribed certificate on Form E.D. 9-15, 9-16 or 9- 17, as the case may be. Such certificate shall be obligatory where there are sharp curves or steep gradients. After a trolly is placed on line, advising the Station Master on duty, the latter

shall take all necessary precautions for its safety, if it is not running under block protection. Whenever a trolly is to proceed into a block section, the Station Master at the Station allowing such trolly shall inform the Station Master at the other end of the block section and obtain his acknowledgement.

(c) if no information has been given to the Station Master by the person in charge, the entire responsibility for the protection of the trolly and the men accompanying it would devolve on the latter.

(d) On clearing a block section, the official in charge of push trolly shall hand over a memo to the Station Master at that end, informing him of his arrival. The Station Master shall at once intimate the Station Master at the other end and keep a record in his diary.

SR. 15.26.02.— While a trolly is on line, a sharp lookout shall be kept at all times, both in front and rear.

SR. 15.26.03.— Whenever any train, light engine or motor trolly is found approaching on the same line, the trolly shall be removed clear of the line, well in time, so as to ensure safety and to avoid detention to traffic.

SR. 15.26.04.— (a) Special caution shall be exercised at locations where, on account of curves, tunnels, cuttings gradients or other causes, a clear view of approaching trains is not obtainable. The principal requirement is that a clear view of at least 10 telegraph posts on non-electrified sections and 16 masts lengths on electrified sections shall always be obtainable both in front and rear on single line working and in the direction from which trains are likely to approach, in the case of double line working.
(b) (i) At locations where the aforesaid requirement cannot be met, the trolly shall be stopped at a point beyond which the prescribed visibility distance is not obtainable. One trolly man carrying hand signals shall be left at this point and another trolly man carrying hand signals shall be sent ahead for the purpose of looking out for any train which may be approaching. from the rear and front. respectively, and hand signalling or removal of the trolly in the event of any train being found approaching. On double lines, such look-out will be necessary only in the direction from which trains may approach. Where a man is sent ahead, the trolly shall not proceed forward until the man has gained a lead of about 6 telegraph post lengths (or 8 mast lengths on electrified sections) or such distance as is needed to obtain a clear view of an approaching train even while it is at an adequate distance from the trolly as prescribed in sub-rule a above. As the trolly moves ahead the man in front shall keep moving at the same speed so as to maintain the required visibility conditions. The rear look out man shall start following the trolly only after it has gone ahead by about 6 telegraph post lengths (or 8 mast lengths on electrified sections). He shall thereafter keep following the trolly at the same speed, maintaining a constant look-out towards the rear and duly ensuring the required visibility conditions. The person in charge of the trolly shall be responsible for a constant watch being kept of the

lookout men, as the trolly moves along and for acting promptly on any signal received from them. Where, on account of sharp curves, etc. the prescribed visibility conditions cannot be met by deputing only one look-out man in either direction, intermediate look-out men shall be deputed for relaying of signals given by the former.

(ii) If a look-out man finds any train, light engine or motor trolly approaching, either from the front or from the rear, as the case maybe he shall at once signal towards the trolly by waying a red hand signal. On receiving such signal, the person in charge of the trolly shall at once stop the trolly and have it removed clear of the line. To facilitate prompt removal in such cases, extra trollymen/gangmen/Khalasis shall be carried on the trolly so that the prescribed minimum of four men required for lifting the trolly off the track are available at all times. It shall be the responsibility of the person in charge of the trolly to anticipate the extra requirements of men on this account and make suitable arrangements in advance, before negotiating such locations with poor visibility conditions.

(iii) In cases where, on account of cuttings, tunnels or bridges, any delay is anticipated in removal of the trolly by taking it to the nearest trolly refuse, the look-out men shall invariably carry three detonators with them and in the event of any train or light engine approaching, they shall place the same on the track after signalling for removal of the trolly. These detonators shall be taken off only after the trolly has been removed clear of the line.

(iv) The look-out man in front may stop only on reaching a point from where the visibility of the line ahead is clear for not less than the distance prescribed in sub-rule (a).

(v) When the trolly has itself reached a point from where the visibility in the rear is not less than the distance prescribed in sub-rule (a), it shall be stopped there till the rear look-out man catches up and is picked up.

NOTE :- Persons in charge of trollies shall acquaint themselves with the running of trains, especially mail/express and passenger trains and take care, as far as possible, to avoid entering reaches with poor visibility while the trains are due.

SR. 15.26.05.— While negotiating level crossings, whether manned or unmanned, the person in charge of a trolly shall exercise extra caution so as to avoid running into or obstructing the road traffic. Trollies removed from the line at level crossings shall be kept in such a way as to cause no obstruction to the movement of road vehicles.

SR. 15.26.06.— When two trollies proceeding in opposite directions on the same line are to cross each other and there is any doubt as to which should be removed to make way for the other, the following general convention shall be observed.

(a) On gradients steeper than 1 in 400, the trolly proceeding down the gradient shall be removed.

(b) Elsewhere, on single line sections, the trolly proceeding in the Up direction and on double line sections, the trolly proceeding against the normal direction of traffic shall be removed.

SR. 15.26.07.— (a) Trollies may be worked under block protection on other sections also, whenever it is possible to do so without interfering with the running of trains.

(b) Patrol trollies shall be run on line clear only. The person in charge of the trolly shall personally receive the line clear authority from the Station Master at the starting station and personally deliver it to the Station Master at the other end. The Station Masters at both ends shall be personally responsible to see that the line clear authority is correct and complete in all respects.

SR. 15.26.08.— Whenever the trolly is removed from the line for the passage of a train or for any other reason, or when it is marked in proximity to the lines in a station yard, it shall be kept sufficiently clear of the line and parallel to it, instead of at right angles, so as to avoid the possibility of its rolling and fouling the track and thereby endangering passing trains.

15.27. Protection of lorry on the line.—

(1) whenever it is proposed to place a lorry, whether loaded or empty on the line, the line shall, if it is possible to do so, without interference with the working of trains, be blocked under the rules for working of trains.

(2) Except under approved special instructions, when the line has not been so blocked and a lorry, whether loaded or empty, is placed on the line, the lorry shall be protected—

(a) on double line, by one or two men as required, at a distance of 600 meters on the Broad gauge and 400 meters on the Meter 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 meters on the Broad Gauge and 800 meters on the Meter 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 meters on the Broad

Gauge and 400 meters on the Meter 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 meters on the Broad Gauge and 800 meters on the Meter 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 meters on the Broad Gauge and 800 meters on the Meter Gauge and the Narrow Gauge shall be provided with detonators and place three on the line 10 meters apart, immediately the lorry comes to a stand for the purpose of either unloading or loading or should any train be seen approaching and continue to display the stop hand signal.

(4) Then man or men carrying the banner flag shall immediately fix the banner flag across the track immediately the lorry comes to a stand or a train is seen approaching, and continue to display the stop hand signal.

(5) In all cases where the flagmen in advance or in rear cannot be kept in view from the lorry, additional intermediate flagmen shall be posted to relay the signals.

(6) The stop signal and detonators shall not be removed until the flagmen have received the orders to withdraw them from the official-in-charge of the lorry.

SR. 15.27.01.— (a) Where the hand signal man's view of the line ahead or in the rear, as the case may be is not clear for at least 800m, additional hand signal men may be deputed further ahead or in the rear, as required, to repeat the stop hand signal to the Loco Pilot of any approaching train, allowing him a sufficient sighting distance to stop the train short of the main hand signal man and thus minimise the chances of detonators being burst.

(b) Except when working under block protection it shall be ensured that even after deputing signalmen in the manner proscribed above, sufficient men remain with the lorry to enable its prompt loading or unloading and removal from the track in the face of an approaching train.

SR. 15.27.02.— (a) Whether the line has been blocked or not a lorry working between stations shall always be protected in the manner prescribed above.

(b) While working in station yards, banner flags shall be exhibited at such distances on either side as will ensure safety.

SR. 15.27.03.— The speed of a lorry shall never exceed 10 km/h.

SR. 15.27.04.— An official of the Engineering Department, not below the rank of Permanent Way Mistry, holding a valid permit for the working of lorries on the section, shall be in charge of every lorry while in use and shall remain with it for the whole of the time it is on the rails and until it is properly removed clear of the line and secured.

SR. 15.27.05.— Working of lorries within station sections.— When a lorry is required to work within the station section, the official in charge of the lorry shall obtain the Station Master's permission in writing to do so specifying the period during which, and the line(s) on which, the lorry will work. On receipt of this request and, if the working of the lorry does not interfere with the movement of trains, the Station Master shall grant such permission to the Official in charge, authorising him to work for the period specified and shall also record the fact by a suitable entry in the Train Signal Register. The official in charge shall be responsible for the removal of the lorry at the specified time. The Station Master shall, while granting permission for trains to approach, or authorising the taking 'off' of signals for reception, despatch or shunting movements, satisfy himself that the routes concerned are not obstructed by the lorry. Slide collars shall be used on those slides which control signals pertaining to the line(s) on which the lorry would be working, and the Switchman/Cabin men at both end shall be advised to protect the line by using Lever collars, under exchange of Private Numbers.

SR. 15.27.06.— Working of lorries in block section:

(a) A Lorry shall normally be run under block protection in accordance with the procedure laid down under SR 15.27.07. In case such block protection is likely to cause detention to trains, the official in-charge of the lorry, after considering the urgency of the work to be done, should decide whether to place the lorry on the line without line clear being obtained or wait until line clear can be obtained for it.

(b) Not withstanding anything contained in sub-rule (a) above, a lorry shall invariably be worked under block protection when: —

(i) It is necessary during an emergency to run it at night or during thick, foggy or tempestuous weather impairing visibility; (see also GR 15.24 and SR 15.24.01);

(ii) It is loaded with rails or girders.

(iii) It is loaded with specially heavy materials which cannot be readily unloaded; and

(iv) it is required to work on the sections indicated below:-

Division	Section
Chakradharpur	(a) Mahadevsal-Posoita
	(b) Rangra-Karampada
	(c) Barajamda-Gua
Ranchi	Silli-Ranchi.
Ranchi	Chandil-Gondabehar

SR. 15.27.07.— Procedure for working of lorries between stations under block protection:-

(a) The official in charge of the lorry, intending to put the lorry on line shall give requisition to the Station Master, mentioning all relevant particulars in the prescribed form No. T/1518; Part-A; with proper acknowledgement.
On receiving the requisition; the Station Master shall obtain permission from the section controller with a Control Order Number. Then he will exchange message with the Station Master of the other end block station supported by private numbers accordingly. Thereafter, he will issue a written authority to the in-charge of the lorry in the prescribed form No. T/1518, Part B, to work in the section.

(b) On single line token less territory the OCC key/Shunting key and on single line token territory, the Ball token shall be handed over to the trolly along with the written authority in case the block instruments are in normal working order.

(c) When a track on a double line section is blocked for a lorry, the official in charge shall run the lorry only on the track that has been blocked and shall not place it on the other track either on the outward journey or on the return journey.

(d) When approaching a station, the leading hand signalman shall promptly report his arrival to the Station Master, who shall make immediate arrangements for the safe reception of the lorry either by taking ‘off’ the approach signals or by piloting it from the first stop signal.

(e) When the lorry is removed from the line at a station the official in-charge shall issue a trolly "Removal Report" to the Station Master in the prescribed form T/1518, Part C. The Ball token/OCC key/Shunting Key if any shall also be handed over to the Station Master with due acknowledgement.

(f) In case the lorry is removed in mid-section, the trolley Removal Report along with the Ball Token/OCC key/Shunting key if any shall be sent to the

nearest station and shall be handed over to the SM with due acknowledgement.

(g) Trolley Removal Report in the prescribed form along with the Ball Token/OCC Key/Shunting key if any, shall be the authority for the Station Master to cancel the block and resume normal working of trains in the concerned section.

(h) The official in charge of a lorry on a block section shall be responsible for ensuring that the lorry is removed from the line at such time as to enable the block being cleared within such period as stipulated originally, except in cases where an extension of the duration of block has been authorised subsequently.

SR. 15.27.08-Procedure for the working of lorries between stations without block protection:–

(a) The official in charge of the lorry, shall give a requisition to the Station Master in the prescribed format T-1518, Part A, clearly endorsing on that the trolley shall work without block protection. If there is any speed restriction for trains to be followed, in the concerned section, shall also be endorsed on it.

(b) On receiving the requisition the Station Master shall exchange message with the Station Master of the other end block station under exchange of private numbers, in consultation, with the Section Controller. Thereafter, he will authorize the trolley in charge in the prescribed format T-1518, Pt.-'B' to work in the section without block protection.

(c) Until the "Trolley Removal Report" in the prescribed form T-1518, Part 'C' has been received, the station Master at either end of the section shall stop all trains entering the concerned section and serve caution orders to the Loco Pilots/Guards, advising them that a lorry is working in the section.

(d) A Loco pilot, on receiving intimation that a lorry is on the sections, shall work his engine or train at such a speed that he can, without difficulty, bring it to a stand within a distance of 800 meters after sighting the first stop hand signal protecting the lorry.

(e) A lorry shall be removed clear of the line at least 10 minutes before a train is expected to pass that spot.

(f) No lorry shall be allowed to enter any long bridge or tunnel, or long and narrow cutting unless there is sufficient time left for the lorry to clear the same and to be removed from the line in compliance with sub-rule (e) above.

(g) Except by special authority of the Divisional Engineer, a lorry shall not be placed on the line while any train working under Material Train Rules is in the block section.

SR. 15.27.09.— The provisions of SR. 15.26.05 and 15.26.08, which deal with the precautions, to be observed while a trolley is negotiating level crossings and while it is off the track, respectively, shall also apply to lorries.

15.28. Lorries and trollies out of use. — A lorry or trolly, when not in use, shall be placed clear of the line, and the wheels thereof be secured with a chain and padlock.

SR. 15.28.01.— When a trolly, lorry or motor trolly is placed on a platform for being loaded into/after being unloaded from a train, it shall be kept parallel to the track and in such a manner that it may not come in the way of passengers or of railway staff working on the platform.

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CHAPTER XVI

LEVEL CROSSINGS

16.01. Knowledge of signals.– No person shall be appointed to be a Gateman unless he has a knowledge of signals.

SR. 16.01.01- Every gateman before he/she is put to work independently at level crossing, shall be tested by the Section Engineer (P-Way) or Transportation Inspector, as the case may be, to ensure that he/she has a thorough knowledge of the rules pertaining to the working of gates, sliding booms, gate signals, hand signals, detonators and other equipment provided for the gateman and also the rules pertaining to the protection of the line during an emergency.

For interlocked level crossings the certificate of competency shall be issued jointly by Section Engineer (P.Way) / Transportation Inspector and Section Engineer (Signal). For non-interlocked level crossings, a certificate of competency, shall be issued by either Section Engineer (P.Way) or Transportation Inspector, as per the case.

The competency certificate shall be valid for a period of 5 (five) years and to be revalidated after due test, every five years.
The competency certificate form is given below:-

"Certified that I/We have examined Sri/Smt/Kumari…… S/o or W/o or D/o…… Designation…… in the duties of Gateman. He/She is conversant in the working of the gates, sliding booms, gate signals if any, hand signals, detonators and other equipments provided at the gate. He/She is also conversant with the procedure to be adopted during abnormal conditions."
Gate at KM…….. Place…….. Dated…… …

Signature of:-Transportation
Inspector /Section Engineer (P.Way) Section Engineer (Sig).

{SR. 16.01.01. – (c/slip**112** added above)}

SR. 16.01.02.– (a) The Gateman shall stand facing the track on the gate lodge side of the approaching train and be prepared to repeat any signal which the Guard may give to the Loco pilot as well as to show a Caution or Danger signal should anything appear to be wrong with the train as it passes.

For this purpose he shall, by day, hold his flags furled on separate sticks, the green in his left hand and the red in his right hand and, by night, be shall carry a lighted hand signal lamp. The hand signals shall not be exhibited in the direction of an approaching train, unless need arises.

However, at stations, on multiple line section where no cabins are situated or where the SM's office and the cabin(s) is (are) situated on the same side and traffic gate lodge is at off side of station building, the gateman will follow the rules as laid in SR 4.42.02 (b) (iii), SR 4.42.02 (c) and (d).

(b) ''Every Guard, Loco Pilot / Motorman and Asstt. Loco pilot of running train while passing through any manned level crossing shall keep a good look-out for gateman's signal. They shall exhibit a green hand signal towards the gateman as an indication that they are alert except when the gateman has exhibited a 'stop' hand signal or in the situation covered by GR 16.08. (c/slip **135** added)

However, the Motorman shall not exchange signal with the gateman.

16.02. Supply and care of equipment.– Every Gateman shall–

(a) be supplied with day and night hand signals, detonators and other prescribed equipment, and

(b) keep such signal, detonators and other equipment in proper order and ready for use.

SR. 16.02.01.– (a) Standard equipments to be provided at the mid-section manned level crossings: –

Items Quantity / Numbers

1. Hand Signal Lamp Tri colour	Three (5 on Quadruple Line or twin single line)
2. Hand Signal Flag Green	One- Mounted on sticks
3. Hand Signal Flag Red	Three (6 on Quadruple line or twin single line and 7 in case Hexable Section mounted on sticks.)
4. Banner flag red	Three (6 on quadruple line or Twin Single Line)
5. Posts for exhibiting Red	Two (4 on Q/Twin single line

banner flag	and 5 on Hexable Section)
6. Spare chains with	Two with stop mark.
Padlocks	
7. Detonators	10 in tin case.
8. Gate lamps	Two
9. Tommy Bar	One
10. Mortar Pan	One
11. Ranner	One (in case of asphalt road this may not be provided)
12. Pick Axe	One (in case of asphalt road this may not be provided)
13. Tin case for flags	One
14. Can for oil	One
15. Water pot/Bucket	One
16. Canister for Muster Roll	One
17. Set of spare spectacles	
of gateman wearing glasses	One
18. Board, demarcating protection of level crossing gate diagram in case of obstruction on gate	One
19. Basket	One
20. Whistle	One
21. Wall Clock	One
22. Small Size Chain	One

Note :– At level crossings with multiple lines, the number of hand signals, detonators and banner flags shall be increased suitably.

(b) The Supervisory officials in-charge shall be held responsible to ensure that all Gateman under them are correctly supplied with the above mentioned equipment, and also that sufficient kerosene oil, wicks and matches are supplied to enable the Gateman to keep their gate lamp and hand signal lamps burning all night.

SR. 16.02.02.– The Gateman shall always keep their hand signal lamps trimmed and ready for lighting and use at a moment's notice. During night, one of the hand signal lamps shall be kept lit throughout. At all times when the level crossing is open to road traffic, this hand signal lamp shall be kept set to the red aspect so as to be in readiness for being shown to an approaching train if the need arises.

When the level crossing is closed to road traffic, the lamp may be burning at half wick, but whenever a train is expected, the wick shall be raised and the lamp kept burning brightly for ready use.

At level crossings where LED tri colour hand signal lamps are only provided, the gateman shall always ensure that their LED tri colour hand signal lamps are in working condition and ready to display red aspect at a moment's notice.

SR. 16.02.03.– Each manned level crossing shall also be provided with the following items and these shall be maintained up to date.–

Records to be kept at Gate Lodge :

In addition to the above equipment, following records shall also be kept at the gate lodge.

1. Gate Working Instruction in Hindi/English

2. Gate Working Instruction 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 Gatemen, including date of passing vision test, initial/refresher course, safety camp, etc.

8. Record of last census of road traffic at level crossing gate.

9. Public Complaint Book.

10. Inspection Book.

11. S&T Register in case of Interlocked Engineering Gate.

SR. 16.02.04– (a) The Cabin-operated level crossing gates shall be provided with the following equipments and books.

(i) One red and one green hand signal flag,

(ii) 2 hand signal lamps,

(iii) 2 red banner flags with side props,

(iv) 10 detonators in a case,

(v) 2 gate lamps.

(vi) 2 Chains with pad locks for locking the gates.

(vii) 2 pad locks for the gate lamps.

(viii) 2 staves for fixing hand signal lamps.

(ix) Gate working rules.

(x) Level Crossing inspection book.

(xi) Complaint book.

(xii) A small size chain for use in case of failure of gate boom\leaf lock.

(b) The Supervisory Officials in charge of the gate/cabin shall be held responsible for the similar action as contained in SR 16.02.01(b).

Note: At Traffic or Cabin operated gates on multiple lines, the number of hand signals, detonators, banner flags and other required items shall be increased suitably. (c/slip **129 added)**

16.03. Road Traffic.–

(1) Subject to such special instructions in that behalf as are permitted by these rules, all gates at level crossings shall be kept constantly closed and securely fastened across the thoroughfare on both sides of the railway and shall only be opened when it is necessary and safe to open them for the passage of road traffic:

Provided that any Railway Administration may from time to time issue special instructions for any particular level crossing or class of level crossing and may be such special instructions permit the gates at any level crossing or class of level crossing to be normally kept open to road traffic and may therein prescribe the conditions under which gates are to be kept closed against road traffic for the passage of a train or trains or for the purpose of any other railway operation; and all such special instructions so long as they be not cancelled or superseded shall for the purpose only of the Railway Administration issuing the same be deemed to be General Rules within the meaning and subject to the provision of section 47 of the Act.

(2) If for any reasons the gates at level crossings cannot be so closed/fastened across the thoroughfares on both sides of the track, action to prevent the approaching trains, if any, from running into the gate may be taken in accordance with stipulations laid down under General Rules 16.06."

(3) Gatemen, where provided, shall at all level crossings be prepared, whenever such level crossings be open to road traffic, to show a Stop hand signal to any approaching train.

(4) Where no Gateman is specially provided for night duty at a level crossing, the gates there at shall, subject to special instructions, be locked at night and opened only to pass road traffic in such manner as may be prescribed by special instructions.

SR. 16.03.01.– (a) All level crossing gates shall be so worked as to cause the least possible inconvenience to vehicular traffic, consistent with safety.

(b) In order to eliminate frequent and undue detention of road traffic at important level crossings, such gates shall not normally be closed for more than **10** minutes at a stretch.

(c) At level crossings which are provided with telephone, the Gateman, on receipt of information about a Motor Trolley being on line clear, shall not close the gates immediately, but shall keep a look out for the motor trolley and only when it is actually in sight shall be close the gates. The same procedure shall also be followed by Cabin men in the case of gates operated from the Cabins.

SR. 16.03.02.– (a) Gates of manned level crossings whether these be situated inside or outside outer most stop signals, shall be provided with lamps at night, which will show red to the road traffic approaching from either direction, when either Gate is closed across the road. The lamps shall show white to the road when the gates are open to road traffic, and shall be so screened that they show no indication to approaching trains, whether the gates be open or closed to road traffic.

(b) Gates shall be painted white except in the case of lifting barriers, which shall be painted with alternate bands of yellow and black. In addition, each gate shall be provided with a disc not less than 0.6m in diameter to furnish a clear indication to road users during daylight hours. The disc shall be painted red on both sides, irrespective of whether the gates are coupled or not.

SR. 16.03.03.– (a) (i) The mid-section gates of level crossings, which are inter-locked with Gate Signals, may normally be kept open to road traffic. Immediately after departure of the train, the Station Master/Switchman/Cabin man shall inform the Gateman over telephone connected at his end the number, description and expected time of passage of the train at the gate.

(ii) If the telephone is connected with the Station/Cabin at the receiving end, this advice shall be given by the Station Master/Switchman/Cabin man to the Gateman over telephone as soon as he receives train entering section advise from the despatching station.

(iii) If the actual running time of the train from either end of section upto the LC gate is less than 10 minutes, Station Master/Switchman/Cabin man will convey this advice to the Gateman before obtaining/granting line clear.

(iv) It should be the duty of the Gateman to ensure that the gate is closed in time, so that there is no detention to the train or excessive detention to road traffic.

(b) (i) In the case of level crossings situated within outer most stop signals, where telephone communication is provided between the Gateman and Station Master / Switchman / Cabin man Private Number shall be issued by the Station Master/Switchman/Cabin man to the Gateman to close the gates. The Gateman shall, thereupon, closes the gates and confirm having done so by giving his Private Number to the Station Master/Switchman/Cabin man.

(ii) For mid-section level crossings, the Station Master/SWM/Cabin man of the Station where telephone connection is provided will inform the gateman supported by a private number about the expected time of departure of UP/DN train from the stations on either side of the Block Section. Before taking 'Off' last stop signal, the SM/SWM/Cabin man shall ensure from the gateman that the gate is closed and shall obtain a private number as assurance. On getting this assurance, the SM/SWM/Cabin man will then take 'Off' the last stop signal.

(For Engineering manned level crossing gates, non-interlocked, provided with telephone, with normal position ‘Open to Road Traffic’).

On single line sections, gateman shall open the level crossing gate after complete passage of train from gate by ensuring the train with tail board\tail lamp\LVI.

The SM/SWM/Cabin man of the Station at the other end where telephone connection is not provided with the gate shall not take 'Off' the last stop signal for the train to enter into the Block Section unless he gets the assurance, that the level crossing gate is closed from the SM/SWM/Cabin of the station having telephone connection with the level crossing supported by a private number.

(iii) The mid-section level crossing gate which is connected with telephone and normal condition is closed to road traffic will be worked as follows.

(a) The Gateman must seek permission from Station Master/Switchman/Cabin man for opening the gate.

(b) Station Master/Switchman/Cabin man shall ensure that there is no train movement in that section. Thereafter, Station Master/Switchman/Cabin man shall give his private number to the gateman allowing him to open the gate for the purpose of clearing the road traffic.

(For Engineering manned level crossing gates, non-interlocked, provided with telephone, with normal position “Closed to Road Traffic’).

On single line sections, if the gate is required to be opened to pass the road traffic, the gateman shall exchange private number with the SM and confirm that the train has passed completely from his gate, thereafter; the SM may allow the gateman to open the gate.

(c) Suitable entries should be made by the Station Master/Switchman/Cabin man in the Train Signalling Register/Cabin Operation Register, Private number book, Log book in Red ink.

(d) After passage of road traffic the Gateman shall close the gate and confirm this to Station Master/Switchman/Cabin man under exchange of private number.

(e) Before any train is allowed to enter the block section again the Station Master/Switchman/Cabin man must ensure that the private number from the Gateman has been received in token of his having closed the gate.

(iv) Private numbers are not required to be exchanged in case the level crossing gates are interlocked with gate stop signals or stop signals of the stations. However, Gateman should be intimated in advance by the ASM/SWM/Cabin Master/Cabin man about the movement of the train on the section.

SR. 16.03.03(b) (v) Traffic Gates: The traffic gates are ones within outermost stop signals of the station.

SR. 16.03.03 b (vi): At non-interlocked, manned level crossing gates (B & C class), where road traffic is heavy in relation to rail-borne traffic and the number of trains is low, say up to 14 on per day basis, its normal position may be changed to “open to road traffic” provided the following conditions are satisfied.

1. The level crossing should not be on a suburban section.
2. The level crossing should be equipped with co-acting lifting barriers.
3. The section concerned should not have automatic block signaling.

4. The level crossing should be provided with a telephonic connection with the Station Master and should have a system of obtaining private number from Gateman in token proof of having closed the gate.

5. The railway track at the level crossing should be straight on either side to afford a clear view of an approaching train.

6. As long as the gate is kept open for road traffic a red flag by daytime and a red-light during night should be displayed towards the approaching train on either side of the level crossings.

7. The level crossing shall be provided with Whistle Board on either side at an adequate distance to enjoin the Loco Pilot of approaching train to give audible warning of the approach of train to the road users.

Such changes in the normal position of manned, non-interlocked level crossing gate (B & C class) will necessarily require prior approval of the PCOM and the PCE.

SR. 16.03.04.– In the event of failure of telephone communication between the Station and mid-section level crossing gate which is not protected by gate signal, or of failure to get Gateman's acknowledgement over the phone, the following procedure shall be adopted for passing trains :

(a) The Loco Pilot and the Guard of every train proceeding into the affected section shall be served with a caution order, giving the number and kilometrage of the level crossing and directing the Loco Pilot–

(i) To whistle frequently to attract the attention of the Gateman,

a) (ii) To approach the L C gate cautiously so as to be able to stop short of the gate in case the gateman is not available or exhibits a danger signal or does not show 'green' hand signals towards his train. Should he find the gateman waving a 'green' hand signal for his train to proceed, he may do so cautiously without stopping before the gate. However, should the loco pilot not find the gateman displaying a 'green' hand signal towards his train, the procedure laid down in G R 3.73 (2)(c) shall be followed. (c/slip **90 (2)** added)

(b). (i)**:** While complying GR 3.73 (2) (c), the LP shall stop his train short of the level crossing and shall ascertain if the Gateman is available and is apparently in a fit condition to continue his duty and the gates are closed. If so, the Loco Pilot shall arrange to advise the SM/SWM/CM, as the case may be, of the fact using the telephone provided at the gate. The Station Master on receipt of such an advice from the Loco Pilot shall discontinue issue of caution order to the following trains provided the acknowledgement of the Gateman is available over the telephone. (c/slip **90(3)** added)

(ii) In the above circumstance, the Loco Pilot should not stop his train at the next station to advise the Station Master.

(c) (i) If the Loco Pilot does not find the Gateman at the level crossing or if the Gateman is apparently unfit for duty and the gates are not closed, he shall depute his Assistant Loco Pilot, to close the gates and give proceed hand signal. In the absence of Assistant Loco Pilot, the Loco Pilot shall seek assistance of the Asst Guard or Guard of the train.

(ii) The Loco Pilot, after being hand signalled, shall pass the level crossing and stop clear of it by at least 2 bogie-lengths to pick up the Assistant Loco Pilot or Asst. Guard/Guard, as the case may be. The Railway servant deputed for closing the gate shall re-open it for road traffic after the passage of the last vehicle of the train.

(iii) If, however, the telephone is out of order or the Gateman is not available or is apparently unfit to continue his duty and intimation of the fact could not be given to the Station from the Gate, the Loco Pilot shall stop his train at the next station (even if it is through passing station) and give a memo to the Station Master indicating the condition of the Gateman, Gate and telephone.

(iv) The Station Master on receipt of the Loco Pilot's report regarding absence or unfitness of the gateman, shall advise the Station Master in rear, the Notice Station, the Section Controller, PWI, AEN concerned and the Gangmate of the nearest gang for immediate posting of a Gateman. He shall also inform the maintenance staff to attend and repair the telephone, if required. Issue of caution order should continue till normal working condition in the gate is restored.

(d) Before giving line clear to a train, the Station Master shall advise the Station Master of the Station in the rear of the facts by message supported by a Private Number, and obtain his acknowledgement with a Private Number. The latter shall issue a Caution Order to the Loco pilot as detailed in para (a).

(e) Necessary entries shall be made in the Caution Order Register and Diary by Station Masters at either end of the affected section. The Section Controller shall also keep a note in his chart indicating the action taken by him.

SR. 16.03.05 – In the event of failure of telephone communication between the station and mid-section level crossing gate, which is protected by gate signal, or of failure to get Gatemen's acknowledgement over the phone, the procedure laid down in G R 3.73 shall be followed. In this case, there is no need to issue caution order to trains entering into the affected section. (c/slip **90 (4)** added**).**

SR. 16.03.06.– From sun-set to sun-rise and during thick, foggy weather, heavy rain or dust storm or at any other time when a clear view of an

approaching train is not obtainable along the railway for 800 m in either direction, all non-interlocked gates shall be kept closed to the road and locked and shall only be opened to pass road traffic when necessary. Extreme caution shall be exercised to ascertain that no train is approaching before opening the gates at such times.

SR. 16.03.07.– In case of ''Special Class'' level crossings where the position of gates when open to road traffic is across the railway line, the level crossing lamps shall show a red light along the railway track in each direction when the gates are closed across the track.

SR. 16.03.08.– When the level crossing (inside or outside Outer most stop signals) is opened to road traffic, the Gateman, in order readily to show ''Stop'' hand signal to an approaching train, shall at night keep his hand signal lamp to show 'Red' and in day keep the red hand signal flag furled in his hand throughout the period when the level crossing is opened to road traffic.

16.04. Gateman to observe passing trains.–

Except where otherwise prescribed under special instructions, the Gateman shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.

SR. 16.04.01.– (c/slip**105 &135** added**)**

(a) The gateman at all level crossing gates should stand attentively at the gate lodge, facing the track with furled red and green flags during day in right and left hands respectively and at night hold the hand signal lamp with the white light pointing towards the track.

"He shall watch all passing trains to see any abnormal /unusual conditions like hot axles, hanging parts, vehicle/ wagon on fire, load shifted, Open/hanging door, flat tyre, smoke, goods falling from a vehicle/wagon, abnormal sound and all other conditions likely to endanger safety of the train, and take prompt action to warn the Loco Pilot/ALP 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. The gateman also informs the SMs on telephone, if provided.

However, at station, on multiple line section, where no cabins are situated or where the SM's office and the cabin/cabin(s) is/are situated on the same side and traffic gate lodge is at off side of station building, the gateman will follow the rules as laid down in SR 4.42.02 (b) (iii), 4.42.02 (c) & (d).

(b) If the train is found passing 'Normal' the gateman must exchange 'All Right Signal' with guard and the guard shall in turn exchange of 'All right

signal' with Loco Pilot/Asstt. Loco Pilot after passing of train at all manned crossing gates.

Note: The end cabins that are now used for controlling the Traffic L C Gate only, the gateman/staff will follow the same procedure as detailed in (a) and (b) above. (c/slip**117**added**)**

16.05. Channel for flange of wheels.–The Gateman shall see that the channel for the flange of the wheels is kept clear.

SR. 16.05.01.– During the dry months of the year, in order to allay the dust, level crossings where water is available from any nearby source shall be thoroughly watered by the Gateman daily, both morning and evening, and also immediately before Mail/Express and Passenger trains are due to pass.

SR. 16.05.02.– At unmanned and Cabin-operated level crossings the keyman of the P. Way gang in whose beat the level crossing falls shall, in the course of his daily rounds, ensure that the flange way channels are kept clear.

16.06. Defects at level crossings.– If any gate or the fastenings thereof, or any fixed signal pertaining to the gate becomes out of order, the Gateman shall–

(a) take action to close the gates, if possible, against road traffic.

(b) After closing the gates, hand signal the train movements past the Level Crossing.

(c) (i) If the gates cannot be so closed put the banner flag or level crossing flag in such manner as to warn the approaching train to stop short of the gate and thereafter hand signal the train.

(ii) report the fact to his superior or the nearest gangmate.

SR. 16.06.01.– In the event of a gate signal becoming defective, the Gateman shall maintain the signal in the 'on' position and close and lock the gates across the road immediately on sighting a train.

At all non-interlocked manned level crossings and interlocked level crossing gates when the gate is to be kept in open condition for passage of road vehicles, during no light condition of the stop signal protecting it, the Gateman shall ensure that during day time when visibility is clear, a **Red Banner flag** is placed across the track and during night and day time in foggy weather conditions, a **Red light** is fixed facing towards the approaching train. (c/slip **85** added**)**

SR. 16.06.02.– In case of failure of Gate signal in the 'off' position, the Gateman shall at once close and lock the Gates across the road, place a detonator 90 meters away from the defective signal and renew it after the passage of every train. The Gateman may open the gates to pass road traffic only after the signal is so protected. If this condition happens at night or if it continues after dark, the green glass of the signal arm in question shall be so broken as to prevent a green light being seen by the Loco Pilot of an approaching train.

SR. 16.06.03.– In either of the cases referred to in SRs 16.06,01 and 16.06.02 the Gateman shall also advise the fact over the telephone or through the Loco Pilot of a passing train or through a Gang man to the Station Master of one of the adjoining stations, who in turn shall advise the signal maintainer and other concerned officials of the section for immediate rectification. The Station Master shall also arrange for issue of caution orders to the Loco Pilots of passing trains from both directions on the single line section or from the concerned direction on the double/multiple line section till the defect is rectified. Until the defect is rectified, the Gateman shall pass the trains over the level crossing by showing ''Proceed'' hand signal provided the Gates are closed and locked across the road traffic.

SR. 16.06.04. – (a) If a gate boom/barrier is damaged, the Gateman shall–

(i) Close the level crossing against the road traffic with chain and padlock immediately or before allowing the movement of train as the case may be,

(ii) Report the fact over telephone or through the Loco Pilot of a passing train or through a Gang man to the Station Master/Switchman/Cabin man of the adjacent station and the nearest Gangmate.

(b) The Station Master on duty on receipt of the above information shall arrange to issue caution orders to the Loco Pilots and Guards of all trains entering into the section,

(i) To whistle frequently,

(ii) To stop 30m, short of the level crossing, and be guided by the hand signal given by the Gateman.

(c) The Station Master shall intimate the fact to the Station Master at the other end of the block section for issue of caution order with the similar instructions as mentioned in (b) above.

The caution order shall continue to be issued till the defect is rectified. The Station Master shall also advise the Signal Inspector, PWI and other officials concerned for immediate rectification and other necessary action.

(d) The Loco Pilots shall ensure that the level crossing is not obstructed and on being hand signalled by the Gateman, negotiate the level crossing cautiously.

(e) Necessary entries shall be made in the Caution Order Register and Station Diary by the Station Masters at either end of the affected section.

SR. 16.06.05.- In case of failure of locking arrangement of Gate Boom\Leaf, the gate boom or leaf should be properly secured by using a small chain and padlocked.

16.07. Obstructions at level crossing–Every Gateman on noticing any obstruction on the line, shall at once remove it or, if unable to do so shall–

(a) take action to ensure that the fixed signals, if any, protecting the gate are kept at 'on',

(b) show stop hand signal and do his best to stop approaching trains; and

(c) shall protect the obstruction as per Rule 6.03.

SR. 16.07.01.– In case of an obstruction on the line at a level crossing not protected by station signals, the Gateman shall maintain the gate signals, if provided, in the 'on' position and, if unable to remove the obstruction forthwith, he shall protect the line in the following manner:–

(a) On Double Line:–

(i) In case both lines are obstructed, he shall, during day light hours, first plant a banner flag across the track in the direction from which a train is expected to arrive first and then plant the second banner flag across the other track, against any train in the opposite direction. The banner flag shall be planted clear of the level crossing and at a distance of about 5 meters from the edge of the road/obstruction.

(ii) He shall, thereafter, close and lock the gates.

(iii) At level crossings provided with telephones, the Gateman shall, if time permits, inform the Station Master/Cabin man about the obstruction and ascertain the position of trains, after he has taken action as per clauses (i) and (ii) above.

(iv) The Gateman shall then proceed in haste, exhibiting a red hand signal flag, towards the direction from which a train is expected first and place one detonator on the track at a distance of 600 m on BG (400 m on N. G) and three detonators 10m apart at distance of 1200m on B. G (800m on N. G) from the level crossing. Having thus protected one line, he shall immediately return to the level crossing, picking up the intermediate detonator on the way,

and then proceed, with the same haste, in the opposite direction and protect the other line also in an identical manner. Having duly protected both the lines, the Gateman shall return to the level crossing and endeavour to clear the obstruction, mobilising any assistance locally available. He shall, however, not leave the level crossing, but shall remain in position to warn the Loco Pilot of any approaching train.

(v) In case only one line is obstructed the aforesaid protection need be done only for the obstructed line.

(b) On Single Line:–

The Gateman shall take action as laid down in sub-rule (a), except that the banner flags and the detonators shall be placed on the same line on either side of the level crossing.

(c) On Multiple lines and parallel single lines:– The procedure for protection shall be as indicated in sub-rule (a) or (b) above, as applicable, duly amplified by local instructions as may be warranted in each case. Banner flags shall be planted and detonators placed on each of the obstructed lines in the directions from which trains are likely to approach.

SR. 16.07.02.– In case of an obstruction at a level crossing situated between the outermost signals of a station, but not protected by the station approach Stop signals, located at an adequate distance from and interlocked with the gates, the Gateman shall, in addition to protecting the line in the manner laid down in SR 16.07.01, inform the Station Master/Cabin man, who shall there upon keep the relevant signals in the 'on' position. Placing of detonators towards the station side may be dispensed with if it is assured by the Station Master/Cabin man that no train shall be allowed to leave the station until the obstruction is removed.

SR. 16.07.03.– In case of an obstruction at a level crossing protected by station stop signals, located at an adequate distance from and interlocked with the gates, which may also include cabin-operated level crossings, the Gateman or Cabin man, as the case may be shall at once close the gates across the road and ensure that the stop signals controlling the passage of trains over the obstructed lines are maintained at 'on'. In addition, banner flags shall be planted in the manner indicated in SR 16.07.01 (a) (i). However, if in the meantime he notices any train coming from either side, he shall be prepared to stop the same by the use of hand signals and detonators.

SR. 16.07.04.– By night the Gateman shall use his hand signal lamps exhibiting the red aspect in place of banner flags and red hand signal flags. Since only two H. S. lamps are provided even on double lines, he shall, for the purpose of hand-signal, pick up the H.S. lamp planted in lieu of the banner flags in the direction in which he is proceeding to place detonators, and shall exhibit the same as he goes along. He shall replace the lamp in position, on his return.

SR. 16.07.05.– In case of an obstruction on the line at a level crossing situated in Automatic block signalling territory, the gates of which are inter-locked with Semi-Automatic Gate Stop signal as pre sketch 9 of GR 3.17 (1), the Gateman shall at once take steps to extinguish the 'A' marker of the Semi-Automatic Gate Stop signal by operating its control lever/switch where provided. But at such of the level crossings where the control of the 'A' marker is only through the closing of the boom, the Gateman of such level crossings, shall close the level crossing against thoroughfare by using spare gate leaves, if any or by using the chains and pad locks. The Gateman, if unable to remove the obstruction forthwith, shall protect the line in the following manner:–

(a) (i) On Double line, after taking action as detailed under clauses (i), (ii) and (iii) of sub-rule (a) of SR 16.07.01, shall proceed in haste, exhibiting a red hand signal towards the direction from which a train is expected first and place one detonator on the track at a distance of 90m and two detonators 10m apart at a distance of 180 m. from the level crossing. Having thus protected one line, he shall immediately return to the level crossing and then proceed, with the same haste, in the opposite direction and protect the other line also in the identical manner. Having duly protected both the lines, the Gateman shall return to the level crossing and endeavour to clear the obstruction, mobilising any assistance locally available. He shall, however, not leave the level crossing. But shall remain in position to warn the Loco Pilot of any approaching train.

(ii) In case only one line is obstructed, the aforesaid protection need be done for the obstructed line towards the direction from which normally trains approach the level crossing.

(b) On single line, after taking action as contained in clauses (i), (ii) and (iii) of sub-rule (a) of SR 16.07.01, action shall be taken to place detonators and banner flags on the same line on either side of the level crossing in the manner detailed under sub-rule (a) (i) above.

(c) On triple line section between Tikiapara to Panskura, the procedure for protection as described under sub-rule (a) above shall be applicable for the two outer-most tracks and the procedure described under sub-rule (b) above shall be applicable for the middle line.

16.08. Parting of a train. – If a Gateman notices that a train has parted, he shall not show a Stop hand signal to the Loco Pilot, but shall endeavour to attract the attention of the Loco Pilot and the Guard by shouting gesticulating or other means.

16.09. Trespassing.– Every Gateman shall as far as possible, prevent any trespassing by persons or cattle.

16.10. Transfer of charge of gate.– Except in accordance with special instructions, no Gateman shall leave his gate unless another Gateman has taken charge of it.

SR. 16.10.01.– (i) In case he is not relieved by another Gateman, the Gateman shall not leave his level crossing until the Gangmate, in whose length the level crossing falls, places a Gang man, competent to work as Gateman, in charge of it.

(ii) In the case of traffic level crossings in similar circumstances, the Station Master on receipt of such information, shall take necessary action to relieve the Gateman.

SR. 16.10.02.– At level crossings where only one man is employed, he shall not leave the level crossing, even for a short time, without closing them to the road and locking them.

SR 16.10.03.– No person shall be allowed to perform the duties of a Gateman unless he has been examined and found competent.

16.11. Height gauges.–

(1) Adequate arrangements shall be made to erect height gauges on either side of the overhead equipment or other equipment at level crossing so as to ensure that all vehicles and moving structures passing under the height gauge also pass under the overhead equipment of other equipment with adequate clearance.

(2) The adequate clearance referred to in sub-rule (1) shall be sanctioned under approved special instructions.

(3) Vehicles and moving structures, which cannot pass under the height gauge without striking or touching it, shall not be permitted to pass the overhead equipment or other equipment except in accordance with special instructions.

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Chapter- XV, XVI, XVII & XVIII
Permanent Way and Works, Level Crossing, Working of Trains on Electrified Sections of Railways & Miscellaneous

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CHAPTER XVII

WORKING OF TRAINS ON ELECTRIFIED SECTION OF RAILWAY

17.01. Applicability of General Rules:- All rules referring to the working of trains shall also apply to the electrified sections except as otherwise provided in the rules contained in the chapter.

SR. 17.01.01.— (a) All Subsidiary Rules which control the movement and operation of diesel trains shall apply to the movement and operation of electric trains, except as otherwise provided in these rules.

(b) All officials connected with movement of electric rolling stock shall have a thorough knowledge of these rules. They shall also be responsible for ensuring that staff working under them are thoroughly conversant with the instructions relating to their work and the correct procedure to be followed under normal conditions as well as in an emergency.

(c) Every railway employee, supplied with these rules shall make himself thoroughly acquainted with the rules and shall be held responsible for knowledge of an compliance with them. Ignorance of the rules will not be accepted as an excuse for non-compliance.

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 section of the railway;

(2) “Feeding post” means a supply control post, where the incoming feeder lines from grid substation are terminated.

(3) “Neutral section” means a short section of insulated and dead overhead equipment which separates the areas fed by adjacent sub stations or feeding posts;

(4) “Power Block” means blocking of a section of line to electric traffic only;

(5) “Supply control Post” means an assembly of interrupters, isolator switches remote control equipment and other apparatus provided for controlling power supply to overhead equipment. It includes feeding posts, sectioning and paralleling posts, sub-sectioning and paralleling posts and sub-sectioning posts;

(6) “Tower wagon” means a self-propelled vehicle which is used for the maintenance and repairs of overhead equipment;

(7) “Traction Power Controller” means a competent railway servant who may for the time being be responsible for the control of power supply on the traction distribution system.

SR. 17.02.01.-- (1) “Assistant Loco pilot” means the duly certified Assistant Loco pilot of a single or multiple unit train or of an electric engine.

(2) “Brake Valve” means a valve which operates the automatic brakes of the train.

(3) “Conductor” means a body or substance which offers a low resistance to the passage of an electric current.

(4) “Phase Conduct” means a conductor which carries current to the traction overhead equipment.

(5) “Return Conductor” means conductor which carries return current from the tracks to the Sub-station.

(6) “Dead Equipment” means any electrical equipment which is not electrically alive.

(7) “Dead Man’s Handle” means an emergency safety device fitted in the handle of a Master Controller which, when released, automatically cuts off the supply of electrical energy to the traction motors, and applies the brakes.

(8) “Distribution System” means a system of electrical equipment by means of which electrical energy in the form of alternating or direct current is distributed over a given area.

(9) “Traction Power distribution System” means a distribution system provided for traction purpose. This is also referred to as “Power distribution system”.

(10) “Motorman” means the duly certified Loco pilot of an Electric Single of Multiple Unit coach (EMU).

(11) “Driving Trailer” means a coach which has a driving compartment and which is not a motor coach.

(12) “Earth” means the conducting mass of the earth or of any conductor in direct electrical connection therewith.

(13) “Earthed” or” Connected to Earth” means connections with the general mass of earth in a such manner as to ensure at all times an immediate discharge of energy without danger.

(14) “Earth” for the purpose of the overhead equipment only include the track return circuit and the structures supporting the overhead equipment, provided such structures are connected to “earth” or track return.

(15) “Electrical equipment” means any apparatus which is used for generation, transmission or utilization of electrical energy.

(16) “Feeder” means a conductor connecting (a) a generating station with Sub-station or feeding point, or (b) a Sub-station with a feeding points.

(17) “Feeder” also means a conductor connecting a supply control post to a grid Sub-station and a supply control post or switch gantry to a feeding point.

(18) “High voltage” means a voltage which under ordinary working conditions may exceed 650 volts.

(19) “Voltage” means the difference of electric potential measured in volts between any two conductors or between any part of either conductors and the earth as measured by a suitable voltmeter.

(20) “Independent Air-Brake Handle” means a removable handle controlling the independent air-brake apparatus of electric engines.

(21) “Insulator or Insulating material” means material which offers relatively high resistance to the passage of an electric current.

(22) “Live Equipment” means any electrical equipment which is electrically alive.

Electrical equipment is alive when a difference of potential exists between it and earth or when it is connected to another conductor or circuit in which such a difference of potential exists.

(23) “Master Controller” means a controller in the driving compartments of electric engines, motor coaches and driving trailers, which is not included in the main circuit of the controlled motor or motors but which operates other controllers or contractors by means of a control circuit, thereby controlling the supply of electrical energy to the traction motors.

(24) “Motor Coach” means a coach equipped with traction motors and with the necessary control and power apparatus for operating them.

(25) “Multiple Unit Train” means a train consisting of two or more single unit trains coupled together and operated as one train.

(26) “Off Position” means the position of the reversing handle whereby a Master Controller is locked “Off”, and whereby the dead man’s handle, if provided, is rendered in effective.

(27) “Overhead Equipment” means the electrical conductors over the tracks together with their associated fittings, insulators and other attachments by means of which they are suspended and registered in position.

All overhead electrical equipment, distribution lines, transmission lines and feeders may be collectively referred to as ‘overhead lines’.

(28) “Bond Impedance” means a bond, installed by S & T Deptt. which provided a low impedance path for the traction return current and relatively high impedance path for track-circuit current.

(29) “Bond Structure” means a bond connecting a traction mast, structure or support to a rail by a mild steel strip of approximately 200sq. mm section.

(30) “Pantograph” means a collapsible device mounted on and insulated from the roof of an electric engine or motor coach and provided with a means for collecting current from the overhead equipment.

(31) “Permit-to-work” means a form of declaration signed and given by an authorised person to a person 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.

(32) “Rail Bond” means an electrical connection across a joint in or between adjacent lengths of rail.

(33) “Bond Continuity” means a rail bond used for maintaining continuity of the rail return circuits at points and crossings.

(34) “Bond Cross” means a rail bond used for connecting together two rails of a track or rails of adjacent tracks.

(35) “Bond Joint” means an electrical connection across a joints between two adjacent lengths of rail as part of the track return.

(36) “Reversing Handle” means a handle which control the forward and reverse running of the tractor motors and is fitted in such a manner that it can only be removed when the Master Controller is locked ‘OFF’.

(37) “Single Unit Train” means the combination of a motor coach or motor coaches and coaches adopted by a Railway Administration as an operating unit.

(38) “Switch Electrical” means a device for opening or closing an electrical circuit.

(39) “Switch Alternate Feed” means a switch used for connecting the overhead equipment of a loop or siding or crossover to alternative sections of the overhead equipment.

(40) “Switch Double Pole, Gang Operated, Earth type” means a special switch used in Electric Loco Sheds, inspection pits and watering sections for feeding two section and for making both sections dead simultaneously and earthing one.

(41) “Switch, Inter-connecting Section or Isolator” means a switch used to connecting or disconnecting adjacent elementary sections of overhead equipment.

(42) “Switch gear” means Isolator switches, Circuit Breakers Interrupters, cut-outs & other apparatus used for the operation, regulation and control of electric circuits.

(43) “Transmission Line” means bare overhead conductors supported by Steel Structure by means of which electrical energy is transmitted between various points of a distribution system.

(44) “Apparatus” means electrical apparatus and includes all machines, fittings accessories and appliances in which conductors are used.

(45) “Assistant Electrical Engineer (Traction Distribution) A.E.E. (TRD)” means an Assistant Executive officer, in-charge of maintenance and repairs of the power distribution system in a division or in an area and responsible to the Divisional Electrical Engineer (Traction Distribution).

(46) “Assistant Electrical Engineer (Rolling Stock), A.E.E. (RS)” means an Assistant Executive Officer in-charge of maintenance and repairs of electric rolling-stock in a division or in an area and responsible to the Senior Divisional Electrical Engineer (Rolling-Stock).

(47) “Assistant Electrical Engineer (Rolling Stock Operation) A.E.E. (RS. OP)” means an Assistant Executive Officer-in-charge of operation and outstation maintenance of Electric Rolling Stock in a division or in an area and responsible to the Senior Divisional Electrical Engineer (Rolling Stock Operation) or Divisional Electrical Engineer (Traction).

(48) “Junior Engineer (Traction-Running)- means a Sub-ordinate Supervisor under Section Engineer(traction) who is responsible for nomination for booking Electric Crews in his shift and sanctioning periodical rest to the

Electrical Crew under him. He shall also be responsible for exhibiting the roster for each day at the booking office. He shall also be responsible for ensuring that the running staff when signing on duty is in the knowledge of the road of the train for which he is booked has studied circulars, notices, Caution order books and possesses two pairs of spectacles, if required under medical advice. He also informs the Control about defective signals observed by incoming crews immediately and details of time loss on loco account and other duties assigned to him.

(49) Junior Engineer (Traction)- 'when qualified as-

(a) "Overhead equipment -OHE" means sub-ordinate of the area concerned responsible to the Traction Foreman for inspection and maintenance of traction overhead line, rail bonds and for the staff employed thereon.

(b) "Power Supply Installations- (PSI)" means a sub-ordinate of the area concerned responsible to the Senior Section Engineer /Traction(PSI & RS) for inspection and maintenance of power supply installations at all supply control posts and auxiliary transformers provided at different places for the purpose of signalling and other purpose and for the staff employed thereon.

(c) "Sub-Station Equipment- (SS)" means a sub-ordinate of the area concerned responsible to the Senior Section Engineer (Sub Station) for inspection and maintenance of sub-station owned by Railways, rail bond connected to the sub-station for return current and for the staff employed thereon.

(d) "Rolling Stock-RS" means a Sub-ordinate of the area concerned responsible to Section Engineer (Rolling Stock) for the maintenance of rolling stock and for the staff employed thereon.

(e) "Remote Control equipment-(R.C.)" means a Sub-ordinate of the area concerned responsible to the Senior Section Engineer (RC & PSI) for inspection and maintenance of remote control and allied equipments and for the staff employed thereon.

(50) "Bare" means not covered with insulating material.

(51) "Cable"- (a) means a length of insulated single conductor (solid or standed) or of two or more such conductors, each provided with its own insulation which are laid up together.

(b) Such insulated conductor or conductors may or may not be provided with an overall mechanical productive covering.

(52) "Caution Notice" means a notice attached to or placed near live equipment calling attention to the danger of touching or interfering with such equipment and bearing the words "Caution- Live Equipment".

(53) “Electric Chargeman” means an authorised person in charge of a gang of workmen, authorised to work on specific types of traction equipment such as overhead equipment, electric rolling stock, etc.

(54) (a) “Circuit” means an arrangement of conductor or conductors for the purpose of conveying electrical energy and forming a system or a branch of a system.

(b) When they form a closed path through which a current can circulate, the circuit is referred to as ‘closed’. When the path is not closed, the circuit is referred to as ‘Open’.

(55) (a) “Senior Section Engineer (OHE)” means a senior Supervisor under the control of Senior DEE (TR)/DEE (TR-D)/AEE (TR-D), who is responsible for the proper and safe maintenance of 23 KV AC Traction over-head equipment and return conductors.

(b) “Senior Section Engineer (PSI & RC)/Traction Foreman (General)” means a Senior Supervisor working under the control of Senior DEE (TR)/DEE (TR-D/DEE(SS)/ AEE(TR-D) and directly responsible for proper operation and up-keep of the power supply installation & remote control equipments which are vital for the efficient operation of the electrical traction system.

(c) “Senior Section Engineer (SS)” means a Senior Supervisor working under the control of DEE (SS) and directly responsible for the operation and up-keep of the Sub-station equipment including the maintenance of the return conductors from the traction substation to the feeding posts.

(d) “Chief Traction Power Controller (CTPC)” means a Senior Supervisor working under the control of Senior DEE (Traction (DEE)(TR-D)/AEE(TR-D) and directly responsible for the proper operation of remote control switches in orders to maintain reliability in the power supply to the over-head equipment, arranging detection of the faulty sections in the event of failures or break-down and a close co- ordination with the operating department. He shall also be responsible for arranging the electric Power block required by maintenance staff.

(56) “Circuit Breaker” means advice for closing and opening an electrical circuit under all conditions unless otherwise specified, and so designed as to open the circuit automatically under abnormal conditions.

(57) “competency Certificate” means a certificate issued to a person by the Railway Administration authorising him to carry out specified duties pertaining to his employment.

(58) “Contact Wire” means an overhead conductor from which electric power is supplied to electric rolling stock.

(59) “Cut-out (fuse)” means any appliance for automatically Interrupting the transmission of energy through any conductor when the current rise above a predetermined value.

(60) “Danger” means danger to health or to life or any part of body from shock, burn or other injury to persons or property, or from fire or explosion, attendant upon transmission, transformation, conversion, distribution or use of electrical energy.

(61) “Danger Notice” means a notice attached to dead equipment to convey a warning against such equipment being made alive and bearing the works “Danger-Men working.”

(62) “Danger zone” means the zone, lying within 2 meters of any live equipment, in which no work is permitted, when the equipment is alive, Not-withstanding the above, the Loco pilot of an electric loco is permitted to change the head light bulb of the loco while standing on the buffer beam projection at the floor level of the cab.

(63) (a) “Divisional Electrical Engineer (Traction Distribution), DEE (TR-D)” is the officer in immediate charge of the traction distribution section in a division, responsible for all technical and organisational matters connected with the efficient maintenance and operation of the power supply installations, OHE and RC equipment.

(b) “Divisional Electrical Engineer (Sub-Station) -DEE (SS)” means an Officer in immediate charge of 25 KV AC Traction Sub- station equipments in a division, responsible for all technical and organisational matters connected with the efficient maintenance and operation of the sub-station equipments.

(c) “Senior Divisional Electrical Engineer (Rolling Stock) means an executive Officer responsible for all technical and organisational matters connected with the maintenance of electric Loco/Electric Multiple Units (EMU rakes).

(d) “Senior Divisional Electrical Engineer (Rolling Stock- Operation) - Sr. DEE (RS-OP)” means an executive Officer responsible for dealing all technical and organisational matters connected with the operation of electric rolling stock on behalf of the electrical department and a liaison Officer between electrical and operating department.

(e) “Senior Divisional Electrical Engineer (Traction).- Sr. DEE\ (TR)” means an executive Officer responsible for dealing all technical and organisational matters connected with the efficient maintenance and operation of the power supply installations, OHE and RC equipment and dealing all technical and organizational matters connected with the operation of electric rolling stock on behalf of the electrical department and a liaison officer between electrical and operating department in a division.

(64) “Dropper” means a fitting used in overhead equipment construction supporting the contact wire from the catenary.

(65) “Electrified Track” means track provided with overhead equipment.

(66) “Emergency Telephone:” means a telephone circuit provided for contacting the Traction Power Controller.

(67) “Grid Sub-Station or Sub-stations” means an Electrical installation inter connected with each other and equipped with transformer and Switch-gear from which power in supplied for Electric Traction.

(68) “Guarded” means covered, shielded, fenced or otherwise protected by means of suitable casing, barrier, rail or metal screens to remove the possibility of dangerous contact or approach by persons or objects to a point of danger.

(69) “insulated (Air-gap)- Overlap Span” means an arrangement of overhead equipment over a track where two sets of traction conductors overlap each other for a short distance providing for a smooth passage for the pantographs of Electric Rolling Stock, the two sets of wires being insulated from each other by an adequate air gap of 50 cms.

(70) “interruptor” means a single phase oil circuit breaker without an automatic tripping device.

(a) “Bridging Interruptor” means an interruptor which is provided at a neutral section to enable one Sub-station of feed a sector of the overhead equipment normally fed by another substation during emergencies or when the latter is out of use. This interruptor normally remains in the open position.

(b) “Sectioning Interruptor” means an interruptor which connects adjacent Sub-sector together to maintain continuity of supply. This interruptor normally remains in the closed position.

(c) “Paralleling Interruptor” means an interruptor which connects overhead equipment of two different tracks. This interruptor normally remains in the closed position to reduce voltage drop.

(71) “Junior Driving Inspector-(JDI)” means a supervisor responsible for monitoring , counseling and educating the electric Loco pilots/Asstt. Loco pilots on line for their knowledge in technical, safe working rules and the trouble shooting technique of electric locos in case of defect/failures of them on line.

(72) “Linesman” means a person authorised to inspect and work on the overhead lines and switches in relation therewith.

Note :- This is the lowest grade of employee who is allowed to enter an unattended supply control post unaccompanied by his superior.

(73) “Operator” means a person on duty who is in charge of a supply control post.

(74) (a) “Remote Control Centre” means the center from which the equipment at various supply control posts are remote controlled by the Traction Power Controller.

(b) “Remote Control Cubicle” means a room in a supply control post in which remote control equipment and batteries are erected for remote operation of switch-gear located at the post.

(75) “Senior Loco Inspector-(SLI)” means a Supervisor for checking and testing electrical Loco pilots on line, conducting enquiries, assisting DEE/RS-OP in all technical and operating matters, conducting load trials and inter-section running timings of goods and coaching trains, testing the performance of electric locos on line and reporting their behaviour to sheds and any other duties assigned to him by Sr. Division Electrical Engineer (TR) Sr. DEE (OP).

(76) “Section Insulator” means a device for dividing a contact wire into electrical sections while maintaining mechanical continuity and a continuous path for pantographs.

(77) “Sector” means a shortest section of overhead equipment of a track from a feeding post to a sectioning post.

(a) “Sub-sector” mans the shortest section of overhead equipment which can be isolated by opening of interrupters.

(b) “Elementary Section” means the shortest section of overhead equipment which can be isolated from the rest of the system by switching operations.

(78) (a) “Sectioning and Paralleling Post-(SP)”s means a supply control post situated mid-way between two feeding posts at a neutral section and provided with bridging and paralleling interrupters.

(b) “Sub-sectioning and Paralleling Posts-- (SSP)” means a supply control post where sectioning and paralleling interrupters are provided.

(c) “Switching Station -(SS)” means a supply control post over a single line section where only sectioning interrupters are provided.

(79) “Track-Return” means the track rails when used as the return conductor for the traction return current to the sub-station.

(80) “Traction” means electric traction.

(81) “Engine Examiner” means an official responsible for inspection and maintenance of Electric Rolling Stock at outstation Maintenance Depot.

(82) “Section Engineer/Traction” as qualified.

(a) "Overhead equipment-(OHE)" means a subordinate of the area concerned responsible for the operation and maintenance of overhead equipment and for the staff employed thereon.

(b) "Rolling Stock-(RS)" means a subordinate responsible to Assistant Electrical Engineer (Rolling-Stock) for the maintenance and /or inspection of electric rolling-stock and for the staff employed thereon.

(83) . "Section Engineer/Running-(TLC)" means an official who is in-charge of Electric Crew and their and their establishments and responsible for the out-station maintenance of Electric Locos.

(84) (a) "Traction Loco Controller-(TLC) "means an official under the control of Senior Divisional Electrical Engineer (TR)/OP/ Assistant Electrical Engineer (Rolling-Stock-Operation) who will be responsible for booking of electric locomotives and running staff to meet the requirement of the traffic.

(b) "Assistant Traction Loco Controller- (ATLC)" means a supervisor under the control of Traction Loco Controller responsible for charting the movements of Electric Locos, checking the terminal/ sectional detention and utilization of Electric Locos and assisting TLC in all other respects.

(85) (a) "Traction Power Controller- (TPC)" means an official who is responsible for ensuring continuity of power supply and operations appertaining thereto on the traction power distribution system. He co-ordinates the requirement of traffic and electric power supply and arranges for the issue of permits to work on or adjacent to overhead lines, cables and switchgear connected thereto.

(b) "Assistant Traction Power Controller- (ATPC) "means an official deputed for assisting the TPC.

(86) "Traffic Block" means blocking of a track against movement of all traffic.

17.03. Inspection of electrical Way and Works.- The electrical way and works shall be inspected regularly in accordance with special instructions by officials nominated for the purpose and in accordance with the duties assigned to them.

SR. 17.03.01.— (a) The duties of SSE/SE/JE(P. Way) under rules 15.01 to 15.17 wherever applicable to electrical way and works shall devolve on the Senior Section Engineer (Over Head Equipment) and Junior Engineer (Over Head Equipment).

(b) Inspection/Maintenance of electrical works other than Over Head Equipment shall be carried out by the Senior Section Engineer (Power Supply Installation and Sub-station) and Section Engineer (Remote Control) as may

be applicable to them and as such specified in paras 0400 and 0617 of A C Traction Manual.

(c) The duties of Gangmate, Keyman and Gang man wherever applicable to overhead equipment shall devolve on the Overhead equipment linesman.

SR. 17.03.02. — (a) It shall be the responsibility of every railway servant to report immediately any abnormalities which may come to his notice on the OHE such as:-

(i) The whole or part of the OHE or a feeder or a cable falling down, and or persons, animals or vehicles coming in contact with or likely to come in contact with live equipment;

(ii) a damaged catenary or contact wire fouling the vehicle gauge.

(iii) pantograph of an electric rolling stock getting damaged and/or entanglement of the same with the OHE;

(iv) damage to the track or structures of the overhead equipment.

(v) derailment or any other traffic accident; and

(vi) any defect/breakdown in the continuity bonds, joint bonds, cross bonds and impedance bonds.

(b) The railway servant noticing any breakdown or defects mentioned in sub-rule (a) above shall at once report the same to the Tractions Power Controller either directly or through any Station Master or Section Controller or through the nearest available telephone.

(c) In case of breakage of an overhead line, the railway servant detecting it shall also ensure that no person comes in contact with the line until an authorised official of the Electrical Traction Branch arrives on the spot. The authorised official shall take immediate action to make the affected line dead & earthed.

(d) If the damage to the OHE is heavy or the standard moving dimension is infringed, the person observing such damage or infringement shall take steps to show stop hand signal and place detonators in terms of GR 3.62.

(e) The Station Master to when such breakdown or defects are reported shall convey the information at once to the TPC either directly or through the Section Controller as the case may be. In case of failure of communication, he shall use his discretion to ensure safe movement of the traffic & advise the nearest Traction official.

(f) The TPC on receiving the information about any breakdown/ defect shall immediately arrange to cut off supply to the section affected and advise the Section Controller of the section made dead by him.

The Section Controller in turn shall arrange with the concerned Station Master for protection of the dead section in terms of SR 17.04.16.

SR. 17.03.03. -- (a) When any defect on the overhead equipment which is likely to interfere with the smooth movement of the pantograph or cause damage to it, is noticed ahead, the Loco pilot/ Motorman shall trip the circuit breaker and immediately lower the pantographs by placing the pantograph handle in" lower" position. If necessary, the train should be brought to a stop short of such place.

(b) If the damage to the overhead equipment is slight, the Loco pilot /Motorman man, if possible, coast through such damaged section.

(c) In all cases the defects so noticed shall be brought to the notice of Traction Power Controller.

17.04. Permit-to-work on electrical equipment.- If work is to be carried out adjacent to the electrical equipment or any other part thereof by other than the competent railway servant, such work shall be done only when and for such time as the person-in-charge of the work has obtained a written permit-to- work, duly signed and given by the railway servant authorised for the purpose by special instructions. He, in turn shall issue the same only with the knowledge of the Traction Power Controller.

SR. 17.04.01. -- Before commencing the work on any part of the overhead equipment, or within 2 meters of live overhead equipment, a Permit-to-work shall be obtained from the Traction Power Controller or authorised person. Detailed instructions regarding power block and permit-to-work are given in the rules here under.

SR. 17.04.02.-- Traffic and Power Block.- There are generally two types of blocks required for maintenance work on Electric Traction Installations.—

(a) Traffic block.- Where a line is blocked against movement of all vehicles/trains either Hauled by Electric or Diesel Locomotives. This will be required whenever heavy repairs have to be carried out on the OHE installations and shall be granted by the Section Controller in consultation with the Traction Power Controller.

(b) Power Block -Whenever light repairs to or maintenance work of the OHE have to be carried out and the movement of trains hauled by Diesel locomotives, power blocks are obtained making a section of OHE dead by

switching off 25 KV electric supply of the OHE. Power block are granted by the Traction Power Controller in consultation with the Section Controller. Whenever Power blocks are granted on a given section of the OHE no movement of electrically hauled trains shall be permitted on that section but the movement of trains hauled by Diesel locomotives may be permitted provided a caution order is issued to the Loco pilot and Guard of such train or trains drawing their attention to the fact that the OHE staff are working at the specified kilometrage and that the Loco pilot should exercise extra caution and sound a long continuous whistle when approaching/passing such section and obey such signals as may be displayed at the place of work.

(i) Power blocks are the three different types.—

(a) Emergency Power Block,

(b) Pre-arranged Power block, and

(c) Locally arranged Power Block.

Note: - Power blocks on the OHE of "secondary lines" that is siding, yards sheds etc, are arranged by the Station Master. Yard Master, SSE/SE (Shed) or Engine Examiners concerned locally and come under the category (c) above.

SR. 17.04.03.— Emergency Power Block-(a) An emergency power block shall be arranged by the TPC and 25 KV supply to the OHE affected shall be out off by him immediately on receipt of an advice of any serious breakdown of the OHE or injury to persons or damage to property specially when—

(i) The whole or part of the OHE or a feeder or a cable falling down and/or persons, animals or vehicles coming in contact with or likely to come in contact with live equipment.

(ii) A damaged catenary or contact wire infringes height gauges at level crossings.

(iii) An electric locomotive or an Electric Multiple Unit getting damaged & rectification of which the Loco pilot/Motorman requires the OHE to be made dead.

(iv) Derailment or any other accident to a train on the electrified lines where cutting off of 25KV supply is considered necessary in the interest of safety by the TPC on the Section Controller.

(b) The person giving information of breakdown on the OHE shall invariably give all essential information such as his name, designation, kilometrage where the abnormality has been noticed, the nature of the abnormality & the place of his reporting. The reason for asking for an

emergency power block shall be brief and to the point but explicit. he shall not leave the place/telephone without the permission of the TPC.

(c) The TPC on receiving the information shall at once arrange to switch off the supply on the section affected and then obtain the details of defects from the person reporting the same. The TPC shall simultaneously advice the Section Controller on duty about the Section/sections made dead under exchange of Private Number. The Section Controller in turn shall arrange with the respective Station Master(s) to take protective measure as per the instructions contained in the Station Working Rules.

(d) Once an emergency power block is imposed except in the case of sub-rule (c) below, no work on the affected lines may be commenced until an authorised OHE official arrives at the site and earths the line at two or more points as required, Power supply to the section concerned shall not be restored by the TPC until the authorised OHE official at the site issues a message supported by a Private Number.

(e) (i) Whenever it becomes necessary for the Loco pilot of an Electric Locomotive or the Motorman of Electric Multiple Unit train to obtain an emergency power block from the Traction Power Controller for the purpose of inspecting and/or securing the roof equipments including pantographs, he shall ask for such emergency power block giving the particulars as contained in sub-rule (b) above.

(ii) The TPC after making the section dead shall issue permit to-work to the Loco pilot/Motorman supported by a Private Number and advise the Section Controller. The TPC and the Section Controller shall also take actions as per sub-rule (c) above.

(iii) The Loco pilot/Motorman shall then earth the OHE on both sides of the Electric Rolling Stock before climbing on the roof. For this purpose, each Electric Locomotive is equipped with two earthing rods. In the case of Electric Multiple Unit trains the Motorman may obtain two earthing rods either from the Station Master of any station or from the Loco pilot of another train which may be on the run on the adjacent line. The earthing rods shall be returned to the concerned Station Master/Loco pilot after the work is over.

(iv) Before asking the TPC supported by a Private Number to restore the power supply on the section so made dead, the Loco pilot/Motorman shall ensure that everything is in order, earthing rods have been removed & that no person/material is on the roof of the locomotive.

SR. 17.04.04.— Pre-arranged Power/Traffic block —

(a) Officials of all departments in the electrified area who requires such power blocks, traffic block or permit-to-work in the danger zone of traction equipment, or who requires overhead line and/or bonding staff to be present at site for schedule maintenance work, shall deliver at the office of the

Divisional Electrical Engineer (Traction Distribution) not later than 11hrs. on every Monday, statement in the prescribed form showing.—

(i) the nature of the work & the date on which it is to be performed;

(ii) by when the work is to be carried out;

(iii) location of the work and the sections of the lines to be blocked;

(iv) the trains between which the block is required and

(v) whether the track will be available for Diesel traffic.

(b) The requirements of all departments shall be coordinated in the office of the Divisional Electrical Engineer (Traction Distribution) and a consolidated statement forwarded to the Divisional Operations Manager concerned by 12 hrs. on every Wednesday for inclusion in the weekly programme of traffic and power blocks.

(c) A weekly programme of work involving traffic block power block and permit-to-work shall be prepared in the office of the Divisional Operations Manager, and despatched to all concerned (TPC, TLC, CHC Station Master(s) Yard Master (s) concerned in addition to the departmental officials who asked for such blocks) by Friday latest, for the week commencing from Monday next.

(d) Works of urgent nature shall however be attended to by obtaining emergency power blocks and permit-to-work from the Traction Power Controller.

SR. 17.04.05. — (a) After a pre-arranged power block has been notified as per SR 17.04.04., the TPC on the specified day, shall ascertain from the Section Controller at least two hours before the commencement of the work whether power/traffic block will be available according to the pre-arranged programme. He shall then inform the SSE/SE/JE/Chargeman of the Maintenance gang that the traffic/power block as already programmed will be available so that the maintenance gang can take steps to leave the depot with necessary equipments and be available at the site at least half an hour before the commencement of the work. On arrival at site the official-in- charge of the working gang as well as the person (s) deputed to operate the isolator switch (s) shall report their arrival to the TPC.

(b) On receipt of the information about the readiness of the field staff at the site of work, the TPC shall send the Power Block message in part of the prescribed form ETR-I. The Section Controller shall in turn advise the concerned Station Master/officials in-charge of concerned Cabins/Yard Masters to take action as laid down in SR 17.04.16 and in the Station Working Rules supported by a Private Number.

(c) The concerned Station Master/Official in-charge of the Cabin/ Yard Master shall after complying with the relevant provisions of SR 17.04.16 and

other provisions in this regard mention in the Station working Rules for electric traction shall acknowledge the same. In case of Traffic Block in conjunction with Power block it must also be ensured that there is no train between two stations in which it is propose to impose Traffic Block. The concerned Station Master/Official in-charge of the Cabin/Yard Master shall then give an assurance to the Section Controller about the precautions taken in this regard supported by Private Number.

(d) The Section Controller shall then return Part B of form ETR-1 duly filled in.

(e) On receipt of the assurance from the Section Controller the TPC shall open the concerned interruptors and advise the field staff for operation of the required isolator (s) has/have been opened and locked in open position the TPC shall close the interruptors thereby restoring power supply to all portions except over the concerned elementary section where the work is to be carried out. (See SR 17.04.15 also). He shall then issue a Permit-to-work message in the prescribed form ETR-2 to the authorised person in-charge of the maintenance work.

(f) The maintenance gang shall then commence work after earthing the dead OHE as stipulated in para 0535 of the AC traction Manual and observing the precautions laid down in GR 15.09 (1) 15.09 (2) and 15.09. (3) During the entire period of block.

(g) On completion of the work, the person who received the permit-to-work shall ensure that—

(i) all men and materials have been withdrawn from the electrical equipment and its vicinity,

(ii) the earths provided for the protection of all the working parties are removed, and

(iii) all staff, who have been deputed to work, are warned that the power supply is to be restored.

He shall then inform the TPC under exchange of Private Number and filling up Part ‘C’ of ETR-2 and cancel the permit-to-work previously issued. In case the telephone communication with the TPC is interrupted, action shall be taken in accordance with SR 17.04.10.

(h) The TPC shall, after restoring the normal supply to the OHE, cancel the block and inform the Section Controller by sending Part ‘C’ of ETR-1 duly filled up.

(i) The section Controller shall then advise the concerned Station Master/Officials in-charge of the Cabins/Yard Master about the cancellation of the block under exchange of Private Number.

SR. 17.04.06.-- Work by other than authorised person.—

(a) If any work is to be carried out on or adjacent to any part of the electrical equipment by other than "authorised" person such work shall not commence unless the person in-charge of the work is in possession of a written permit-to-work issued by an 'authorised' person of the Electric Traction Branch not below the rank of a Chargeman.

(b) The permit-to-work shall first be taken from the TPC for which the TPC, the Section Controller, the authorised person of the Electric Traction Branch and the Concerned Station Master shall follow the procedure detailed in this regard under SR 17.04.05. After the "Permit- to-Work" has been obtained from the TPC the authorised person of the Electric Traction Department shall earth the electrical equipment specified and then issue a Permit-to-work card on the prescribed form ETR-3 to the person in-charge of the work keeping a duplicate copy in his personal custody.

(c) On completion of the work and when all men and materials have been withdrawn from the electrical equipment and its vicinity, the 'person in-charge of the working party shall cancel his "Permit-to-Work" card filling Part 'C' of form ETR-3 and return it to the authorised person who issued the same. The authorised person shall in turn issue a message to TPC to cancel the" Permit-to-Work" as detailed in SR 17.04.05. In case the telephone communication with the TPC is interrupted, action shall be taken in accordance with SR 17.04.10.

SR. 17.04.07.-- Multiple working parties.—

(a) Whenever work has to be carried out by more than one working party, the 'Permit-to-Work' shall be issued by the Traction Power Controller only to one authorised person who alone shall be responsible under this rule, for work on the portion of electrical equipment, specified in the 'Permit-To-Work' . Any additional party or parties may work on the same portion of the Electrical Equipment only with the permission of this authorised person who shall inform all parties of the total number of parties working on the same portion of the electrical equipment. The authorised person shall cancel the "Permit-To-Work" only when he is satisfied that all working parties have withdrawn all men and materials and removed the earths form the electrical equipment.

(b) Where the two parties are working far from each other the party who has to work for a longer period shall take the "Permit-To-Work" from the TPC and permit the other party to start the work by a message supported by a Private Number. The second party shall inform this party of completion of work, removal of earths and withdrawal of men & materials similarly by a message supported by a Private Number.

SR. 17.04.08.-- Work inside Loco Shed or Car Shed-- In case the work to be done inside the Loco Shed or Car Shed the application for permit-to-work must be made to the SSE/SE or Chargeman (RS) who shall arrange for the issue of the 'Permit-to-Work' after getting the switch of the inspection bay or the feeders opened No intimation to the TPC is necessary, and the "Permit-to-work" must be returned for cancellation by the person in-charge of the work to the SSE/SE or Chargeman (RS) before the switches are closed.

SR. 17.04.09.-- Power supply for sidings which do not affect movement of train on the running lines is controlled by manually operated isolators. The keys for these isolators are generally kept under the custody of the Station Master concerned. For obtaining power block on such sidings local arrangements may be made by the authorised person of the Electrical Traction Branch with the Station Master, Cabin Asstt. Station Master, Yard Master and others responsible for the movement of traffic. For this purpose, the form ETR-4 shall be brought into use. Before the concerned Station Master/Cabin Asstt. Station Master/Yard Master signs the acknowledgement on part' B' of the form ETR-4 and hands over the key for the isolator, he shall take the precautionary measures detailed under SR 17.04.16. and also, as specified in the Station Working Rules. The Traction Power Controller shall be informed immediately before and after the shutdown is affected by the authorised person responsible for carrying out the work. He shall not open the isolator unless the precautions prescribed in paras 0800 and 0801 of the A C Traction Manual are complied with and no work should commence unless proper earthing as required under the rules is made.

SR. 17.04.10.-- If telephones communication with the Traction Power Controller is interrupted, the person, to whom the permit-to- work was issued, shall arrange locally for restoring to normal (live) conditions the portion of the traction electrical or overhead equipment specified in the permit-to-work and for cancelling the power block, if possible. Before this is done the authorised person shall satisfy himself that no other party has been given a permit-to-work for the same sections.

SR. 17.04.11.-- Each Traction Power Controller shall maintain a log book in which he must enter the number of each permit-to- work issued together with the particulars and time when the equipment is made dead for the work and re-energised after completion of the work as per information received on the telephone from the authorised person concerned.

SR. 17.04.12.— All messages relating to shut down and restoration of power supply, permit-to-work, etc. issued over the telephone shall be made by exchange of Private Number. The procedure to be followed is as detailed below :-

(a) Every official who has to exchange such messages shall maintain a Private Number book. As each message is sent, the Private Number used

should be scored out in the Private Number book, initialed and dated. The message number should also be recorded. The Private Number book and permit-to-work form shall be kept under the personal custody of the authorised official of the electrical traction branch. The used Private Number book as also all records for the issue of permit-to-work shall be carefully preserved for a period of one year unless these are required for a longer period in connection with enquiry or investigation.

(b) The message starts with the Private Number of the sender and ends with the Private Number of the person who has received it. All messages in connection with Power Blocks and permit- to-work shall he written out in full in the prescribed form ETR-1 or ETR-2 or ETR-3 or ETR-4 as the case may be before they are sent and the section on which power block is required should be and clearly indicated as detailed in para 0810 of the AC Traction Manual. The person who receives the message over telephone must records the name on an identical form and repeat the same again for confirmation. The persons exchanging Private Numbers should identify each other by names. Before power supply is restored the power block shall be cancelled by the same person who asked for and obtained the same.

(c) When the power block messages are exchanged between the TPC and the Section controller, the messages shall be made out in duplicate and sent to the Section Controller and his acknowledgement obtained in the Carbon copy. In the event of they are located far apart, the message shall be exchanged over telephone and recorded in the manner detailed above.

SR. 17.04.13.-- (a) The keys for all outdoor switching shall be kept in locked glass fronted boxes in the custody of Station Masters. Cabin Assistant Station Master or other persons stationed conveniently nearby the switches. The keys shall be issued on demand only to the authorised person of the electrical traction branch and his signature as a token of receipt shall be obtained in the register maintained for the purpose.

(b) (i) All chambers of enclosures containing live equipment shall kept normally closed and locked with the keys in the custody of the authorised person of the electrical traction branch. A duplicate key shall be kept in a box with a fixed glass fronted cover in places as notified by the Divisional Electrical Engineer (Traction Distribution). In case of emergency, the key may be removed by breaking open the glass cover of the box by the authorised official of the electrical traction branch. A record shall be maintained of every such use of the key.

(ii) In the event of breaking the glass of the key box, the key or keys shall be kept in the safe custody of the Station Master or the Cabin Assistant Station Master until the glass is replaced. The Traction Power Controller shall keep a record where such keys are kept, so that in the emergency he will be able to direct the parties.

(iii) Whenever the glass cover is broken to obtain the duplicate key, the concerned SSE/SE(Traction)(OHE) shall be immediately advised for its replacement. The person replacing the glass shall obtain the signature of the authorised person of the electrical traction branch indicating the date of its replacement.

(c) Any person while working in a chamber or enclosure containing electrical equipment which under normal condition is alive, shall retain the keys of the chamber or enclosure. These keys shall be returned to the person in whose custody they are normally kept, immediately after the chamber or enclosure has been closed.

(d) Permit-to-Work cards shall not be cancelled until the keys have been returned to the box or to the person whose custody they are normally kept.

SR. 17.04.14.— (a) In the event of a fault in the overhead equipment necessitating isolation of a section in addition to the faulty one, the authorised person of the electrical traction branch shall arrange with the Traction Power Controller, to Isolate the healthy section. However, if necessary, he may himself open these switches which can be operated conveniently without endangering safety.

(b) Should the Traction Power Controller require to have any isolator switch opened or closed, he shall normally ask any authorised official of the electrical traction branch to carry out the required switching operation. In case of emergency, he may, however, ask the Station Master or Cabin Assistant Station Master to operate such isolator switches.

SR. 17.04.15.-- Operation of Isolator switches.—

(a) Manually operated isolator switches are provided at different points on the main line to sectionalise the overhead equipment into elementary sections and at large yards to isolate different elementary sections.

(b) The operating handle of every isolator switch shall always be kept locked either in fully ‘open’ closed’ position. One key of such isolators is kept with the SE/JE (OHE) in charge of the section and the other key with the Station Master or the Cabin Assistant Station Master of the nearest station. Any loss or damage of a lock or key shall be reported to the OHE section Chargeman, SSE/SE/JE (OHE) and the Traction Power Controller.

(c) **isolator switches shall not be opened when carrying any load**. The Traction Power Controller while initiating action as per SR 17.04.14 (b) shall ensure that the corresponding sub-sector is made dead before he orders opening of an isolator switch. The person operating the Isolator switch shall not open it unless specifically ordered by the TPC by a clear message supported by Private Number he has received a separate permit-to-work from

the TPC for the section which fully includes the elementary section controlled by the isolator switch.

(d) Isolator switches, however, can be closed even if the adjacent interruptors are closed i.e., on load, provided the closure is made swiftly in one motion.

(e) Isolator switches provided for isolating sidings and yards and also to feed OHE inside running sheds may be opened provided the official concerned makes it absolutely certain that —

(i) The entire section is visible and

(ii) There is no locomotive with raised pantograph in the section. Where, however, it is not possible to get positively assurance on these points, action shall be taken under sub-rule (c) above before opening the same.

SR. 17.04.16.-- Protection during Power Block- (a) All sections over which power block has been granted, shall be protected against entry of electric locomotives/electrical multiple unit train with pantograph raised from other end of the section under power block or through any cross over leading to the section under power block. during the period of block. Suitable lever collars painted 'RED' shall be placed on the levers, operating signals (s) and/or points controlling movements for the sections under power block. In addition, slide collars shall also be placed on the concerned slot slide of the SM's slot box. At stations where panel/Route relay interlocking is provided 'Red' Button Collars' shall be placed on the concerned switches operating points and/or signals. These shall be placed on the concerned levers/slot slides/switches prior to imposition of power block by the official responsible for its/their operation. If the points and signals are locally operated, the same should be locked and the keys kept in the personal custody of the Station Master on duty.

(b) (i) If there is any electric locomotive/electric multiple unit train on the section over which the power block is to be given, the Loco pilot/Motorman of such locomotive/EMU train shall be given a memo by the Station Master on duty to lower the pantograph and not to raise it until further instructions and the Loco pilot's /Motorman's acknowledgement, obtained on the duplicate copy.

(ii) The Loco pilot/Motorman shall be given a memo by the Station Master on duty again to raise pantograph after the power block is cancelled.

(c) The Section Controller on receipt of power block message from the Traction Power Controller shall repeat to all Station Masters, Cabin Assistant Station Masters concerned the said message indicating the time from which the block is to commence. Each Station Master or Cabin Assistant Station Master shall record the same in the register specially maintained for the

purpose. Before the acknowledgement is given, he shall take action as mentioned in sub-rule (a) and (b) (i) above, In additions, he shall also make such other precautions as may be stipulated in the Station Working Rules for electric traction. In case of stations having Cabins, the Station Master shall also obtain assurance under exchange of Private Numbers from the official in charge of such cabins that they are fully aware of the section on which power block is being given and that necessary lever collars have been placed on the concerned levers in the cabin. The Station Master shall then give the acknowledgement of the Power Block message supported by a Private Number.

(d) Once power block is given and till such time it is cancelled, no electric locomotive or any EMU trains with raised pantograph shall be allowed to enter the dead section. In case a train hauled by Steam/ Diesel locomotive is allowed to enter the dead section on which an electric locomotive with pantograph lowered is attached, the person manning the electric locomotive shall be specifically advised by the issue of a caution order for not raising the pantograph.

(e) Station Masters and others responsible for conducting shunting with electric locomotives shall ensure that under no circumstances should any electric locomotive approach near the traction structures limiting the electrical section over which the power block have been granted. Limit of each electrical section at station are shown in the station sectioning diagram. Whenever it becomes necessary for an electric locomotive to carry on shunting movement towards the dead section, a Stop hand signal shall be exhibition at the point up to which the electric locomotive is allowed to proceed and the Loco pilot is specifically advised by the issue of a memo not to move the loco beyond the points.

(f) Goods or Passenger trains hauled by other than electric locomotive (s) may be allowed to pass through the dead section provided —

(i) This is not prohibited specifically in the Power block message.

(ii) Diesel engine or trains hauled by such engines

shall be brought to a stand at the station proceeding the station/section at which power block is granted and the Station Master of this station is satisfied by personal inspection that there is no electric locomotive on the train in question;

(iii) A caution order is issued to the Loco pilot of such engine/ train, warning him of the power block ahead and to lookout for hand signals, and

(iv) The Station Master granting line clear or taking' OFF' signal for a train has received an assurance supported by Private Number from the Station Master of the preceding station that there is no electric locomotive or pantograph wagon with its pantograph raised on the train.

For permitting the movement of such Goods or Passenger trains or for allowing the shunting movement under sub-rule (e) above or for permitting shunt movement by any other locomotive other than electric locomotive the lever collars/slot slide collars/Red button collars placed on the concerned levers/slot slides/switches may be removed but the same shall be replaced back immediately after the movement is completed.

SR. 17.04.17.-- (a) No. Steam or Hand Crane shall be worked adjacent to traction overhead equipment unless such overhead equipment is first made dead and earthed and electrical traction staff is present. All movement of the crane jib shall be carefully controlled so as not to foul the traction overhead equipment. Whenever possible the direct blast from the crane funnel to the overhead equipment and particularly to the section insulators shall be avoided.

(b) Except in an emergency, 24 hours' notice of intention to work a crane adjacent to overhead equipment shall be given to the Divisional Electrical Engineer (Traction Distribution) so as to enable the latter to keep his staff standby. When possible, intention to work cranes shall be included in the weekly programme detailed under SR 17.04.04. In an emergency, the TPC shall be advised who shall make necessary arrangements for Electrical Traction staff to standby.

17.05. Warning to staff and public.—

(1) All electrical equipment shall be regarded as being live at all times and consequently dangerous to human life, save and except in cases, where the electrical equipment has been specially made dead in accordance with special instructions. Caution notices shall be prominently fixed near all vulnerable places to warn staff and public to exercise due caution.

(2) No person shall climb on the top of engines or tenders or on the roofs of carriages or wagons when those vehicles are located beneath overhead equipment except when the overhead equipment is dead and earthed in accordance with special instructions.

SR. 17.05.01.-- (a) Work on pantographs and roof rolling stock shall be carried on such sidings where switches are provided, for making the overhead equipment dead and earthed.

(b) Traction Engine Examiner or other authorised person in charge shall be responsible for making dead the overhead equipment over the tracks of inspection lines in the Loco sheds and stabling sidings before permitting work to be done on the roof of electric rolling stock. The overhead equipment over these tracks shall not be energised except by the authorised person in charge,

who shall be responsible for every precaution being taken to ensure that everything is in order and that all staff and /or material are clear before energising the equipment.

(c) In stations and yards, and authorised person shall arrange to make dead and earth the overhead equipment and a permit-to- work card shall be obtained by the staff concerned before work on the roof of rolling-stock or engine is commenced. On completion of work, the card shall be returned to the authorised person for cancellation. The authorised person shall then satisfy himself that everything is in order and that all staff and/or materials are clear before energising the overhead equipment.

SR. 17.05.02. - The procedure for isolating and making dead sections of overhead equipment at stations where watering of carriages is done through top fillings shall be strictly in accordance with the provisions as contained in paras 0909 to 0919 of A C traction Manual together with such other relevant provisions that may be incorporated in the Station Working Rules of the station concerned in this behalf.

17.06. Alteration to track- Before any alteration to alignment or level or 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. 17.06.01.- No SSE/SE/JE (P. Way) shall commence any work which may alter the alignment or level of electrified tracks unless intimation has been given to the concerned SSE(OHE) and /or SE (OHE) at least 3 days in advance of the commencement of work. The SSE(OHE) and/or SE(OHE) shall be responsible for proper adjustment of the overhead equipment so as to conform to the new conditions.

17.07. Tripping of circuit breakers of locomotives and electrical multiple units at neutral sections. - Unless otherwise allowed by special instructions, the Loco pilot of the locomotive or electrical multiple unit shall coast through the neutral section, duly switching off power. Necessary indication boards to this effect shall be provided to guide the Loco pilot to switch off and switch on power.

SR. 17.07.01.-- (a) One first “Warning Board” as per Fig.1 facing to the direction of movement of train is fixed on the OHE mast located at a distance

of not less than 500 meters from the place form where neutral section commences. The Loco pilot on reaching this board shall put the Master Controller to 'O' position. Provided that if the speed of the train while approaching a neutral section is low, the Master Controller need not be switching off at this board and power may be kept on till the circuit breaker is tripped at the "cut off power "board as per Fig.3.

(b) A second "Warning Board" as per Fig. 2 facing to the direction of movement of trains is fixed on the OHE mast located at a distance of not less than 250 meters from the place from where neutral section commences. On reaching this board the Loco pilot shall get ready to open the circuit breaker at the "cut off power board".

(c) A third indicator e.g., "cut off power board" as per Fig. 3 facing to the direction of movement of trains is fixed on the OHE mast located immediately in rear of the place form where the neutral section commences. On reaching this board the circuit breaker must be tripped. In the event of the red pilot lamp does not glow on tripping the circuit breaker, immediate action must be taken to lower the pantograph.

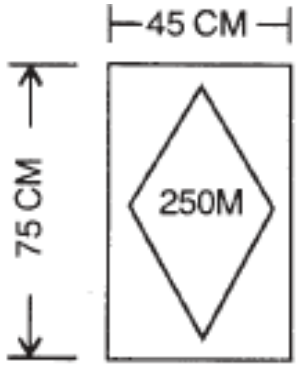


FIG 2
RULE NO. 170701 (b)

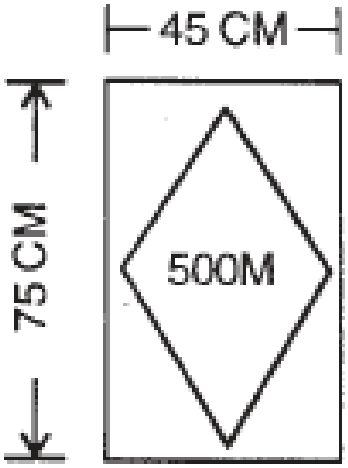


FIG 1
RULE NO. 170701 (a)

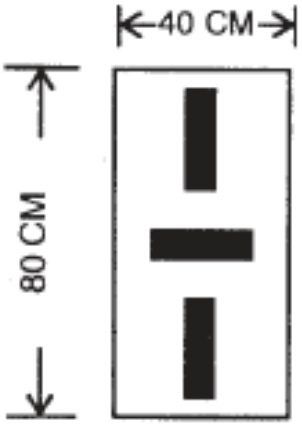


FIG 3
RULE NO. 170701 (C)

(d) A fourth indicator e.g. “Close circuit breaker board” as per Fig.4 facing to the direction of movement of trains is fixed on the OHE mast located in advance of the place at which the neutral section terminates. On reaching this board the Loco pilot shall re-close the circuit breaker and resume normal working.

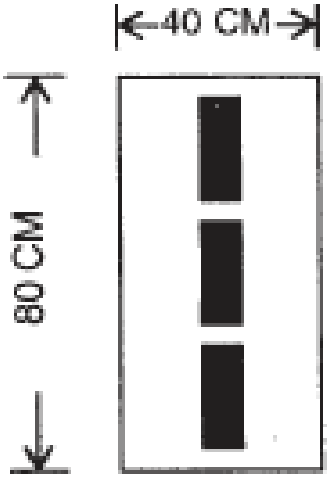


FIG 4
RULE NO. 170701 (d)

SR. 17.07.02. -- Lowering pantographs in emergency—

(a) There may be occasions when power supply from one substation is interrupted and feed is extended from the adjacent substations or due to minor damage to the OHE, the Loco pilot is required to coast through the affected section with pantograph lowered. Under such circumstances it shall be the responsibility of the OHE official-in-charge to take action under SR 4.09.06 as it may relate to him. The concerned Station Master on receipt of such advice, shall take steps to issue caution order with suitable endorsement in terms of SR 4.09.03. The Loco pilot on receiving such advice shall coast through the specified zone by lowering and raising the pantograph at the Kilometrages mentioned in the Caution Order.

(b) When this restriction is to be observed for more than a day, necessary indication boards as per Fig. 5 & 6 facing to the direction of movement of trains shall be fixed on the OHE mast at the appropriate kilometrage indicating to the Loco pilot where the pantograph is to be lowered and raised.

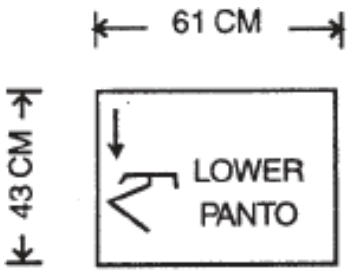


FIG 5
RULE NO. 170702 (b)

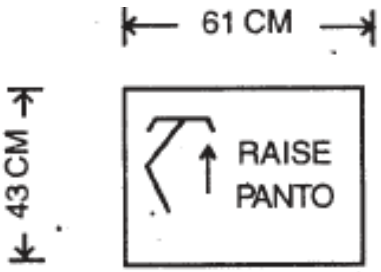


FIG 6
RULE NO. 170702 (b)

SR. 17.07.03.— Whenever it is necessary for the Loco pilot to take action in terms of SR 17.07.01 or 17.07.02, the Asstt. Loco pilot, in case of electric locomotives, shall assist the Loco pilot in sighting the boards as per Fig. 1,2, 3, 4, 5 and 6 above and call out their indication to the Loco pilot who shall repeat the same after checking personally. This, however does not absolve the Loco pilot from personally sighting the indication boards and acting thereon.

17.08. TOWER WAGON. — The rules for the movement and working of tower wagons shall be laid down by special instructions.

SR. 17.08.01.-- (a) The movement of tower wagon on tracks shall be governed by rules and regulations governing movement of trains.

(b) On double lines where double line electric block instruments are provided, the special rules applying to such sections are given in paras 5.11, 5.13 and 5.14 (2) of the Block Working Manual.

(c) On single line where token less electrical block instructions are provided, the special rules applying to such sections are given in para 4.39 of the Block Working Manual.

SR. 17.08.02.-- If a tower wagon after leaving a block station and on completion of its work return to the starting station, the Loco pilot shall bring the Tower wagon to a stop at the first stop signal in the case of single line section and on double lines at the point opposite to the first stop signal pertaining to the proper line/last stop signal pertaining to the line upon which it is moving whichever is earlier. The Loco pilot shall then send one of his staff to the Station Master informing him about the arrival of the Tower wagon. The Station Master shall arrange for its admission by taking off the reception signal (s) in the case of single line and by piloting in the case of double line.

SR. 17.08.03.— Normally a Tower Wagon should not be attached to any train. In case of absolute a necessity it may be attached to a Goods train

only, if permitted by an official of the Operating Department not below the rank of Chief Controller. Whenever a tower wagon is attached to any Goods train, it shall be marshalled as a rearmost vehicle duly escorted by a competent Traction staff and the speed of the train to which it is attached must not exceed **40** KMPH.

17.09. Additional rules for electrified sections.— Special instructions for working of trains on electrified section shall be notified by the authorised officer.

SR. 17.09.01.-- Special precautions by Controllers, Traction, Power Controllers, Station Masters and Train Crew when a section of OHE is found faulty :

(1) In the event of OHE failure, the Traction Power Controller shall immediately locate the faulty section and isolate the same. In case of Double & Multiple line section he shall also isolate the healthy section on adjacent tracks on the same route length as the faulty section. He shall then advise the Section Controller of the section found faulty and the healthy section temporally kept isolated.

(2) On receipt of the information under sub-rule (1) above from the traction power controller, the section controller shall take the following precautions:-

(i) Faulty section.— He shall under exchange of Private Numbers, advise the Station Masters of all stations who are connected with the working of trains in the affected section to treat the faulty section as if the same is under emergency power block and the take action under SR 17.04.16.

(ii) For healthy section -- The section Controller shall immediately inform the Station Masters of all the stations who are concerned with the working of trains in the section in which healthy OHE is temporarily isolated, under exchange of Private Numbers, that they shall not allow any train to leave their stations unless both the Loco pilot and guard of the first train have been issued with a caution order to the following effect.

(a) Proceed at a speed of **35** KMPH by day and **20**KMPH by night subject to the observance of other speed restrictions exercising great caution.

(b) Keep a sharp look out and be prepared to stop short of any obstruction which may be due to any infringement from the adjacent line/lines and also keep a sharp look out on the adjacent line/lines to see if there are any OHE abnormalities; and

(c) Immediately on reaching the next station in advance report whether or not the section over which they moved is safe for the movement of trains.

(3) After this, the Section Controller will advise the Traction Power Controller to re-energise the temporarily isolated healthy section under exchange of Private Number, unless based on information received

meanwhile from the site/station, it would be necessary to continue to keep power 'OFF' from the healthy sections.

(4) After despatching the first train by the issue of caution order under sub-rule (2) above, no subsequent train shall be allowed to enter the section without permission from the Section Controller. Action to remove speed restrictions shall be taken by the Section Controller in consultation with the Station Masters on receipt of report from the Loco pilot and Guard of the first train. The Section Controller shall also advise the TPC of the report of the Loco pilot/Guard of the train indicating whether or not there are any infringements and /or abnormalities in OHE. Till such time it is decided to remove speed restrictions, the Section Controller may, however, permit the Station Masters concerned to allow subsequent train (s) to enter the affected section after issue of caution order under sub-rule 2 (ii) , above

After removal of the caution orders to the subsequent trains passing the healthy Section Controller shall also keep Traction power controller advised regarding resumption of normal traffic to the healthy sections.

(5) (i) Whenever station staff notice a train worked by an electric engine passing with a hot axle/any wagon/coach running in dangerous condition or smoke/fire emanating from a wagon/coach or with any other abnormality, in the running train which is likely to endanger safety of the train/passengers, the Switchman/Station Master shall immediately take steps to stop the train. In case they fail to stop such train by normal means as laid in G & SR, then, they shall immediately inform the Traction Power Controller either directly or through the section controller to switch off the power supply of the OHE of the affected section under exchange of Private Number. In case TPC has been directly informed, section controller has also to be informed subsequently.

(ii) Whenever any train gets held up for more than 5 minutes in the block section on account of no tension, the Loco pilot of the train shall depute his Assistant Loco pilot to check the train in order to look for any abnormality and to advise the Guard of no tension in OHE. Together with the Assistant Loco pilot, the Guard shall then check the entire train.

If, in the meantime, power supply is restored, the Loco pilot shall call back his Assistant Loco pilot to the Locomotive and resume journey.

Otherwise after the train is checked, the Loco pilot/Guard shall inform the section controller /Traction Power Controller of the details of abnormality, if any, or otherwise, and assistance required, through the nearest emergency telephone circuit/by other available means.

Further, the Loco pilot and Guard shall arrange protection of the line affected in accordance with GR 6.03 which deals with the protection of trains stopped between stations. In case of Automatic territory, the lines must be protected in accordance with GR 9.10.

After ascertaining from the affected train of the nature of abnormality decision regarding recharging of the OHE shall be taken by the section controller in consultation with Dy. CHC. Guard, Assistant Loco pilot and concerned Station Masters shall be advised accordingly. Necessary steps shall be taken by Dy. CHC, thereafter, for clearance of the abnormality.

(iii) Restoration of OHE supply will be undertaken by Traction Power Controller only on the advice of the Section controller under exchange of Private Numbers.

(iv) In case the electric Loco pilot is unable to establish communication with Section Controller/Traction Power Controller through emergency sockets, he shall arrange to take the train cautiously to the next station, ready to stop in case of any obstruction.

A speed restriction of **35** KMPH by day and **20** KMPH by night shall be observed for this movement to the next station. On reaching the next station, the Loco pilot shall contact SM/Section Controller.

--XXX--

CHAPTER XVIII

MISCELLANEOUS

18.01. Repeal and Saving: - The general rules issued under the notification of the Government of India in the late Railway Department (Railway Board) No. 1078-T, dated the 9th March, 1929, are hereby repealed except as respects things done or action taken or omitted to be done or taken before such repeal.

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Chapter- XV, XVI, XVII & XVIII
Permanent Way and Works, Level Crossing, Working of Trains on Electrified Sections of Railways & Miscellaneous

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APPENDIX – A

GENERAL & SUBSIDIARY RULES FOR CERTAIN CATEGORIES OF STAFF

(It should be clearly understood that the list of Rules applicable to each category given in the Appendix is only intended to be of guidance and is by no means exhaustive. Staff are excepted to be conversant with all the Rules)

Chapter of General and Subsidiary Rules.	RULES CONCERNING					
	SM/ASMs	Switchman	Cabinman/Leverman/ Pointsman	Loco Pilot/Asstt. Loco Pilot/ Motorman	Guard	PWI etc.
CHAPTER I	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter
CHAPTER II	Entire Chapter Except SR 2.11.01 (b),(c),(d),(f), 2.11.02 (d), 2.11.03 (a), (c), 2.11.04 (b).	Entire Chapter Except 2.11.01 (b),(c),(e),(f), 2.11.02(d), 2.11.03(a),(c), 2.11.04 (b).	Entire Chapter Except SR 2.11.01 2.11.02 2.11.03 2.11.04	Entire Chapter Except 2.11.01 (c),(d),(f), 2.11.02(b),(c) 2.11.03(b),(c) 2.11.04 (a).	Entire Chapter	Entire Chapter Except 2.11.01(a) to (e), 2.11.02 2.11.03 (a) & (b), 2.11.04.
CHAPTER III	Entire Chapter	Entire Chapter	GR 3.26 & its SR 3.31.01, 3.31 GR 3.34 and its SR 3.30, 3.33, 3.64.01, 3.64.02, 3.64.03, 3.64.04(exclu-ding) (a)&(b), 3.64.05 to 07, 3.65-67 & their SRs, 3.78, 3.79, 3.80, 3.81, 3.82, 3.83, 3.84, 3.85 and their SRs.	Entire Chapter Except 3.39.02, 3.39.07, 3.39.08, 3.49 and its SR, 3.50, 3.51, 3.51.01, 3.51.02, 3.51.04, 3.51.05.	Entire Chapter	3.34, 3.35 3.35.01, 3.57, 3.59, 3.60, 3.61, 3.64, 3.63, 3.65, 3.66, 3.67 and their SR.
CHAPTER IV	Entire Chapter	Entire Chapter	4.09 & its SRs, 4.12, 4.13 and SRs, 4.18, 4.19, 4.20, 4.21, 4.22 and their SRs 4.28 to 4.41 and their SRs, 4.43, 4.52 to 4.63 and their SRs.	Entire Chapter Except SR 4.09.09-10, 4.19.01 (a), (b),(c), 4.25.03-40, 4.34 and its SR 4.37, 4.60 and its SR.	Entire Chapter Except 4.04.03, 4.09.09-10, 4.19.01 (a) & (d), 4.19.03, 4.20 and its SR, 4.31, 4.32, 4.32.01, 4.33, 4.38, 4.40, 4.40.01, 4.41, 4.52 and its SR, 4.53 & its SR 4.58 & its SR.	4.02, 4.05, 4.06, 4.07 & its SR, 4.08, 4.09 and its SR, 4.10, 4.27, 4.28, 4.62, 4.63, 4.64, 4.65 and their SRs.

(contd. To 2)

Chapter of General and Subsidiary Rules.	RULES CONCERNING					
	SM/ASMs	Switchman	Cabinman/Leverman/ Pointsman	Loco Pilot/Asstt. Loco Pilot/ Motorman	Guard	PWI etc.
CHAPTER V	Entire Chapter	Entire Chapter except 5.01, 5.02 and its SR	Entire Chapter except 5.01, 5.02 and its SR	Entire Chapter Except 5.01 to 5.08 and their SRs , 5.19 and its SR	Entire Chapter Except 5.01, 5.02 & its SR, 5.06 and its SR, 5.08, 5.09 & its SR, 5.04 and its SR, 5.03 and its SR, 5.19 and its SR	5.06.01
CHAPTER VI	Entire Chapter	Entire Chapter	6.10 & its SR 6.11 & its SR	Entire Chapter Except 6.01 & 6.01.01	Entire Chapter	6.02.01 (3) (a) (b) 6.10 and its SR
CHAPTER VII	ditto	ditto	-	Entire Chapter	ditto	-
CHAPTER VIII	ditto	ditto	Entire Chapter	-	ditto	-
CHAPTER IX	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter	-
CHAPTER X	ditto	ditto	-	10.03, 10.04, 10.05, 10.06, 10,09	10.03, 10.04, 10.05, 10.06, 10.09.	-
CHAPTER XI	ditto	ditto	-	Entire Chapter	Entire Chapter	-
CHAPTER XII	ditto	ditto	12.16 only	ditto	ditto	-
CHAPTER XIII	ditto	ditto	-	ditto	ditto	-
CHAPTER XIV	ditto	ditto	14.04, 14.07, 14.08, 14.10, 14.13.	14.01, 14.08, 14.09, 14.13, 14.14, 14.23, 14.24, 14.25	14.01, 14.08, 14.09, 14.13, 14.14, 14.24, 14.25	-
CHAPTER XV	Entire Chapter Except 15.01 to 15.04, 15.11, 15.12 15.13 to 15.15 and their SRs	All Rules except 15.01-15.04, 15.11-15.15 & their SRs.	15.09, 15.23 and their SRs.	All Rules except 15.01 to 15.04m 15.11-15.16, 15.18-15.22, 15.24-26.	All Rules except 15.04, 15.11-15.16, 15.18-15.22, 15.24 to 15.26 and their SRs.	Entire Chapter
CHAPTER XVI	Entire Chapter	16.03, 16.05, 16.07 & 16.10 & their SRs.	16.03 and its SR, 16.05.02, 16.07 & its SR 16.10 & its SR	SR 16.10.02, 16.03.04, 16.04 & its SR, 16.06 & its SR, 16.07 & its SR, 16.08	SR 16.10.02, 16.03.04, 16.04 & its SR, 16.07 & its SR, 16.08	ditto
CHAPTER XVII	Entire Chapter	17.02 & its SR 17.04 & its SR 17.05 & its SR 17.08 & its SR	17.02 and its SR, 17.05 and its SR, 17.08 & its SR.	Entire Chapter except 17.03, 17.06 and 17.08 and its SR	Entire Chapter except 17.03, 17.06 & its SR, 17.08 and its SR.	17.01, 17.02 & its SR, 17.03 & its Sr, 17.05, 17.06 & their SRs.
CHAPTER XVIII	ditto	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter

Register of Addenda and Corrigenda

A & C No.	Date of issue	Date of receipt	Date of posting	Reference to rule and Page		Signature of the inspecting official
				Rule No.	Page No.	

APPENDIX – A

GENERAL & SUBSIDIARY RULES FOR CERTAIN CATEGORIES OF STAFF

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CHAPTER I	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter
CHAPTER II	Entire Chapter Except SR 2.11.01 (b),(c),(d),(f), 2.11.02 (d), 2.11.03 (a), (c), 2.11.04 (b).	Entire Chapter Except 2.11.01 (b),(c),(e),(f), 2.11.02(d), 2.11.03(a),(c), 2.11.04 (b).	Entire Chapter Except SR 2.11.01 2.11.02 2.11.03 2.11.04	Entire Chapter Except 2.11.01 (c),(d),(f), 2.11.02(b),(c) 2.11.03(b),(c) 2.11.04 (a).	Entire Chapter	Entire Chapter Except 2.11.01(a) to (e), 2.11.02 2.11.03 (a) & (b), 2.11.04.
CHAPTER III	Entire Chapter	Entire Chapter	GR 3.26 & its SR 3.31.01, 3.31 GR 3.34 and its SR 3.30, 3.33, 3.64.01, 3.64.02, 3.64.03, 3.64.04(exclu-ding) (a)&(b), 3.64.05 to 07, 3.65-67 & their SRs, 3.78, 3.79, 3.80, 3.81, 3.82, 3.83, 3.84, 3.85 and their SRs.	Entire Chapter Except 3.39.02, 3.39.07, 3.39.08, 3.49 and its SR, 3.50, 3.51, 3.51.01, 3.51.02, 3.51.04, 3.51.05.	Entire Chapter	3.34, 3.35 3.35.01, 3.57, 3.59, 3.60, 3.61, 3.64, 3.63, 3.65, 3.66, 3.67 and their SR.
CHAPTER IV	Entire Chapter	Entire Chapter	4.09 & its SRs, 4.12, 4.13 and SRs, 4.18, 4.19, 4.20, 4.21, 4.22 and their SRs 4.28 to 4.41 and their SRs, 4.43, 4.52 to 4.63 and their SRs.	Entire Chapter Except SR 4.09.09-10, 4.19.01 (a), (b),(c), 4.25.03-40, 4.34 and its SR 4.37, 4.60 and its SR.	Entire Chapter Except 4.04.03, 4.09.09-10, 4.19.01 (a) & (d), 4.19.03, 4.20 and its SR, 4.31, 4.32, 4.32.01, 4.33, 4.38, 4.40, 4.40.01, 4.41, 4.52 and its SR, 4.53 & its SR 4.58 & its SR.	4.02, 4.05, 4.06, 4.07 & its SR, 4.08, 4.09 and its SR, 4.10, 4.27, 4.28, 4.62, 4.63, 4.64, 4.65 and their SRs.

(contd. To 2)

Chapter of General and Subsidiary Rules.	**RULES CONCERNING**					
	SM/ASMs	Switchman	Cabinman/Leverman/ Pointsman	Loco Pilot/Asstt. Loco Pilot/ Motorman	Guard	PWI etc.
CHAPTER V	Entire Chapter	Entire Chapter except 5.01, 5.02 and its SR	Entire Chapter except 5.01, 5.02 and its SR	Entire Chapter Except 5.01 to 5.08 and their SRs , 5.19 and its SR	Entire Chapter Except 5.01, 5.02 & its SR, 5.06 and its SR, 5.08, 5.09 & its SR, 5.04 and its SR, 5.03 and its SR, 5.19 and its SR	5.06.01
CHAPTER VI	Entire Chapter	Entire Chapter	6.10 & its SR 6.11 & its SR	Entire Chapter Except 6.01 & 6.01.01	Entire Chapter	6.02.01 (3) (a) (b) 6.10 and its SR
CHAPTER VII	ditto	ditto	-	Entire Chapter	ditto	-
CHAPTER VIII	ditto	ditto	Entire Chapter	-	ditto	-
CHAPTER IX	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter	-
CHAPTER X	ditto	ditto	-	10.03, 10.04, 10.05, 10.06, 10,09	10.03, 10.04, 10.05, 10.06, 10.09.	-
CHAPTER XI	ditto	ditto	-	Entire Chapter	Entire Chapter	-
CHAPTER XII	ditto	ditto	12.16 only	ditto	ditto	-
CHAPTER XIII	ditto	ditto	-	ditto	ditto	-
CHAPTER XIV	ditto	ditto	14.04, 14.07, 14.08, 14.10, 14.13.	14.01, 14.08, 14.09, 14.13, 14.14, 14.23, 14.24, 14.25	14.01, 14.08, 14.09, 14.13, 14.14, 14.24, 14.25	-
CHAPTER XV	Entire Chapter Except 15.01 to 15.04, 15.11, 15.12 15.13 to 15.15 and their SRs	All Rules except 15.01-15.04, 15.11-15.15 & their SRs.	15.09, 15.23 and their SRs.	All Rules except 15.01 to 15.04m 15.11-15.16, 15.18-15.22, 15.24-26.	All Rules except 15.04, 15.11-15.16, 15.18-15.22, 15.24 to 15.26 and their SRs.	Entire Chapter
CHAPTER XVI	Entire Chapter	16.03, 16.05, 16.07 & 16.10 & their SRs.	16.03 and its SR, 16.05.02, 16.07 & its SR 16.10 & its SR	SR 16.10.02, 16.03.04, 16.04 & its SR, 16.06 & its SR, 16.07 & its SR, 16.08	SR 16.10.02, 16.03.04, 16.04 & its SR, 16.07 & its SR, 16.08	ditto
CHAPTER XVII	Entire Chapter	17.02 & its SR 17.04 & its SR 17.05 & its SR 17.08 & its SR	17.02 and its SR, 17.05 and its SR, 17.08 & its SR.	Entire Chapter except 17.03, 17.06 and 17.08 and its SR	Entire Chapter except 17.03, 17.06 & its SR, 17.08 and its SR.	17.01, 17.02 & its SR, 17.03 & its Sr, 17.05, 17.06 & their SRs.
CHAPTER XVIII	ditto	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter	Entire Chapter

Knowledgeable items

1. At 'D' Class halt / flag stations engine stop boards should be provided at a distance of 15-Metres from the edge of the platform on either side in case of single line and at a distance of 15- Metres from the edge of the platform or where the engine is required to come to a stand on double line to indicate to the driver the place at which his engine is required to be stopped. The size of the board should be 5 Ft. ´ 1 Ft. with the letters "ENGINE STOP" painted in black on a yellow back-ground over 7 Ft. high pole.

2. Advance Approach Warning system Boards are provided on sections where trains run at a speed exceeding 120 KMPH except in Automatic signalling territory. A high speed approach warning board shall be provided at a distance of 1800 Metres in rear of the first stop signal/gate signal to warn the Driver of high speed train that he is approaching the first stop signal/gate signal. The circular disc of the board shall have a diameter of 0.6 metres with black diagonal bands on yellow background at a height of 2.1 metres from rail level. A track ground magnet alongside the board and matching equipment on the engine of high speed trains are provided so as to give an audio-visual warning inside the loco to the Driver compelling him to lookout for the signal aspect. If within 5 seconds, the Driver fails to acknowledge the warning, brakes shall be applied to bring down the speed of the train to 100 KMPH.

3. Sigma board:-

It is a retro-reflective strip (Reflects light back in the same direction as it is incident). It is placed two masts before signals, generally in fog prone areas, but can be placed in other places too. It is a visible sign that tells the LP that there is a signal up ahead. In this pic you can see the signal hidden just behind the mast with the sigma strip. As the signal is on a curve, the sigma strip will be used to indicate that there is a signal a short distance away. Greek letter sigma is written in yellow fluorescent colour on it. This board is fixed at a distance of two OHE structure in the rear of any stop signal, where the signal is not properly visible because of thick foggy weather.

4. As per S E M:- CHAPTER -XI DUTIES OF MAINTAINERS para-11.5 FAILURES

11.5.1 A Maintainer shall attend to all failures in his section promptly proceeding by the first available means on receipt of information. Before taking up work, he shall first obtain failure report/ message* from SM/ASM in writing in accordance with provision of G.R.3.68 for each failure recorded in the signal failure register and then issue disconnection notice as per Para 11.4. He shall make every endeavour to rectify the failures expeditiously and take all possible steps to prevent recurrence. If a gear has failed on the unsafe side and the ASM has been unable to put the relevant signal to 'ON', the Signal Maintainer shall take steps to disconnect/disable the relevant signal and bring it to 'ON'.

11.5.2 All failures which are beyond his competence or control must be brought to the notice of the SSE/SE/JE (Signal) in-charge by a message on control phone or by a telegram or by a messenger or personally.

11.5.3 **Record of the date and time of rectification and the nature of the fault removed must be recorded in the **Signal Incidence and Inspection Register provided at each interlocked station.**

(* signal failure memo; ** Signal failure register)

5. For CRS sanction, IRPWM chapter 13 and below link is to be consulted.

https://indianrailways.gov.in/railwayboard/uploads/codesmanual/IRPWM/PermanentWayManualCh13_data.htm

PROCEDURE FOR OBTAINING SANCTION AND CARRYING OUT WORKS AFFECTING SAFETY OF THE RUNNING LINE AND FOR OPENING NEW WORKS

CHAPTER XIII

1302. Works requiring the sanction of Commissioner of Railway Safety and Notice therefore -

(1) Under section 20 of Indian Railways Act and chapter VI of the "Rules for opening of a Railway or Section of a Railway for the public carriage of passengers,1933", the sanction of Commissioner of Railway Safety is required for the execution of any work on the open line, which will affect the running of trains carrying passengers and any temporary arrangement necessary for carrying it out, except in cases of emergency.(Advance Correction Slip No. 111)

(2) For the commencement and opening of the following works, when they are connected with or form part of Railway already opened, the sanction of the Commissioner of Railway Safety shall be obtained:

(a) Additions, extensions or alternations to running lines.

(b) Alterations to points and crossings in running lines.

(c) New signalling and interlocking installations or alterations to existing installations.

(d) New stations, temporary or permanent.

(e) The construction (but not the removal) of an ash pit on a running line.

(f) Heavy regrading of running lines involving lowering/ raising of track in excess of 500mm.

(g) New bridges including road over and under bridges, foot over- bridges, strengthening, raising; reconstruction or extension of existing bridges, addition or replacement of existing girders, including provision of temporary girders.(Advance Correction Slip No. 111), (Advance Correction Slip No. 127)

(h) Provision of new level crossing, shifting of existing level crossing on running lines, demanning and downgrading of level crossing, manning of unmanned level crossings, upgrading of level crossing involving changes in the method of working or operation (such as interlocking, provision of lifting barriers in place of gates etc.) and closing down of level crossings.(Advance Correction Slip No. 121)

(i) Permanent diversion (deviation) more than 2 kms. in length without any station in between and irrespective of length, when a new station is involved.

Note :- Permanent diversions more than 2 kms. in length, and irrespective of length when a new station is involved, are to be treated as new lines covered by the provisions of section 17 to 19 of Indian Railway Act.

(k) Temporary diversion irrespective of length, except those laid for restoration of through communication after accident.

(I) Addition or alterations to the electrical installations of tracks equipped for electrical traction.

(3) Application for any alterations, reconstruction or additions that require the sanction of Commissioner of Railway Safety should ordinarily be made 30 days in advance of the expected commencement of such work.

If for any reason a sanctioned work is not taken in hand within 12 months from the date of sanction, the Commissioner of Railway Safety should be approached for renewal of the sanction.

Links which gives more knowledge

6. Various sign boards are also available in the following links.

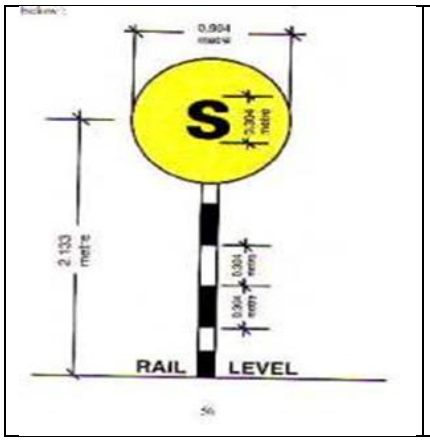
Indian Railways Sign Boards and Their Meanings - RailMitra

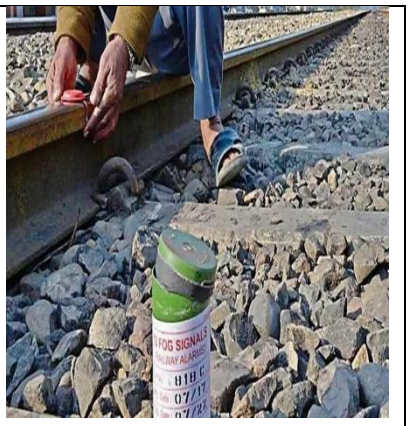
https://www.railmitra.com › blog › indian-railways-sign...

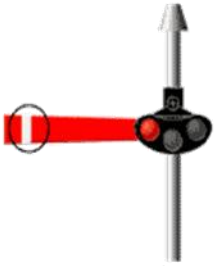
https://www.railwaysignallingconcepts.in/railway-markers-boards-shunting-limit-board-block-section-limit-board-outlying-siding/

https://www.irfca.org/faq/faq-signal5.html

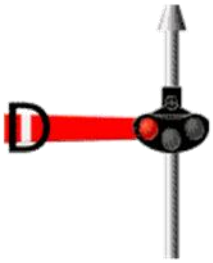
Coloured figures



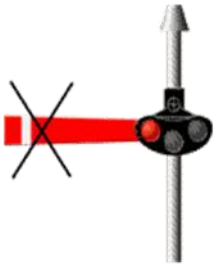




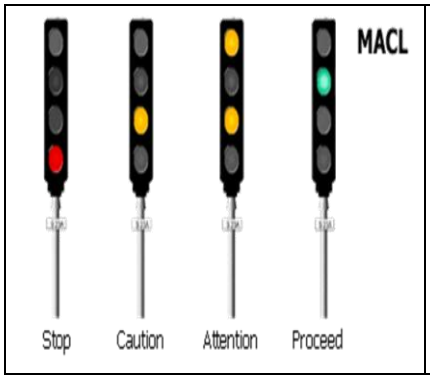
Stop signal controlling approach to goods yard

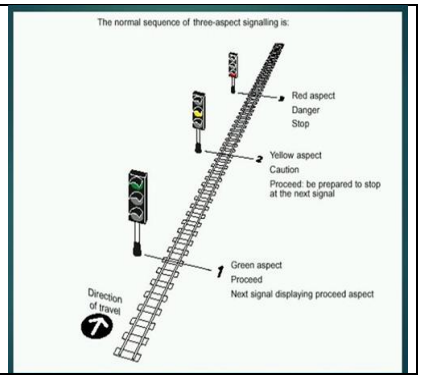


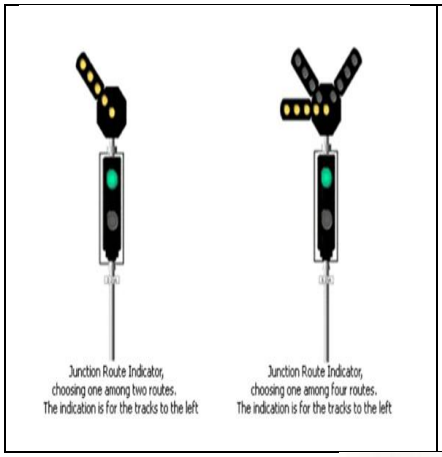
Stop signal controlling approach to docks

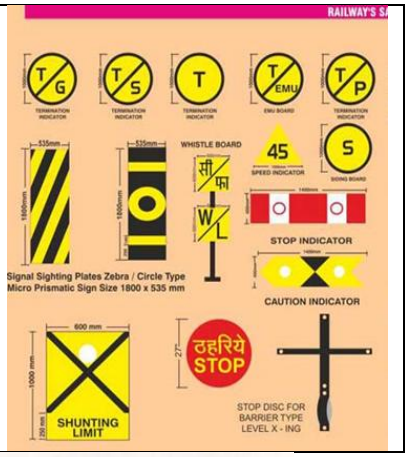


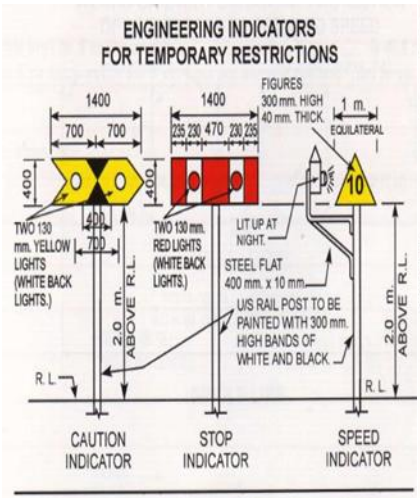
Decommissioned signal

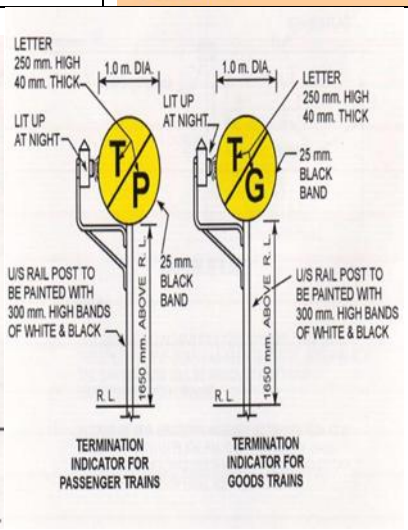


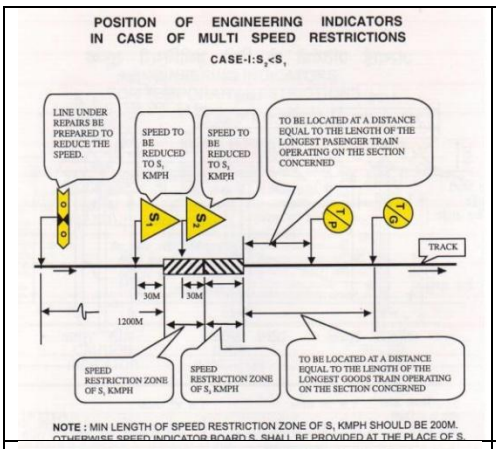


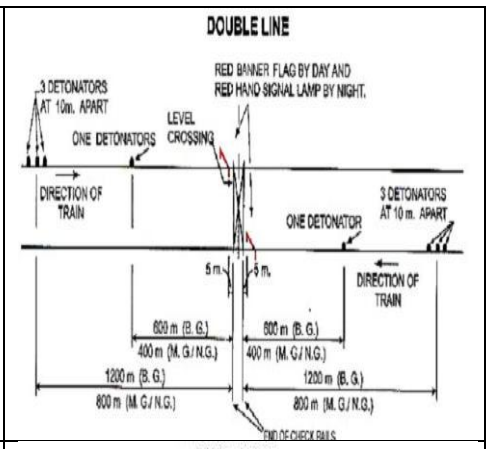

Junction Route Indicator,
choosing one among two routes.
The indication is for the tracks to the left
Junction Route Indicator,
choosing one among four routes.
The indication is for the tracks to the left

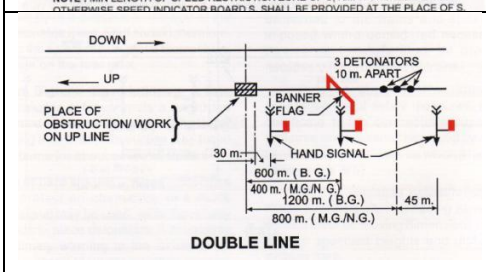

RAILWAY'S S
T/G
T/S
T
T/EMU
T/P
WHISTLE BOARD
45
SPEED INDICATOR
S
STOP INDICATOR
CAUTION INDICATOR
Signal Sighting Plates Zebra / Circle Type
Micro Prismatic Sign Size 1800 x 535 mm
600 mm
SHUNTING LIMIT
ठहरिये
STOP
STOP DISC FOR BARRIER TYPE LEVEL X - ING

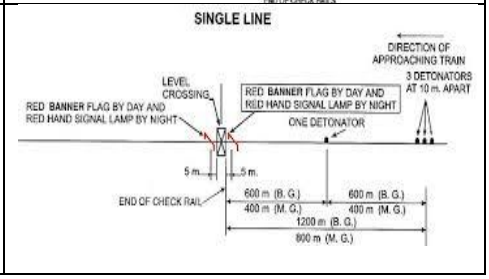

ENGINEERING INDICATORS
FOR TEMPORARY RESTRICTIONS
FIGURES
300 mm. HIGH
40 mm. THICK.
1 m.
EQUILATERAL
1400
700 700
235 230 470 230 235
400
TWO 130 mm. YELLOW LIGHTS (WHITE BACK LIGHTS.)
TWO 130 mm. RED LIGHTS (WHITE BACK LIGHTS.)
LIT UP AT NIGHT.
STEEL FLAT
400 mm. x 10 mm.
U/S RAIL POST TO BE PAINTED WITH 300 mm. HIGH BANDS OF WHITE AND BLACK.
2.0 m. ABOVE R.L.
R.L.
CAUTION INDICATOR
STOP INDICATOR
SPEED INDICATOR


LETTER
250 mm. HIGH
40 mm. THICK
1.0 m. DIA.
LIT UP AT NIGHT
T/P
T/G
25 mm. BLACK BAND
U/S RAIL POST TO BE PAINTED WITH 300 mm. HIGH BANDS OF WHITE & BLACK
1650 mm. ABOVE R.L.
R.L.
TERMINATION INDICATOR FOR PASSENGER TRAINS
TERMINATION INDICATOR FOR GOODS TRAINS


POSITION OF ENGINEERING INDICATORS
IN CASE OF MULTI SPEED RESTRICTIONS
CASE-I: S_2<S_1
LINE UNDER REPAIRS BE PREPARED TO REDUCE THE SPEED.
SPEED TO BE REDUCED TO S_1 KMPH
SPEED TO BE REDUCED TO S_2 KMPH
TO BE LOCATED AT A DISTANCE EQUAL TO THE LENGTH OF THE LONGEST PASENGER TRAIN OPERATING ON THE SECTION CONCERNED
TRACK
30M
1200M
SPEED RESTRICTION ZONE OF S_1 KMPH
SPEED RESTRICTION ZONE OF S_2 KMPH
TO BE LOCATED AT A DISTANCE EQUAL TO THE LENGTH OF THE LONGEST GOODS TRAIN OPERATING ON THE SECTION CONCERNED
NOTE : MIN LENGTH OF SPEED RESTRICTION ZONE OF S_2 KMPH SHOULD BE 200M.


DOUBLE LINE
3 DETONATORS AT 10m. APART
ONE DETONATORS
LEVEL CROSSING
RED BANNER FLAG BY DAY AND RED HAND SIGNAL LAMP BY NIGHT.
DIRECTION OF TRAIN
ONE DETONATOR
3 DETONATORS AT 10 m. APART
5 m.
600 m (B. G.)
400 m (M. G./ N.G.)
1200 m (B. G.)
800 m (M. G./ N.G.)
END OF CHECK RAILS


DOWN
UP
3 DETONATORS 10 m. APART
BANNER FLAG
PLACE OF OBSTRUCTION/ WORK ON UP LINE
HAND SIGNAL
30 m.
600 m. (B. G.)
400 m. (M.G./N. G.)
1200 m. (B.G.)
45 m.
800 m. (M.G./N.G.)
DOUBLE LINE


SINGLE LINE
DIRECTION OF APPROACHING TRAIN
3 DETONATORS AT 10 m. APART
LEVEL CROSSING
RED BANNER FLAG BY DAY AND RED HAND SIGNAL LAMP BY NIGHT
RED BANNER FLAG BY DAY AND RED HAND SIGNAL LAMP BY NIGHT
ONE DETONATOR
5 m.
END OF CHECK RAIL
600 m (B. G.)
400 m (M. G.)
1200 m (B. G.)
800 m (M. G.)

Equal meanings though different spellings:-

Despatching—dispatching

Signalling-signaling

Authorised-authorized

Energising-energizing

Sectionalise-sectionalize

Equipments-equipment

Behaviour-behavior

Interruptor-interrupter

Organisational-organizational

Endeavour-endeavor

Mobilising-mobilizing

Colour-color

Minimise-minimize

Immobilised-immobilized

Abbreviations/meaning of words

GSMR-global system for mobile communication railway

MTRC- Mobile train radio communication

ZRTI/Sini (SINI)-zonal railway training institute

ZRTI/STC- means ZRTI/STC/ELTC also.

Train Register-Train signal/log register

Pataka (read as Patakha)- not flag in chapter 3.

{ASM (old nomenclature) equals to Station Master and Guard (old nomenclature) equals to Train manager, yet gazette is to be issued by Railway Board}.

Deputy Station Superintendent/ASM are now --SS/SM.

AOM post means -- ATM/ARM/Station Director (Gaz).

Instruments means Equipment also (SSDAC/MSDAC/BPAC etc).

STJM//PM A/B//CM also includes TGM.

ASM/AYM (old nomenclature) is equal to SM/YM now.

Guard (old nomenclature) is equal to Train Manager now.