TO WHOMSOEVER IT MAY CONCERN

Consequent to constitution of General Rules Review Committee to revise the entire existing General Rules, 1976, the Committee after due deliberation has now submitted its report which is available on the IR website.

Interested persons may offer their views/comments/suggestions to Safety Directorate by Post or through e-mail to dsfty2@rb.railnet.gov.in for further examination before finalization of GR.

DD/Safety(A&R)

MINISTRY OF RAILWAYS

(RAILWAY BOARD)

REPORT

OF THE

GENERAL RULES REVIEW

COMMITTEE

(VOLUME-I)

2009

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VOLUME-I

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1. PREFACE

Ministry of Railways (Railway Board) constituted a Committee for the revision of General Rules, 1976, having the following composition:-

(i)	Shri R.N. Aga, Retd. MT	-	Chairman
(ii)	An SAG IRTS Officer	-	Member Secretary
(iii)	Shri Ajay Sharma, Director (Safety)/ CE/Railway Board	-	Member (Civil Engg.)
(iv)	Shri Amitabh, Director (Safety)/ (Mech.), Railway Board)	-	Member (Mechanical)

with the provision that on creation of the post of Director (Safety)/S&T, Railway Board, the incumbent to the post will also function as Member (S&T) to the Committee. Order constituting the Committee was issued vide Board's letter No. ERB-I/2007/23/2 dated 22.3.2007. The terms of reference of the General Rules Review Committee (GRRC) were issued as an addendum to Railway Board's Order No. ERB-I/2007/23/2 dated 22.3.2007 on the same day. The terms of reference of the Committee are as under:-

(1) To review the General Rules 1976 along with the amendments carried out in the intervening period for:-
   (a) obsolescence and/or repetition of any of the provision.
   (b) updating and integrating it with the technological advancements since implemented for reducing human dependents or is likely, and
   (c) incorporating the relevant provisions laid down under unified SRs and SRs of different Railways which merits uniform applicability over the system.
   (d) assessing relevance of a prescription weather it merits inclusion in the General Rules or elsewhere

(2) To review the format and para-phrasing of the General Rules for:-
   (a) re-arrangement of chapters and rules therein with the intention of simplification and better readability;
   (b) better understanding of interoperability of various provisions for an aspect of train working;
   (c) better understanding of roles and responsibilities of different categories of staff."

Shri Amritanshu SAG IRTS Officer was posted as Member (Secretary) of the Committee and he assumed charge on 12.4.2007. After arrangements for accommodation etc. were made, Chairman of the Committee, Shri R.N. Aga (Retd. MT) assumed charge with effect from 01.05.2007. As such, the General Rules Review Committee formally started functioning from 1st May, 2007. The tenure of this Committee which was initially for a period of one year, was extended twice, the last extension being up to 30th September 2009.

As there was delay in posting of Director (Safety)/S&T, an unofficial arrangement was made with the Northern Railway whereby Shri P.M. Sikdar, who was working as Secretary to CSTE/ Northern Railway, assisted the Committee as and when required. Subsequently, Shri P.M. Sikdar was posted as Director (Safety)/S&T and joined the Committee as Member (S&T). Later, he was transferred and Shri P.K. Gupta was posted vice him, who also got transferred, leaving the post vacant. Absence of Member (S&T) in the Committee at times affected the working of the Committee in getting technical inputs.

Also, during the tenure of the Committee, Shri Ajay Sharma, Member (Civil Engg.) was transferred and Shri Balak Ram Negi joined in his place. Shri Amitabh, Member (Mech.) was transferred and Shri Sandeep Jain joined in his place. The Secretary of the Committee Shri Amritanshu, was also transferred and Shri J.S. Bindra, Jt. Director (Safety) was asked to function as Member Secretary in addition to his normal duties of Jt. Director (Safety).

The Committee was also assisted by Shri N.K. Sharma Inspector (Traffic) and Shri O.P. Kardam Inspector (S&T) who were posted as Inspectors attached to the Committee by the Railway Board. Shri Ganesh Shanker Sharma TI (Rules), Railway Board was also actively involved with the work of the Committee. Shri Honey Kumar, Shri Prabir Pratihar and Shri J.P. Singh who worked as PS to the Chairman during the tenure of the Committee, also assisted the Committee in its day-to-day work.

2. ACKNOWLEDGEMENTS

I would like to place on record my personal thanks to Shri Vinoo Mathur (former Member Traffic) and Shri Shri Prakash, Member (Traffic) who despite their busy schedule always found time for the undersigned to discuss issues and render all help to the Committee. Also, I would like to place on record my personal thanks to Shri Girish Chandra, Additional Member (Traffic) (former Adviser Safety) and Shri Kamlesh Gupta, Adviser (Safety) for their valuable support and active involvement in the work of the Committee as well as their personal contribution in the framing of the proposed rules.

Here, I would like to mention that Railway Board had constituted a General Rules Review Committee in the year 2003 consisting of Shri M.C. Srivastava (Retd. MT), Shri K.J.Singh (Retd.ME), Shri V.N. Garg (Retd.GM) and Shri Chandrika Prasad (Retd. AM Signal). This Committee functioned for about nine months and was wound up in the year 2004. During its tenure, the Committee collected a large number of suggestions. These suggestions became the starting point for the present Committee. The work done by the committee under Shri M.C.Srivastava during their short tenure was of great help to the present Committee and their efforts in collecting the various suggestions is highly appreciated.

I would also like to thank GMs, COMs and other HODs, officers & staff of all Zonal Railways who interacted with the Committee during their field visits or otherwise and offered their comments and suggestions. The inputs from the field officers and staff not only helped the Committee in firming up of its views in an effective manner but also in correcting errors and mistakes which occurred inadvertently in the various drafts which were circulated to the Zonal Railways.

I would also like to thank the Advisers/ED's Committee, consisting of Adv./Signal, Adv./L(RS), EDCE(P), EDME(Traction) and EDTT(S) which was formed by the Board to expedite the examination of the proposed changes in the existing GRs and go through the drafts of the proposed rules and give their inputs. Here, I would specially like to mention the contribution made by Shri K.K. Atal, EDME (Traction) by providing his inputs for the framing of rules relating to Loco pilots.

I would like to record my personal thanks and appreciation to the Members of the Committee who worked during the tenure of the Committee namely –

(i) Shri Amritanshu, Member Secretary.
(ii) Shri Amitabh, Member (Mech.) & Director (Safety)/Mech.
(iii) Shri Ajay Sharma, Member (Civil Engg.) & Joint Director Safety)/CE.
(iv) Shri Sandeep Jain, Member (Mech.) & Director (Safety)/Mech.
(iv) Shri Balak Ram Negi, Member (Civil Engg.) & Director (Safety)/CE.
(v) Shri P.M. Sikdar, Member (S&T) & Director (Safety)/S&T.
(vi) Shri P.K. Gupta, Member (S&T) & Director (Safety)/S&T.
(vii) Shri J.S.Bindra, Member Secretary &Jt. Director (Safety).

It may also be mentioned that it would not have been possible for the Committee to frame the proposed General Rules and prepare this report without the sincere and hard work put in by Shri Ganesh Shanker Sharma TI (Rules), Railway Board, Shri N.K. Sharma, Traffic Inspector and Shri O.P.Kardam, Inspector(S&T) attached to the Committee. Their contribution is highly appreciated.

Lastly, I would like to thank the contribution of Shri Honey Kumar, Shri Prabir Pratihar and Shri J.P. Singh who worked as PS to the Chairman during the tenure of the Committee. Thanks are also due to Shri Rajender Singh Rawat, Messenger, who was always willing to provide with much needed logistical support.

(R.N. AGA)
(Retd. MT)
Chairman
(General Rules Review Committee)

3. PROPOSED GENERAL RULES – AN OVERVIEW

1. INTRODUCTION:

1.1 The present GR were framed in the year 1976. The process of revising the General Rules 1929 started in the year 1968 when a Committee consisting of officers from Traffic and Signal departments was appointed. This Committee submitted a set of draft rules in 1970. These draft rules did not find favour as the Committee had attempted to make fundamental and structural changes in the General Rules 1929 which were neither acceptable to the Board nor to the CCRS. Ultimately, in 1972, the Board decided to revise the General Rules in-house by the Safety Directorate without resorting to any fundamental changes in the basic structure of the rules as was which were in use since 1929. Efforts of Safety Directorate finally resulted in a new set of General Rules of 1976 which were brought into use in the year 1983.

1.2 With changes in the pattern of train operation as a result of introduction of locomotives and rolling stock of better design, changes in maintenance practices as well as technological changes in signalling and telecommunications systems, need was felt for revising the existing General Rules 1976. As a consequence, the Railway Board formed a Committee in the year 2003, under the Chairmanship of Shri M.C. Srivastava (Retd.MT) for reviewing the GR. This Committee functioned for about nine months and was dissolved in the year 2004. Again, in the year 2007, the Railway Board formed another Committee to review the existing General Rules under the Chairmanship of Shri R.N. Aga (Retd. MT). This Committee has now completed its work and has proposed a new set of General Rules which are enclosed (Annexure I) along with its Report.

2. THE STARTING POINT:

2.1 As already mentioned, the Railway Board in the year 2003 had constituted a General Rules Review Committee under the Chairmanship of Shri M.C. Srivastava (Retd.MT) with Shri K.J. Singh (Retd.ME), Shri V.N. Garg (Retd. GM) and Shri Chandrika Prasad (Retd.AM/Signal) as Members. This Committee functioned for about nine months before being wound up in the year 2004. During its tenure the Committee was able to collect a large number of suggestions totalling over 1200. They had also during their tenure compiled along with each General Rule the prevailing subsidiary rule(s) of all the nine Zonal Railways (new zones had not made their rule books by then). This compilation helped the Committee in comparing various subsidiary rules while reviewing the prevailing General Rules. While reviewing each of the existing rules, the Committee also considered the various suggestions received before taking a final view.

2.2 The Committee also decided that the basic structure of the present General Rules should be maintained and should not be disturbed as far as possible and changes that are required to be made should not be drastic in nature and should only be made when considered necessary. This was done as it was felt that the basic structure of the rules had stood the test of time, the staff are well- versed with them, and that any drastic change in the basic structure will not be readily acceptable as happened earlier in the 1970s. It was also decided by the Committee that such of the rules/procedures/systems which have lost their relevance in the present-day working or are not in use should not be included in the proposed rules and should be deleted.

2.3 The Committee also decided that keeping in mind the new technologies, procedures and practices, new rules should be so framed so as to enable their inclusion in the proposed General Rules. It was also felt that while framing new rules or while reviewing the existing rules they effort should be made to make the rules practicable, easily implementable and user-friendly. Also, the Committee felt that the rules should be serve as a tool for providing safe and quick operations and should not in any way slow down or hamper operations in the name of safety.

2.4 Considering the fact that both, the Railway Board Act 1905 (No.4 of 1905) and the Railway Act 1989 (24 of 1989) vide Section 2 (b) and 60, respectively have provided that the Railway Board is competent to frame rules which will lay down as to how the railways are to be run and also, taking into consideration the fact that one of the important functions of the institutions of CCRS and CRS is to see that the norms, rules, instructions which are made by the railways are followed by them in the field to ensure safety in train operations during their enquiries and inspections. The Committee felt that CCRS and CRS should not be burdened by the railways for obtaining sanctions for routine and trivial matters. By sending proposals for sanction of the Commission, such proposals suffer needless and avoidable delay on the one hand and, on the other, unnecessarily burden the Commission with work which, in all fairness, should be handled by the railways themselves. Keeping these two criteria in mind, the Committee while framing new rules decided to empower the Railway Board/zonal railways to sanction such condonations/ deviations which presently lie with the Commission of Railway Safety as per the General Rules 1976, excepting in a few cases where the Committee felt that such an authority should remain with the Commission.

2.5 In the last four to five years or so, the Railway Board had tried to bring about some sort of uniformity in the subsidiary rules which were framed by the zonal railways. The Railway Board had over this period issued instructions on subjects like running of trains in abnormal conditions, issue of Caution Orders etc. and asked all the zonal railways were asked to convert them into their subsidiary rules so that in critical areas, the subsidiary rules of zonal railways are common. With formation of new zones and crews having extended runs, it was seen that some of the train crews were having to pass, during their duty hours, territories of three to four zonal railways. It was felt by the Board and also represented by the running staff and unions that this was putting unnecessary burden on the crew as they were now being required to be aware of and follow rules of all the zonal railways which would fall on their run. With this in view, the Railway Board in the terms of reference of the Committee asked the Committee to incorporate such of the subsidiary rules which are common to most railways as well as the unified subsidiary rules which are issued by the Board in the new rules to be framed.

2.6 Initially, the Committee tried to frame unified subsidiary Rules (USR) along with the proposed Rules. It was thought that the authority to frame USR will be that of the Railway Board (MT) and that of subsidiary rules will continue to be with the zonal railways (COM). This would have led to the railways having three sets of rules viz. General Rules, Unified Subsidiary Rules and Subsidiary Rules. The Committee itself was not very comfortable with this idea, and the Board also felt that we should have only General Rules and subsidiary rules, and unified subsidiary rules could be amalgamated with the General Rules being framed. The Committee fully agreed with this view as this would make the rules less complicated. Besides, having only General and Subsidiary Rules would help maintain the basic structure of the present rules. Although, as a result of this exercise, some of the General Rules have become rather lengthy and elaborate and at times they have tended to become more ‘specific’ rather than ‘general’ in nature. This, however, is inevitable under the circumstances.

2.7 The terms of reference set by the Railway Board also asked the Committee to examine and see how best the formatting and paraphrasing of the General Rules can be done by rearranging the chapters and rules so as to have simplification, better readability and understanding of rules as well as better understanding of the role and responsibility of various categories of staff. In order to achieve these objectives, the Committee has made an attempt to rationalize various chapters in a logical sequence and rearranged the sequence of some of the rules as well as re-phrase them to make them easy to understand as well as to define the role and responsibility of the staff. The changes that the Committee has brought about will be briefly touched upon later in this report when individual chapters of the proposed rules are discussed.

2.8 The terms of reference also asked the Committee to integrate the technological advancements into the proposed rules, among other things. The major thrust area of technological advancement has been in the field of information technology and telecommunications. Keeping this in mind, the Committee has authorized the use of means of communication liberally. As at present, on the Indian Railways, there is no modern system of communication which has been standardized and also various systems are being tried out on different zonal railways. As such it would have been wrong on the part of the Committee to zero on to any one or two particular means of communication. Therefore, the Committee has left it to the zonal railways to indicate in their subsidiary rules, depending on the systems prevailing or being introduced or being proposed, the means of communication which they are going to permit. It is hoped that the zonal railways will take full advantage of the relaxation given in the proposed rules means of communication to have safe and quicker operations with less cumbersome procedures.

2.9 The terms of reference of the Committee also mention about doing away with rules which have either lost their relevance or have become obsolete. As a consequence, it would be seen that a large number of rules have undergone changes. However, major change that has come about in the proposed rules is in the chapter regarding 'systems of working'. In the present General Rules 1976, the rule 7.01 lays down seven systems of train working namely - Absolute Block, Automatic Block, Following Train, Pilot Guard, Train Staff and Ticket and lastly One Train Only system. In the proposed rules, rule 5.01 which deals with the 'systems of working' we have only four systems of working – namely Absolute block; Automatic block; One Train Only and Train Following System. Thus we have kept only three of the present systems i.e. Absolute Block; Automatic Block and One Train Only system and have deleted the rest. The Train Following System in the proposed rules, is different from the Following train systems of the present rules. The proposed Train following system has taken some salient features which are practical and easy to implement from all the three deleted systems of the present rules, making the new system practicable, simple and easy to implement. Also, in the proposed rules, we have featured use of this system in emergencies and have laid down rules as to how this system can be brought in use in such cases.

2.10 In the proposed General Rules, an effort has been made to include and cover the twin single line working as well as the multiple line working, which are not covered in the present General Rules 1976.

2.11 The General Rules 1929 had a Part II which contained rules pertaining to commercial aspects of railway working mainly relating to carriage of passengers. At the time when rules were being revised in the 1970s, the Railway Board had also undertaken an exercise to revise the Railways Act, 1898. As Part II of the General Rules 1929 was based on the Railways Act 1898 which was under revision, it was felt at that time that the inclusion of Part II in 1976 General Rules will be done later by an amendment, once the new Railways Act gets notified. The reasons why the amendment was not brought about and why Part II was not framed and included in the General Rules 1976 are not known to the Committee. Nevertheless, it was felt by the Committee that the proposed rules should incorporate Part II of the General Rules 1929 duly modified and updated. This idea was also supported by Shri Shri Prakash, the present Member Traffic, Railway Board. As such, Part II of General Rules 1929 finds place in the proposed rules duly modified as Chapters XVII to XIX. Here, the Committee would like to mention that the draft of Part II (new chapters XVII to XIX) duly modified was given to the commercial and medical directorates for their views and comments. Unfortunately, till the time of finalizing the report, the Committee has not received any feedback from these two directorates. As such, the proposed rules (Chapters XVII to XIX) need to be looked into by these two directorates before being finalized by the Board.

2.12 The above aspects served as the starting point and were duly taken into account by the Committee while framing the proposed General Rules. The new set of General Rules which have been proposed by the Committee are placed as Annexure I to this report.

For better understanding, and to see the changes and examine the alterations, Annexure II of this report gives the present General Rules 1976 alongside the proposed Rules the changes being shown in italics (soft copy and in coloured copy in blue italics). Also, Annexure III of the report gives concordance table between the General Rules 1976 and the proposed rules which gives existing rule number and the corresponding new rule number. By referring to this table, one can locate the proposed rule which relates to any particular rule in the present General Rules and vice -versa.

3 THE PROPOSED RULES – CHAPTER WISE BRIEF ANALYSIS

3.1 After having framed the rules based on what had been laid down in the terms of reference as well as taking in to account the aspects discussed in the earlier paragraphs of this report, we shall now briefly analyse and discuss each of the chapters of the proposed General Rules.

3.2 Chapter I -- In this chapter. two rules – one pertaining to the issue of codes, manuals, books and instructions and the other about universal application of the rules to both male and female railway employees has been added. In addition, a fairly large number of changes have been brought about in definitions. Old and obsolete definitions which have lost their relevance have been deleted and a large number of new definitions added. Also, some of the existing definitions have been modified to suit the present-day situation and conditions. One significant change that has been brought about is reduction in the length of signal and block overlap. The Committee has reduced the length of these overlaps and has also fixed a minimum length which can be further reduced under certain conditions. The Committee was of the view that the existing length of the overlaps needs reduction because of introduction of air-brake system, composite brake block, better and powerful locomotives and, lastly, availability of communication between the loco pilots and the station staff.

The advantage of this reduction in the length of the overlap, which does not in any way compromise with safety, would be that this would result in the creation of a 'free zone' within the station yard. If any level crossing happens to fall in this length, it need not be kept closed for road traffic at the time of granting Line Clear or receiving a train from the far end. This will increase the time-span for which level crossings can be kept open to road traffic, thereby reducing the congestion at the LC Gates and consequent detention of trains. This would also make the life of station staff and gateman much more 'easier'. Apart from this, reduction in overlap will give more flexibility in yard design as well as it can reduce the overall length of the station yard and also can generate space for increasing the length of the loop line. Some of the definitions which have been included in the proposed rule are: communication equipments; means of communication; terminal yard, station yard, Railway Board, etc.

3.3 Chapter II – In this chapter, no major changes have been brought about except that the rules have been expanded, specially those pertaining to 'absence from duty'.

3.4 Chapter III – In this chapter, which deals with signals, some changes haves been brought about. In the kinds of signals flare signals have been deleted and detonators shifted to chapter XII. Provision has been kept for on board signalling i.e. cab signalling in the proposed rules for their introduction as and when they are introduced on the Indian Railways. Also, in this chapter, the role of CRS regarding use of signals has given to the Railway Board. In the description of colour light signals the word 'fixed' has been replaced by 'static light (s) and/or flashing light(s) and /or combination of both in the proposed rules thereby giving flexibility of having flashing signals which was not available, hitherto. Also, these flashing signals can be displayed by themselves or in combination with static light, such as green with flashing yellow. By having flashing signals in the colour light signalling territory, more information can be conveyed to the Loco pilot, such as running through main line, running through loop, etc. Also, in this chapter, each of the signal has been described in detail as well as aspects and indications have been given in a tabular form for better understanding and clarity.

In addition, some new rules, like combining of signals, and some rules giving more flexibility, such as, in case of electrical/electronic signalling wherein signal in case of signal failure shall return to its next respective aspect has been introduced. This will give more flexibility in operation without compromising safety. Provision of double distant signal has been included in the proposed rules. Also, in the proposed rules two more types of signals have been introduced namely Intermediate Block cum Gate signal and Semi-Automatic Gate stop signal in Automatic Block territory which is already existing on some railways and is covered in their respective SRs.

3.5 Chapter-IV – In this chapter, which deals with stations and their equipment of signals, the proposed rules have made changes in the existing rules based on suggestions, prevailing SRs and field experiences. Also, new rules have been added pertaining to disconnection and reconnection of S&T gear, double locking of relay rooms/basements, inspection of points and signalling gears, interference of points/signals/block instruments. Also, the proposed rules have relaxed provision of providing BSLB thereby giving flexibility in shunting operations. As well as, rules regarding taking OFF signals have been modified in the case of Home signal, and prescribed for some other signals. A significant feature that has been introduced in this chapter is regarding provision of catch siding and slip sidings. This has been done based on RDSO recommendations, which the Committee believes has also got the full Board and MR's approval.

3.6 Chapter-V - As already mentioned in para 2.9 above, the Committee has brought about changes in the systems of working in the proposed rules. Following train system, Pilot guard system and Train staff system of the present General Rules 1976 have been deleted. In their place, a new system 'Train Following System' has been proposed which includes good and practicable features of the three systems which have been deleted as well as some new features which have been added. Also, in the proposed systems, flexibility has been given which permits use of the train following system in case of emergencies.

3.7 Chapter-VI - In this chapter, the basic principles of the Absolute Block System has not been disturbed and remains the same. However, the proposed rules differ from the existing rules to a great extent. This is because in the proposed rules, the rules have been rearranged based on the class of station (A, B, C or special) and type of working i.e. in single line, double line, twin single line and multiple line thereby making it easier for the station staff to relate these rules to the station at which they are working. Also, the proposed rules have clearly laid down as upto what point and under what circumstances shunting can be carried out at the station. Also, the proposed rules have simplified the bell codes, introduced new rules or elaborated some of the existing rules based on the Board's instructions and prevailing SRs, such as rules regarding arrival of trains, competency certificate as well as authorized use of approved means of communication to facilitate operations. New rules have also been framed to cover twin single line and multiple line working.

3.8 Chapter VII – In the Automatic Block system of working, the proposed rules have, by and large, remained the same and the basic structure of the system of working has also remained unchanged. However, based on the suggestions, prevailing instructions and SRs, a large number of existing rules have been modified. Some new rules have also been added including that of backing of trains in automatic signalling territory, working of trains during prolonged failures etc. Another significant change that has been brought about is based on practical experience and difficulties encountered in the suburban section regarding passing automatic stop sign at ON in that the duration of stoppage has been reduced to one minute and authorized officer can reduce it further up to the limit prescribed.

3.9 Chapter –VIII – The rules regarding working of trains under 'one train only' system have basically remained unchanged except for some minor modifications. A new rule regarding working of motor trolly/material lorry under such a system has been framed to facilitate their working.

3.10 Chapter –IX - This is a new chapter which introduces the proposed new system of working i.e. 'Train Following System, and the existing three systems, namely, following train system, pilot guard system and train staff system, get deleted. The important feature of the proposed system of working is that this system can be used as a regular system of working on notified sections as well as it can be brought into use temporarily during emergencies and calamities on any section irrespective of the system of working prevailing in that section. Some of the aspects of the proposed Train Following System have already been discussed in para 2.8 and 3.6 of this report.

3.11 Chapter X – In the proposed rules on control and working of stations no major changes have been brought about in the proposed rules in relation to the prevailing General Rules 1976. Rules regarding SM-in-charge for the working of station and regarding points signals and other equipments have been detailed. Some of the existing rules have been elaborated combined with other rules, whereas some of the existing rules have been expanded in the proposed rules for better clarity and understanding, like that on shunting. No new rules have been framed in this chapter.

3.12 Chapter XI –This chapter deals with working of trains generally. In this chapter also, like in the previous chapter, there are no major structural changes in the rules. Only, the existing rules have been elaborated to bring about more clarity for better understanding based on the suggestions, prevailing instructions and SRs of various zonal railways. As a consequence rules, regarding Caution Order, locomotive pushing, flasher light, examination of train at the time starting etc. have been given in detail and new rules added. In this chapter, the Committee has also proposed that stretcher and first aid box which form part of brake van equipment and Guard equipment of passenger carrying trains should be loaded from the maintenance depot itself. This would centralize loading of brake van equipment at one point. Also, the first aid box whose size at present is limited can be enlarged. This will help to equip it in a better way as well as result in eliminating Guards box at least on passenger carrying trains in due course.

3.13 Chapter – XII - A new chapter on 'audio visual aids' has been included in the proposed new rules. This chapter explains as to what are the audio visual aids. The proposed General Rules authorize the zonal railways to make subsidiary rules and issue instructions on their use depending on the audio and/or visual systems that are being used or will be used on their system. This has been done, as at present there is no common and standard modern audio and /or visual system which is being used universally on the Indian Railways. The only system which can at present probably qualify is walkie talkie sets. As this system does not provide a 'secure' system of communication, the Committee felt that it would not be prudent to frame rules regarding their usage, more so because as and when the use of new system being tried out expands the use of walkie talkie will get reduced. In any case, the proposed rule in no way prevents the use of walkie talkie. In fact, it encourages its usage provided some safeguards regarding identity verification are put in place in the SRs/ instructions.

The Committee has treated detonators as 'audio aid' rather than as 'signal' which has been done in the present General Rules 1976. Signals control movement of trains, whereas it was felt that detonators do not control movement of trains but act as an audio aid which warns the Loco pilot. As such, use of detonators has been covered in this chapter. Also, as to how, when and where detonators are to be placed has been brought out in a table for better clarity and better understanding. The distance at which detonators are to be placed has also been reduced, taking into consideration the use of air brake stock, better and powerful locomotive as well as availability of communication systems. Also, lesser distance will encourage the staff to physically go and place detonators making the proposed rule more practical and more likely to be implemented than the prevailing rule on the placement of detonators.

3.14 Chapter-XIII - In the proposed rules, all rules relating to working in abnormal situations, such as failures, accidents, unusuals etc. have been put in one place, unlike the present General Rules 1976 where they are scattered. Also, in the proposed rules the duties of different categories of staff in each situation are separately laid down for better understanding and clarity. As a result, the present rules have undergone changes, modifications while framing the proposed rules. Also, in the proposed rules some new rules have been included based on SRs, the Railway Board instructions and suggestions. The proposed rules have also tried to cover working of trains on twin single line and multiple lines in cases of failures, etc.

3.15 Chapter XIV - In this chapter on Permanent Way and Works, all the rules in the present General Rules 1976 have been retained, most of them with some modifications. In some rules, additional sub-rules have been added. Also, additional new rules have been included in this chapter. These new rules cover areas such as working of trolleys, lorries, working of track machines, road-cum-rail vehicles (RRV) and temporary working orders (TWO) etc. The rules have been included as more machines and RRVs are being included for maintenance of P. Way. These rules will help the staff in working of machines.

3.16 Chapter XV - The chapter on level crossing has, by and large, remained the same, except that some new rules have been added and a few rules modified. Also, rule regarding protection in the case of obstruction at the level crossing has been covered in detail.

3.17 Chapter XVI – In this chapter which deals with working of trains on electrified section the present rules have by and large remained the same or have undergone changes with some additions. In addition, in the proposed rules, we have included some definitions which are unique to electrified section and have included new rules or expanded some existing ones to cover items such as working of tower cars, ladder trolleys, permit to work, custody of keys, etc. based on the suggestions and prevailing SRs.

3.18 Chapter XVII to XIX - These are additional chapters which have been included in the proposed rules. These do not find place in the existing General Rules 1976 but were existing in the General Rules 1929 as Part II. These rules pertain mainly to commercial working and relate to booking of passengers, luggage, as well as passengers/ persons creating nuisance, passengers with infectious & contagious diseases, etc.

3.19 The Report of the committee has been prepared in two volumes. Volume I contains the Report along with Annexure I, which contains the proposed General Rules. Volume II contains Annexure II and III. A concordance table indicating present rule number and its corresponding proposed rule number as well as a list of new rules proposed has been prepared for quick and easy reference. This table is placed in Annexure II. For easy understanding and for the purpose of comparison purposes the proposed General Rules with the existing General Rules 1976 have been placed alongside each other in Annexure III. In the proposed rules, changes made in the existing rules are shown in italics (in soft copy and coloured copies, the changes are shown in italics and in blue).

(R.N. AGA)
(Retd. MT)
Chairman
General Rules Review Committee

Annexure 'I'

PROPOSED

GENERAL RULES

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List of Authorities to be used during train working

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Format of Station Working Rules

LIST OF ABBREVIATIONS USED

	A
ACP	Alarm Chain Pulling
AEB	Automatic Emergency Brakes
AEE	Assistant Electrical Engineer
AOM	Assistant Operations Manager
APWLC	Authority to Proceed Without Line Clear
ASTE	Assistant Signal & Telecommunication Engineer
	B
BPAC	Block Proving by Axle Counter
BPC	Brake Power Certificate
BSLB	Block Section Limit Board
	C
Cabin SM	Cabin Station Manager
C&W	Carriage & Wagon
CCRS	Chief Commissioner of Railway Safety
CE	Chief Engineer
CME	Chief Mechanical Engineer
COM	Chief Operations Manager
CRS	Commissioner of Safety
CSTE	Chief Signal & Telecommunication Engineer
CTC	Centralised Traffic Control
	D
deg.	degrees
DEE	Divisional Electrical Engineer
DEN	Divisional Engineer
DME	Divisional Mechanical Engineer
DMU	Diesel Multiple Unit
DOM	Divisional Operations Manager
DRM	Divisional Railway Manager
DSTE	Divisional Signal & Telecommunication Engineer
	E
EMU	Electrical Multiple Unit
EOTT	End of Train Telemetry
	F
FZLB	Free Zone Limit Board
	G
GM	General Manager
GRP	Government Railway Police
	H
hr(s)	hour(s)
	I
IBH	Intermediate Block Hut
IBP	Intermediate Block Post

IBS	Intermediate Block Signalling
	J
JE(C&W)	Junior Engineer (Carriage & Wagon)
JE(Electrical)	Junior Engineer (Electrical)
JE(Loco)	Junior Engineer (Locomotive)
JE(P. way).	Junior Engineer (Permanent way)
JE(Signal)	Junior Engineer (Signal)
JE(Tele)	Junior Engineer (Telecommunications)
JE(TM)	Junior Engineer (Track Machines)
	K
kmph	kilometre per hour
	L
L C Gate	Level Crossing Gate
LI	Loco Inspector
L V Board	Last Vehicle Board
LVCD	Last Vehicle Check device
	M
MACL	Multiple Aspect Colour Light Signalling
MAUQ	Multiple Aspect Upper Quadrant Signalling
MEMU	Modified Electrical Multiple Unit
mnts	minutes
mtrs	metres
MT	Member Traffic
	O
OHE	Overhead Equipments
	P
PCE	Principal Chief Engineer
PCR	Power Controller
PLCT	Paper Line Clear Ticket
P. way	Permanent way
P. way Mate	Permanent way Mate
PWS	Permanent Way Supervisor
	R
RPF	Railway Protection Force
RRI	Route Relay Interlocking
RRV	Rail-Cum-Road Vehicle
	S
S&T	Signal and Telecommunication
SE(C&W)	Section Engineer (Carriage & Wagon)
SE(Electrical)	Section Engineer (Electrical)
SE(Loco)	Section Engineer (Locomotive)
SE(P. Way)	Section Engineer (Permanent Way)
SE(Signal)	Section Engineer (Signal)
SE(Tele)	Section Engineer(Telecommunications)
SE(TM)	Section Engineer(Track Machines)

SH Key	Shunting Key
SLB	Shunting Limit Board
SLR	Bogie Second Class Luggage van with Guard compartment
SM	Station Manager
Sr. DEE	Sr. Divisional Electrical Engineer
Sr. DEN	Sr. Divisional Engineer
Sr. DME	Sr. Divisional Mechanical Engineer
Sr. DOM	Sr. Divisional Operations Manager
Sr. DSTE	Sr. Divisional Signal and Telecommunication Engineer
SSI	Solid State Interlocking
SWR	Station Working Rules
	T
TACLS	Two Aspect Colour Light Signalling
TALQ	Two Aspect Lower Quadrant Signalling
TI	Transportation Inspector
TLC	Traction Loco Controller
TOL	Train On Line
TPC	Traction Power Controller
TRD	Traction Distribution
TRS	Traction Rolling Stock
TSR	Train Signal Register
TWO	Temporary Working Order
	V
VHF	Very High Frequency
	W
WTT	Working Time Table
	Z
ZRTI	Zonal Railway Training Institute

CHAPTER I
PRELIMINARY

1.01 Short title and commencement:-

(1) These rules may be called the Railway General Rules 200__. These rules shall, unless otherwise stated, be applicable to Government Railways and Non-Government Railways governed by Railway Act 1989 (24 of 1989). These rules shall not apply to Metro railways including Kolkata Metro railway.

(2) These rules shall come into force on a date to be notified by the Central Government through a notification in the Official Gazette.

1.02 Authority to grant dispensation:-

(1) Whenever required, Railway Board may grant condonation/dispensation from the laid down provisions of these rules;

(2) In case of absence of a specific provision in these rules, the Railway Board is empowered to permit movement of train(s)/vehicle(s) on specified sections.

1.03 Codes, Books and Manuals:-

(1) Railway Board may issue Codes/Manuals/Instructions, where as Railways may issue books/instructions pertaining to various aspects of working of railways. However, they shall have to be in conformity with these rules. These rules cannot be superseded or by passed by such Codes/ Books/Manuals/Instructions. Fresh Codes/ Books/Manuals must be printed before issue of fiftieth amendment.

(2) Whenever rules and/or instructions are issued under sub-rule (1) above or otherwise, which have any bearing on train running they shall be got approved by Member Traffic/Chief Operations Manager(COM) in case of rules /instructions being issued by Railway Board/railway respectively.

1.04 Applicability of rules for male and female railway servants:-

In these rules, wherever words such as he/his/him etc. are used in the context they shall include corresponding feminine word such as she/her etc. unless expressly mentioned to the contrary. These rules will apply equally to both male and female railway servant(s).

1.05 Definitions:-

(1) “Act” means the Railways Act, 1989 (24 of 1989) as amended from time to time;

(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 means of communication(s)" means audio communication equipments as approved under sub-rule (20) below;

(5) "approved special instruction(s)" means special instruction(s) approved of or prescribed by the CRS;

(6) “aspect of a signal” means the appearance (position of arm/disc/banner or colour of light) of a signal as seen by the Loco pilot of an approaching train;

(7) "authorised officer" means the officer who is duly empowered to issue special instruction(s) or other instructions in the matter of working of trains. The Chief Operations Manager (COM) of the railway shall be the authorised officer for this purpose;

(8) "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;

(9) "axle counter" means a device which, when provided at two given points on the track, proves whether the section of the line between the said two points is clear or occupied by counting axles in and counting axles out;

(10) “bad weather impairing visibility” means adverse weather condition whereby normal visibility is affected due to fog, dust and/or thunder storm, heavy winds, rain etc. resulting in reduced visibility;

(11) "block back" means to dispatch a message on approved means of communication from a block station intimating to the block station immediately in rear on a double line, or to the adjacent block station on either side on a single line, to advise that the block section is obstructed or is to be obstructed;

(12) "block forward" means to dispatch a message on approved means of communication from a block station intimating to the block station immediately in advance on a double line that the block section concerned is obstructed or is to be obstructed;

(13) “block overlap” means the adequate distance beyond the first stop signal at that end of a block station which is required to be kept clear when granting Line Clear to the block station in rear. This adequate distance shall not be less than 200 mtrs. in TACL/TALQ signalling and 100 mtrs. in MACL/MAUQ and Modified Lower Quadrant signalling. Under approved special instruction this distance may be reduced, if considered necessary;

(14) “block proving by axle counter (BPAC)” means a system using axle counters with detection points located at either end of the block section to prove by counting axles entering/exiting the block section whether the block section is occupied or not and is used for obtaining/granting Line Clear;

(15) "block section" means that portion of the running line between two block stations onto which no train may enter until Line Clear has been received from the block station at the other end of the block section;

(16) “catch siding” is intended to catch vehicle(s) which have escaped from the adjacent block section or the adjacent station or trains which have become out of control. Catch siding shall not be used for shunting purposes and for stabling vehicle(s)/train.

(17) "Centralized Traffic Control (CTC)" means a system by which the working of trains over a route to which the system applies, is governed by signals remotely controlled from a designated place;

(18) "Centralized Traffic Control Operator (CTC operator)" means the competent railway servant on duty who may for the time being be responsible for the working of trains on CTC area;

(19) "Commissioner of Railway Safety (CRS)" means a commissioner of railway safety appointed to exercise designated functions under the Act, and includes the Chief Commissioner of Railway Safety (CCRS);

(20) “communication equipment(s)” means audio and/or visual equipment(s)/ appliance(s)/ system(s) approved under special instruction(s) and/or provided by railway administration for facilitating communication between control/ stations/ train crew and other officials concerned with working of trains;

(21) "competent railway servant" means a railway servant duly qualified to undertake and perform the duties entrusted to him;

(22) "connections" when used with reference to a running line, means the points, crossings and other appliance(s) used to connect such line(s) with other lines or to cross it;

(23) "Controller" means a railway servant on duty who, for the time being is responsible for regulating the working of traffic on a section of a railway provided with communication equipment(s) between the control and stations/ train crew etc.;

(24) "day" means from sunrise to sunset;

(25) "direction of traffic" means-

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

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

(26) "facing and trailing points": points are facing or trailing in accordance with the direction of a train or vehicle moving 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 to another line;

(27) "fixed signal" means a signal at fixed location indicating a condition affecting the movement of trains and includes a semaphore arm/disc/banner for use by day or colour light for use by day and/or night;

(28) "fouling mark" indicates location beyond which infringement of standard moving dimensions occurs, where two lines cross or join one another;

(29) ”free zone” means portion of running line between block section and station section on a ‘B’ class station (if required) or portion of running line at a special class station where a traffic LC gate can be provided to reduce barrier closure time of LC gate, when Line Clear has been granted for a train or when approach signals have been taken ‘OFF’ for reception of a train from other direction.

Free zone may be located –

(a) On double line ‘B’ class station -

(i) equipped with MACL or MAUQ signalling-
between BSLB and FZLB/outer most facing points
or
between FZLB and Advanced Starter

(ii) equipped with TACL or TALQ signalling-
between BSLB and Home signal
or
between FZLB and Advanced Starter

(b) on single line B class station –

(i) equipped with MACL or MAUQ signalling-
between BSLB and Advanced starter/SLB or between BSLB and outer most facing point where Advanced starter/SLB is not provided.
or
between FZLB and Advanced starter/SLB

(ii) equipped with TACL or TALQ signalling-
between BSLB and Advanced starter/SLB
or
between BSLB and Home signal where Advanced starter/SLB is not provided.
or
between BSLB and outer most facing point where Advanced starter/SLB or Home signal is not provided
or
between FZLB and Advanced starter/SLB

(c) At a special class station free zone can be created between approach signal and FZLB or FZLB and Intermediate Starter/Advanced Starter by providing FZLB.

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

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

(32) ”Guard" means the competent railway servant in charge of a train or any other railway servant who may for the time being be performing the duties of a Guard;

(33) “in advance of a signal” means that portion of the line which is beyond the signal, as viewed from the direction of an approaching train. This portion of the line is protected by the signal, if it is a stop signal;

(34) “indication of a signal” means the information or meaning conveyed by the aspect of a signal;

(35) “in rear of a signal” means that portion of the line which leads upto the signal, in the direction from which the train approaches;

(36) "interlocking" means an arrangement of signals, points and other appliances which is operated from station/cabin or a centralised location and so interconnected by mechanical and/or electrical/electronic means so that their operation must take place in a proper sequence to ensure safety in train operation;

(37) "Intermediate Block Hut (IBH)" means a manned class 'C' station on a double line;

(38) "Intermediate Block Post (IBP)" means an unmanned class 'C' station on a double line, remotely controlled from the block station in rear;

(39) "Intermediate Block Signalling (IBS)" means an arrangement of signalling on double/multiple line in which a long block section is split into two portions each constituting a separate block section by providing an IBP or IBH;

(40) "isolation" means an arrangement, secured by the setting of points or other means approved under special instructions, to protect the line so isolated from the danger of obstruction from other connected line or lines;

(41) "Junior Engineer/Section Engineer (JE/SE) (P.Way/Works/Bridge/OHE/Signal/ Telecommunication)" means competent railway servant responsible for the construction or maintenance of P. way, points, signals, communication equipments, bridges and OHE or other works connected therewith and includes any other railway servant who may for the time being be performing these duties;

(42) "Junior Engineer/Section Engineer (JE/SE) (Train Examination)" means a railway servant so designated and entrusted with the duties to examine trains or any other rolling stock (excepting locomotive) and certify their fitness for safe running and includes any other railway servant who may for the time being be performing these duties;

(43) "Junior Engineer/Section Engineer (JE/SE) (Loco)" means a railway servant so designated and entrusted with the duties to examine a locomotive and/or traction equipment of EMU/MEMU/DMU/etc. and certify their fitness for safe running and includes any other railway servant who may for the time being be performing these duties;

(44) “Key man” means a railway servant employed on P. way to patrol on foot and check fitting and other internal deficiencies;

(45) "last stop signal" means the stop signal of a station controlling the entry of trains into the next block section;

(46) “last vehicle check device (LVCD)” means a device which automatically checks the complete arrival of the train at a station such as end of train telemetry(EOTT) etc.;

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

(48) "level crossing gate (LC gate)" means any form of movable barrier, including a chain and/or metallic wire rope and/or other device capable of being closed and locked across the road for blocking the path of road vehicles at the level crossing. It does not include a wicket gate or a turnstile which is for the use of pedestrians;

(49) “Line Clear” means permission obtained/given by the SM of a block station from/to the SM of adjacent block station to dispatch a train;

(50) "Loco pilot" means the locomotive driver including motorman or co-Loco pilot or any other competent railway servant for the time being in charge of driving a train or a self propelled vehicle;

(51) "main line" means the line ordinarily used for running trains through and between stations;

(52) “material lorry” means a lorry used solely for the carriage of P. way or other heavy material;.

(53) "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;

(54) "mixed train" means a train intended for the carriage of passengers and goods, or of passengers, animals and goods;

(55) "multiple-aspect signalling (MACLS/MAUQ)" means a signalling arrangement in which signals display at any given time any one of the two or more aspect and in which the aspect of every signal is pre-warned by the aspect of the previous signal or signals;

(56) “multiple unit train” means a train consisting of two or more single unit trains coupled together and operated as one train;

(57) “night” means from sunset to sunrise;

(58) "obstruction" and its similar expression includes a train, vehicle or obstacle on or fouling a line, or any condition which may be potentially dangerous to running of trains;

(59) “OFF” aspect of a signal means any prescribed aspect other than its most restrictive aspect displayed by a signal;

(60) “ON” aspect of a signal means the most restrictive aspect displayed by a signal;

(61) “on boards safety device” means a device which ensures automatic application of brakes on a train and/or any such action which may prevent occurrence of an unsafe condition. The device gets automatically activated in case the Loco pilot fails to act or is unable to act so as to prevent occurrence of an accident due to an obstruction or failing to control speed or a stop signal being passed at ‘ON’. Some of these devices are Anti Collision Device (ACD), Signal Passing At Danger Device(SPAD), Train Protection Warning System(TPWS), Auxiliary Warning System(AWS), Automatic Emergency Brakes(AEB) and will also include any other such similar device;

(62) "over head equipment(OHE)" means the electrical conductors over the tracks together with their associated fittings, insulators and other attachments, by means of which they are suspended and secured in position for the purpose of electric traction;

(63) "passenger train" means a train intended solely and mainly for the carriage of passengers or other coaching traffic, and includes a troop train;

(64) "Permanent way Mate" (P. way Mate) means the competent railway servant in charge of a gang of workmen employed on P. way or work connected therewith;

(65) "point and trap indicators" are appliances fitted to and working with points to indicate the position in which these are set;

(66) “Railway Board” means Railway Board as constituted under ‘The Indian Railway Board Act, 1905 (No. 4 of 1905). Under Section 60 of the Railways Act 1989, and Section 2 (b) of ‘The Indian Railway Board Act, 1905’. Railway Board is empowered to issue, amend, add to or delete any existing General Rule(s). For the purpose of these rules, Railway Board shall mean Member Traffic(MT);

(67) “railway(s)” means railway as defined under Section 2.(31) of The Railways Act, 1989 (24 of 1989) and will include Government Railways (zonal railways), Konkan Railway Corporation and Non- Government railways;

(68) "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;

(69) "running train" means a train which has started under an authority to proceed from a station/yard and has not completed its journey;

(70) "shunting” means the movement of the vehicle or vehicles with or without an locomotive or of any locomotive or any other self-propelled vehicle, for the purpose of attaching, detaching or transfer or for any other purpose.

(71) “signal overlap” means the adequate distance which is required to be kept clear in order to take ‘OFF’ a home signal. This adequate distance shall not be less than 100 mtrs. in TALQ/TACL signalling and 75 mtrs. in MACL/MAUQ and Modified Lower Quadrant signalling. At large junction stations which are not terminal stations and which have more than one Home signal, the signal overlap beyond the Starter signal may be reduced upto 50 mtrs. under special instructions. It can further be reduced under approval of Railway Board.

(72) “single unit train” means the combination of a driving coach(es), motor coach(es) and trailer coach(es) used as a single operating unit;

(73) “slip-siding” is intended to prevent vehicle(s) at station from escaping on to the main line. It shall not be used for shunting purposes and for stabling of vehicles.

(74) "special instruction(s)" means instruction(s) issued from time to time by the authorised officer of a railway in respect to particular case(s) or special in circumstances;

(75) "station" means any place on a line of railway at which traffic is dealt with, and/or at which an authority to proceed is given to the Loco pilot under the system of working;

(76) "station limits" means the portion of a railway which is under the control of a SM and is situated between the outermost signals in each direction of the station or as may be specified under special instructions;

(77) "Station Manager (SM)" means the competent railway servant in charge of a station and includes such authorised person on duty, who is responsible for the working of the traffic within station limits and is in independent charge of working of signals and trains under the system of working in force. These may include Deputy Station Manager, Assistant Station Manager, Station Superintendent, Deputy Station Superintendent, Station Master, Assistant

Station Master, Cabin Assistant Station Master, Chief Yard master or Yard Master etc.;

(78) “station section” means that portion of station limit at a ‘B’ class station, which need not be kept clear for the purpose of granting Line Clear;

(79) “station yard” means the station area which lies within the specified place and/or specified distance (as prescribed by Railway Board) at either ends of the station, and shall include all points, crossings, running and non running lines falling within this area. The approaches of station yard shall be on a grade not steeper than the permissible gradient unless so approved by Railway Board;

(80) "subsidiary rule(s)" means special instruction(s) issued by authorised officer of a railway which shall be in conformity with the rule to which it relates and shall not be at variance with these rule;

(81) "system of working" means the system adopted for the time being for the working of trains on any portion of a railway;

(82) “temporary working order (TWO)” means instructions issued jointly by the concerned branch officers of the division whenever any pre-planned work of signalling, OHE or P. way affecting train working is to be executed, which require special safety precautions to be observed.

(83) “terminal station/yard” means station/yard/part of the yard, specially declared so by the authorised 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 the yard shall be provided with stop boards (where no stop signals are provided) at a place where trains normally come to a stop. Signal overlap is not required at such station/yard;

(84) "track circuit" means an electrical circuit provided to detect the presence of vehicle on a portion of track, the rails of the track forming part of the circuit;

(85) "Trackman" means a railway servant employed on P. way or work connected therewith;

(86) “traffic block” means blocking of a particular portion of line against movement of all traffic except movement of train(s)/vehicle(s) required for carrying out the work for which block is being operated;

(87) "train" means an locomotive with or without vehicles attached, or any self-propelled vehicle with or without a trailer, which cannot be readily lifted off the track;

(88) “Transportation Inspector (TI)” means a competent railway servant who is responsible to inspect and ensure smooth train working at station(s) and over the section under his beat and perform other duties allotted to him;

(89) “trolly” means any self propelled motor driven or hand pushed vehicle, which can be readily lifted bodily off the track by four or less than four persons.

(90) "two aspect signalling (TACLS/TALQ)" means a signalling arrangement in which each signal displays at any one time either of the two aspects;

CHAPTER II
RULES APPLYING TO RAILWAY SERVANTS GENERALLY

2.01 (1) **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 these rules, or of such portion thereof as relates to his duties, and

(c) to any railway servant a copy of these rules or translation of the said rules or of such portion, thereof as relates to his duties, as may be prescribed under special instructions.

2.02 Upkeep of the copy of rules: –

(1) 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 amendments,

(b) produce the same on demand for inspection by any of his superiors within such time specified as under special instructions.

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

(2) All supervisor shall ensure that the staff who are required to be in possession of these rules as per rule 2.01 and working under him are supplied with all amendment(s) and that they also comply with the provisions of the amended rule.

2.03 (1) **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 rules relating to his duties and the railway administration shall ensure that he does so,

(b) pass the prescribed examination, if any,

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

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

2.04 Assistance in observance of rules:-

Every railway servant shall render all possible assistance in carrying out these rules and report promptly any violation or breach thereof, which may come to his notice to his superior official and other concerned railway officials.

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 try to prevent or provide assistance to the authority entrusted with the specific responsibility to prevent-

(a) trespass on railway premises,

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

(c) fire in railway premises.

(3) Every railway servant shall endeavour to prevent injury to self and others.

2.06 Obedience to rules and orders:-

(1) Every railway servant shall -

(a) strictly observe and/or promptly obey all rules and special instructions.

(b) strictly observe and/or promptly obey all lawful orders given by his superiors, and

(c) update his knowledge of rules, special instructions and other instruction(s).

2.07 Attendance for duty: –

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

2.08 Absence from duty:-

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

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

(3) If any railway servant is taken ill and is unable to attend his duty he should immediately inform his controlling authority and submit a medical certificate of sickness duly signed by an authorised medical officer within such time as prescribed by the railway administration.

(4) If SM on duty has to leave his station office or cabin for a short duration for any unavoidable or compelling reasons, on controlled section he should advise the Controller before doing so. In addition, he should lock the instruments of granting/obtaining Line Clear, signalling equipment etc.. Also, he must lock his office before leaving in case no other railway servant is present there.

(5) If a railway servant finds himself unable to attend his appointed roster duty or is unable to continue his duty, he shall inform his supervisor/incharge well in advance so that a competent staff can be arranged to relieve him. The supervisor/incharge should try to arrange relief at the earliest.

2.09 Taking alcoholic drink, sedative, narcotic, stimulant drug or such preparation:-

(1) While on duty, no railway servant shall be in possession of, or be in a state of intoxication or be in such a state which impairs his capacity to perform duties by reason of his having consumed or used any alcoholic drink, sedative, narcotic or stimulant drug or such preparation etc.

(2) No railway servant shall take or use any alcoholic drink, sedative, narcotic or stimulant drug or preparation thereof while on duty or within eight hours as such other time as prescribed under special instructions before commencement of his duty.

(3) All Loco pilot's and Guard's lobbies or at the place where running staff sign on/off should be provided with breath analysers, as prescribed under special instructions.

(4) No running staff should be allowed to 'sign on' for duty without undergoing breath analyser test. Similar test should be conducted at the time of 'signing off'.

(5) Railway servant found under the influence of alcohol or in a state of intoxication should not be put on duty.

2.10 Conduct of railway servants:-

(1) A railway servant shall-

(a) wear the badge and uniform, as prescribed, and be neat and tidy in his appearance on duty;

(b) be prompt, alert, civil and courteous;

(c) not solicit or accept illegal gratification;

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

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

(f) not sleep while on duty.

2.11 Duty for ensuring safety:-

(1) Every railway servant shall-

(a) see that every effort is made for ensuring the safety of the trains and of passengers;

(b) promptly report any occurrence affecting or likely to affect the safe or proper working of the railway which may come to his notice;

(c) render on demand all possible assistance in the case of an accident, disaster or obstruction; and

(d) never resort to shortcut methods endangering safety.

(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 or OHE,

(c) anything wrong with a train, or

(d) any unusual circumstance(s) or situation(s) likely to interfere with the safe running of the train, or the safety of the public, shall take immediate steps, such as the circumstances of the case may warrant, to prevent accident, disaster or obstruction; and must inform the nearest SM and/or control office by quickest possible means;

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 excepting where exceptions have been allowed by Railway Board.

3.02 Kinds of signals –

(1)The signals to be used for controlling the movement of trains shall be-

(a)Fixed Signals,

(b)Hand Signals,

(c)On Board Signals,

B - Fixed Signals

3.03 Use of fixed signals:-

(1) Except under special sanction of the Railway Board, all railways shall be equipped with fixed signals as prescribed in these rules.

(2)Semaphore signals

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

(b) The arm of a semaphore signal shall work in -

(i) the lower quadrant in two-aspect signalling (TALQ), and

(ii) the upper quadrant in multiple-aspect signalling (MAUQ).

(c) The 'ON' position of a semaphore signal shall be displayed during day by horizontal position of the arm. The 'OFF' position of a semaphore signal shall be displayed by day by inclined position of the arm from 45 deg. to 60 deg. below the horizontal in case of TALQ, and 45 deg. or 90 deg. above the horizontal in case of MAUQ.

(3) Colour light signals

The aspects of a colour light and position light signal both by day and by night shall be the same and shall be displayed by static light(s) and/or flashing light(s) and /or a combination of both .

(4) The aspects of semaphore signals for use by night shall also be used by day in tunnels and in bad weather conditions impairing visibility.

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(s) to the right of the signal concerned.

3.04 Placing of signals and signals 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 under special instructions.

(2) In the case of semaphore signals, signal arms shall be placed on left hand side of the post as seen by the Loco pilot of any approaching train to which they refer.

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

(b) In the case of a yellow arm, a black bar shall take the place of the white bar on the side facing trains to which they refer and white with a black bar on the other side.

(c) Calling-on signal 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.

3.05 Description of Warner signals and their indications:-

(1) A semaphore Warner signal has fish tailed arm whereas a colour light Warner signal when on a post by itself shall be provided with a marker consisting of a white-enamelled disc with letter ‘P’ in black.

(2) A Warner signal conveys to a Loco pilot: –

(a) the condition of the block section ahead, and

(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 mtrs. above it (to be lit at night), or

(b) on the same post below the first stop signal or below the last stop signal.

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

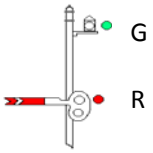
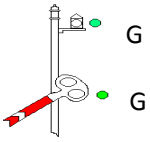
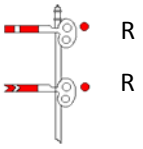
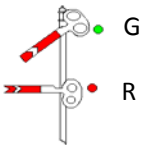
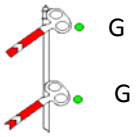
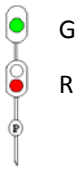
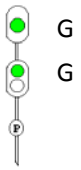
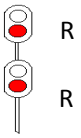
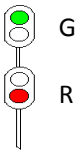
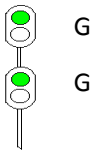
(5) A Warner signal with a fixed green light above it by night, on a post by itself, shall be located at an adequate distance (not less than 1000 mtrs.) in rear of the stop signal, the aspect of which it pre-warns:

Provided that when such a Warner signal applies to a L C Gate stop signal, it shall not display the ‘proceed’ aspect unless there is adequate distance between the L C Gate stop signal and the first stop signal of the station ahead. The adequate distance in such case shall never be less than 1000 mtrs..

(6) In case, the distance between the last stop signal of station in rear and the first stop signal of the station ahead is less than 1000 mtrs, the Warner signal of the station in rear shall be taken ‘OFF’ only after satisfying the conditions prescribed under rule 4.24.

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

(8) The aspects and indication of a semaphore and colour light Warner signals are as shown below-

Warner Signal	Aspect	Indication	Aspect	Indication	Aspect	Indication
On a post by itself	**ON** 	Proceed with caution. Be prepared to stop at next stop signal.	**OFF** 	Proceed. Block section ahead is clear.		
Below a stop signal	**ON** 	STOP	**ON** 	Proceed with caution. Be prepared to stop at next stop signal.	**OFF** 	Proceed. Block section ahead is clear.
Colour light on a post by itself	**ON** 	Proceed with caution. Be prepared to stop at next stop signal.	**OFF** 	Proceed. Block section ahead is clear.		
Colour light below stop signal	**ON** 	STOP	**ON** 	Proceed with caution. Be prepared to stop at next stop signal.	**OFF** 	Proceed. Block section ahead is clear.

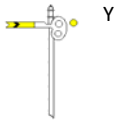
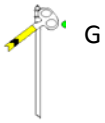
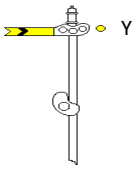
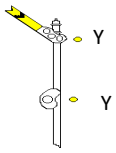
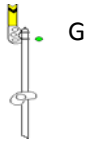
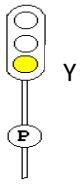
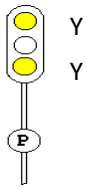
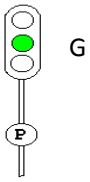
3.06 Description of Distant signals and their indications:-

(1) A semaphore Distant signal has a fish-tailed arm, where as colour light Distant signal shall be provided with a marker consisting of white-enamelled disc with letter ‘P’ in black.

(2) A Distant signal shall be located at an adequate distance (not less than 1000 mtrs.) in rear of the stop signal, the aspect of which it pre-warns.

(3) The Distant signal post shall have alternate yellow and black bands painted on it. In case of more than one Distant signal, the post(s) of Inner Distant signal(s) should be painted white.

(4) The aspects and indication of a semaphore and colour light Distant signal is as shown below-

Distant Signal	Aspect	Indication	Aspect	Indication	Aspect	Indication
TALQ Signalling *Note	**ON** 	Proceed with caution Be prepared to stop at the next stop signal.	**OFF** 	Proceed.		
MAUQ **Signalling**	**ON** 	Caution- Proceed and be prepared to stop at next stop signal.	**OFF**  **** Note**	Attention- Proceed cautiously and be prepared to pass next signal at restricted speed.	**OFF** 	Proceed
MACL **Signalling**	**ON** 	Caution- Proceed and be prepared to stop at next stop signal.	**OFF** 	Attention- Proceed cautiously and be prepared to pass next signal at restricted speed.	**OFF** 	Proceed

Note * This signal is provided only in modified lower quadrant signalling.
Note ** The distance between the two yellow lights shall be 1.5 mtrs.

(5) 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.

(6) In such case, the Inner Distant signal shall generally be located 1000 mtrs. ahead and the Distant signal 2000 mtrs. from the first stop signal in the direction of approaching train. Under this arrangement Warning Board need not be provided.

The aspects of the Distant and Inner Distant signals are as indicated below:-

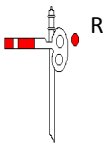
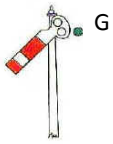
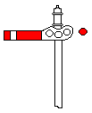
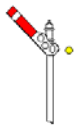
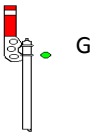
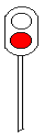
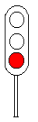
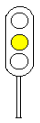
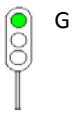
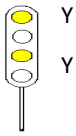
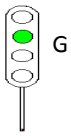
	Distant	Inner Distant	Home	Starter	Advanced Starter
1. To stop at Home.	Double Yellow	Yellow	Red	--	--
2. To stop at loop Line starter.	Double Yellow	Double Yellow	Yellow with route indicator	Red	--
3. To pass through via loop line.	Double Yellow	Double Yellow	Yellow with route indicator	Yellow	Green
4. To stop at main line starter.	Green	Double Yellow	Yellow	Red	--
5. To run through main line.	Green	Green	Green	Green	Green

Note- Indication(s) given above are to be obeyed by the Loco pilot of an approaching train however departing signal(s) may give other than 'stop' (red) indication as another train may be leaving the station.

3.07 Description of stop signal and their indications:-

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

(2) The aspects and indication of a semaphore and colour light stop signals are as shown below:

Stop Signal	Aspect	Indication	Aspect	Indication	Aspect	Indication	Aspect	Indication
TALQ Signalling.	**ON** 	STOP	**OFF** 	Proceed				
MAUQ Signalling.	**ON** 	STOP	**OFF** 	Caution- Proceed and be prepared to stop at next stop signal	**OFF** 	Proceed		
TACL Signalling.	**ON** 	STOP	**OFF** 	Proceed				
Three aspect MACL Signalling.	**ON** 	STOP	**OFF** 	Caution- Proceed and be prepared to stop at next stop signal	**OFF** 	Proceed		
Four aspect MACL Signalling.	**ON** 	STOP	**OFF** 	Caution - Proceed and be prepared to stop at next stop signal.	**OFF** 	Attention- Proceed cautiously and be prepared to pass next signal at restricted speed.	**OFF** 	Proceed

3.08 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 Home signals.

(2) The Outer signal, where provided, is the first stop signal of a station and is located at an adequate distance outside the point upto which the line may be obstructed after Line Clear has been granted.

(3) (a) 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 in case of two aspect signalling. In case of multiple aspect signalling, it shall be located at an adequate distance outside the point up to which the line may be obstructed after Line Clear has been granted.

(b) More than one Home signal can be provided at a station. In case more than one Home signal is provided the outer most Home signal shall be called Home signal and subsequent signals shall be called second Home, third Home and so on. In case the signal(s) indicate the route, it shall be called Routing Home signal(s).

3.09 Kinds of fixed Stop signals for departing trains.-

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

(b) More than one Starter signal can be provided at a station. In case more than one Starter signal is provided the first Starter signal shall be called Starter signal and subsequent signal(s) shall be called first Intermediate Starter signal, second Intermediate starter signal and so on. In case the Starter/ Intermediate Starter signal indicates two or more diverging route it shall be called Routing Starter/ Intermediate Starter signal.

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

(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 authorised by the Railway Board. Shunting operations beyond this limit shall be carried out only if permitted under 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.

(6) At a 'C' Class station Home signal is also the last stop signal.

3.10 Intermediate block stop signal.-

Intermediate block stop signal is the Home signal provided at IBP/IBH.

3.11 Combining of Signals:-

Any signal(s) at a station can be combined, if required, with the last stop signal of a station in rear or with a stop signal protecting a level crossing under special instructions. In such cases, arrangement should be so made so as to ensure that the combined signal cannot be taken 'OFF' unless the conditions for taking 'OFF' of each of the respective signals of the constituents of that combined signals are fulfilled and if it is protecting a LC Gate, then the LC Gate has been closed and locked for the passage of train.

3.12 Kinds of fixed stop signals in Automatic Block territories:-

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

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

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

(i) when a semi-automatic stop signal works as an automatic stop signal, it assumes 'ON' and 'OFF' aspects automatically according to the condition of the Automatic Block signalling sections ahead;

(ii) when a semi-automatic stop signal works as a manual stop signal, it assumes 'ON' aspect automatically on the occupation of the Automatic Block signalling section ahead. When operated manually, it can be taken 'OFF' only when the Automatic Block signalling section ahead is clear and conditions for taking 'OFF' the said signal are fulfilled.

(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 of three-aspect or more.

(3) (a) King lever where provided in cabin(s) when reversed, locks the levers of all semi-automatic stop signals in the reverse position and enables them to function as automatic stop signals.

(b) In the case of panel/route relay/solid state interlocking certain signals can function as automatic stop signals as well as semi-Automatic stop signals. The switching arrangement of such signals shall be specified in the SWR.

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 used when the signal below which it is provided is defective or to receive a train on an obstructed line. It shall be-

(a)a short square ended semaphore arm, or

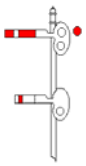
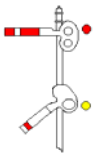
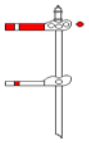
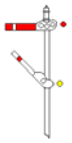
(b)a miniature yellow light provided with a 'C' marker.

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

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

(4) A Calling-on signal shall except where permitted under special instructions, detect all the points falling in the route, which the main signal above it detects excluding those points which fall within signal overlap.

(5) The aspects and indications of Calling-on signals are as shown below:

Calling-on Signal	Aspect	Indication	Aspect	Indication
TALQ signalling.	**ON**  R	Loco pilot shall obey the aspect of the stop signal.	**OFF**  R Y	Stop and then draw ahead with caution and be prepared to stop short of any obstruction.
TAUQ Signalling.	**ON**  R	Loco pilot shall obey the aspect of the stop signal.	**OFF**  R Y	Stop and then draw ahead with caution and be prepared to stop short of any obstruction.
TACL Signalling.	**ON**  R	Loco pilot shall obey the aspect of the stop signal.	**OFF**  R Y	Stop and then draw ahead with caution and be prepared to stop short of any obstruction.
MACL Signalling.	**ON**  R	Loco pilot shall obey the aspect of the Stop Signal.	**OFF**  R Y	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 signal(s) control shunting movement(s).

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

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

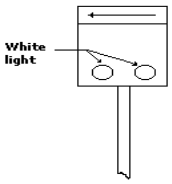
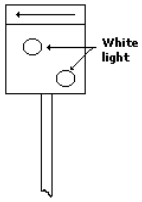
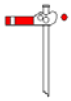
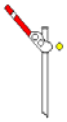
(5) When a Shunt signal is taken 'OFF', it authorizes the Loco pilot to draw ahead with caution for shunting purposes although stop signal, if any, above it is at 'ON'.

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

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

(8) The Shunt signal will have no signal overlap.

(9) The aspects and indications of different types of Shunt signals are shown below:-

Shunt Signal	Aspect	Indication	Aspect	Indication
Disc type in TALQ signalling.	**ON** 	Stop	**OFF** 	Proceed cautiously for shunting
Disc type in MAUQ signalling.	**ON** 	Stop	**OFF** 	Proceed cautiously for shunting.
Position light type in TACL and MACL Signalling.	**ON** 	Stop	**OFF** 	Proceed cautiously for shunting.
Miniature semaphore arm type in TALQ signalling.	**ON** 	Stop	**OFF** 	Proceed cautiously for shunting.
Miniature semaphore arm type in MAUQ signalling.	**ON** 	Stop	**OFF** 	Proceed cautiously for shunting.

(10) Defective Shunt signal: – The Loco pilot shall not pass a Shunt signal that refers to him which is at 'ON' or defective during shunting movement unless he has received shunting order (T633) from the SM on duty with remarks that the Shunt signal cannot be taken 'OFF' or is defective.

(11) Shunting Permit Indicator –

(a) Shunting Permit Indicator may be of disc type or a light type.

(b)Provision- Shunting Permit Indicator may be provided to permit uninterrupted to and fro movements towards shunting neck or other connected lines.

(c)Working- Shunting Permit Indicator may be operated by a ground lever frame which works in conjunction with a stop signal so that either the Shunting Permit Indicator or the associated stop signal can be taken 'OFF' at a time.

3.15 Co-acting signals:-

(1) Co-acting signal is placed on the same post as the main signal for the purpose of repeating the aspect of main signal to the Loco pilot of an approaching train in case the visibility of the main signal is getting obstructed due to presence of an over bridge etc.

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

3.16 Repeating signals:-

(1) A signal placed in rear of a fixed signal for the purpose of repeating to the Loco pilot of an approaching train the aspects of the fixed signal in advance is called a Repeating signal. It is provided when a fixed signal is not visible to the Loco pilot

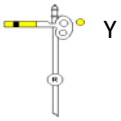
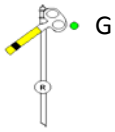
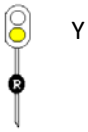
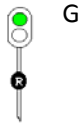
from the minimum sighting distance due to curvature etc. or any other cause while he is approaching it.

(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) A common Repeating signal may be provided for a group of Home signals on the same bracket post and the Repeating signal will show the 'ON' aspect, if all the Home signals are showing the 'ON' aspect and the 'OFF' aspect, if any one of them is showing the 'OFF' aspect.

(4) More than one Repeating signal may be provided for one signal, when so warranted by local conditions.

(5) The aspects and indications of Repeating signal are shown below:-

Repeating Signal	Aspect	Indication	Aspect	Indication
Banner type in TALQ signalling.	**ON** 	caution Signal which is being repeated is at 'ON'.	**OFF** 	Proceed Signal which is being repeated is 'OFF'.
Semaphore arm in TALQ signalling.	**ON** 	caution Signal which is being repeated is at 'ON'.	**OFF** 	Proceed Signal which is being repeated is 'OFF'
Colour light signalling territory (TACLS&MACLS).	**ON** 	caution Signal which is being repeated is at 'ON'.	**OFF** 	Proceed Signal which is being repeated is 'OFF'

(6) A colour light Repeating signal will show no light in track circuited territory in the event of the track between the Repeating signal and the signal the aspect of which it repeats is obstructed.

(7) The banner type Repeater disc shall be white with two black bars and a yellow bar in between. The banner shall be horizontal in the normal ('ON') position.

(8) The arm of a semaphore repeating signal shall be square ended. The front of the arm shall be yellow with a black bar. The back of the arm shall be white with a black bar. The bars shall be parallel to the end of the arm.

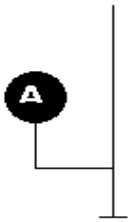
(9) If the Repeater signal is defective in 'ON' position all officials as in the case of defective stop signal, shall be informed and the failure recorded in the Signal Failure Register. The Loco pilot of a train shall proceed with Caution upto the place from where the signal to which it refers is clearly visible and thereafter act as per indication given by that signal.

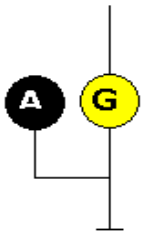
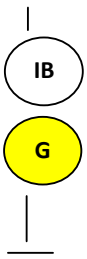
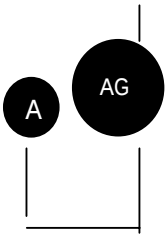
(10) If the Repeater signal is defective in 'OFF' position, action shall be taken as per rule 13.04 (B) (1) (a).

(11) Starting indicators (Guard's repeaters) may be provided, if required at convenient location to repeat the aspect of the Starter signal as an aid to the Guard to enable him to know the aspect of the Starter signal. The Starting indicator shall exhibit no light when the Starter signal is at 'ON' and yellow light when it is 'OFF'.

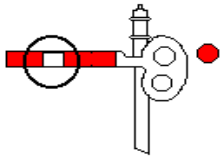
3.17 Distinguishing markers and signs for signals:-

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

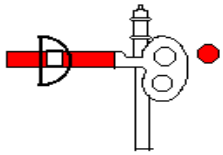
Appearance	Provided on	Description	Appearance	Provided on	Description
	Semi-automatic Stop signal	White illuminated letter 'A' against black background when working as an automatic Stop signal, and letter 'A' extinguished when working as a Manual Stop signal		Automatic stop signal	Letter 'A' in black on white circular disc
	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 Rule 3.11, the marker shall be dispensed with.		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

Appearance	Provided on	Description	Appearance	Provided on	Description
	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.		Intermediate Block Stop cum Gate signal.	Letter 'IB' in black on white circular disc. Letter 'G' in black on yellow circular disc.
	Semi-automatic Gate stop signal in Automatic Block territory.	Letters 'A' and 'AG' illuminated in white against black back ground.			**Note:** (a) Letter 'A' shall be lit only when the gates are closed and locked against road traffic and points are correctly set and locked for the route. (b) Letter 'AG' shall be lit only when the gates are either open to road traffic or the gate or Gate signal have become defective but points are correctly set and locked for the route. (c) Marker lights shall not be lit when the points are not correctly set and locked for the route or when points have become defective.

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



Approach stop signal for Goods running lines only — **One black ring on semaphore arm**

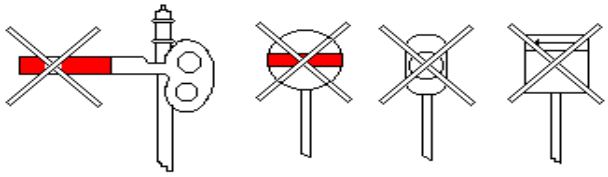


Approach Stop signal for Dock platform — **Letter 'D' in black on semaphore arm**

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

3.18 Signals out of use -

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



(2) A semaphore/disc/banner signal when not in use shall be kept fixed in the 'ON' position.

(3) Signals not in use shall not be lit and shall be turned towards the side which is not facing train movement.

3.19 Placing of Stop signals at diverging junctions:-

(1)Unless otherwise permitted by special instructions, where two or more lines diverge, the signals shall be fixed on a bracket post of an approved type or route indicator shall be provided instead of separate signals;

(2) Route Indicators:- Route Indicators work in conjunction with stop signals and show the route only when the signal is 'OFF'.

(3) The indications of route indicator(s) shall be as under-

Yellow or double yellow or green with no light in route indicator.	Main signal yellow with left hand route indicator lit.	Main signal yellow with right hand route indicator lit.
Indicates– "NO DIVERSION"	Indicates– DIVERSION-LEFT	Indicates– DIVERSION–RIGHT

(4) For the purpose of diversion, a signal displaying yellow aspect with a minimum of three lights out of the five white lights of the route indicator lit, shall be taken as a signal correctly taken 'OFF'. If less than three white lights are lit, the signal shall be treated as defective.

3.20 Placing of Stop signals at converging junctions:-

Unless otherwise permitted under 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 bracket post or a signal bridge or gantry.

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

(1) 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) (i) so placed that the signal referring to the main line is higher than the signal(s) referring to the other running line(s);

(ii) The main line signal shall be placed at the same level as other signals, where the speed of running through trains over the straight line is permanently restricted to 15 kmph. The Warner/Distant signal, if provided, shall be fixed in the 'ON' position, and Home signal in MAUQ and MACL signalling shall show caution aspect in 'OFF' position.

(iii) Where the permanent speed restriction is more than 15 kmph, the main line signal may be placed at higher level but restricted speed shall be notified in the WTT and necessary speed indicator(s) erected 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 train(s) moving in the same direction, whether on the same line or on separate lines, shall be placed on the same post, except as prescribed in these rules for Calling-on, Shunt, Co-acting, Warner signals or exempted under special instructions.

(2) Where under 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 approval of Railway Board the top signal shall apply to the main line and the lower signal shall apply to the other line(s).

3.23 Electric repeater.-

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

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 signal 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) When back-light(s) is not visible from the place from which the signal(s) is worked, arrangement shall be made at the place from which the signal is worked to indicate whether signal light is burning or not.

(5)Semaphore arm L C Gate stop signals, L C Gate Distant/Warner signals shall be provided with back lights which shall be visible to the Gateman when the signal is in 'ON' position.

C - Hand Signals

3.25 Exhibition of Hand signals:-

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

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

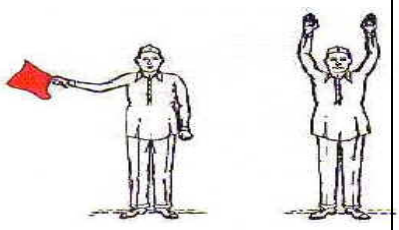
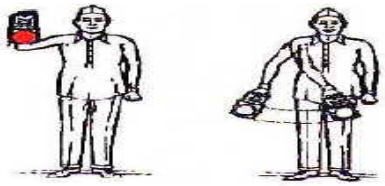
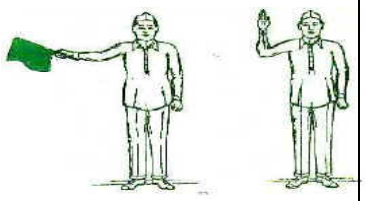
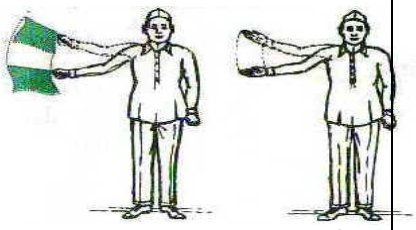
(3) The size of Hand signal flags (green and red) should not be less than 50 centimetres long and 45 centimetres wide.

(4) During night and bad weather and impairing visibility, a Hand signal shall be given by showing a red or green light. A white light vigorously waved in horizontal direction shall be used as a stop signal only when the red light is not available. White light in such eventuality should be waved horizontally.

(5) Red or green light of Hand signals shall be either a static or flashing type.

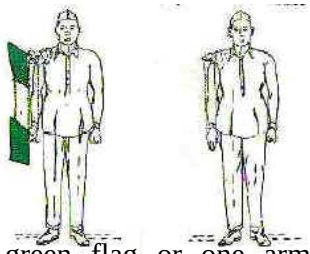
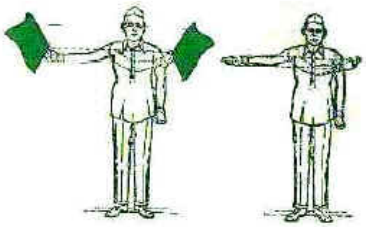
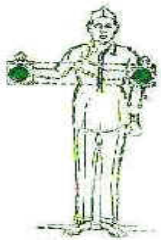
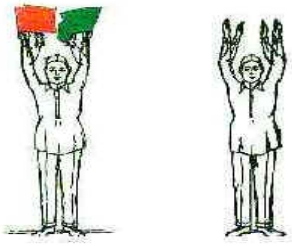
(6)Red flag should normally be kept in the active hand and green flag in the other hand.

(7) Hand signals shall be displayed as shown below:-

Types of Hand Signal	How displayed by showing		Indication
	During Day	**During Night**	
STOP	 By showing a red flag or by raising both arms with hand above the head	 By showing a red light or by vigorously waving a white light horizontally across the body of the person showing the signal.	Stop
PROCEED	 By holding a green flag or by holding one arm steadily.	 By holding a green light steadily.	Proceed
PROCEED CAUTIOUSLY	 By waving a green flag vertically up and down or by waving one arm similarly.	 By waving a green light vertically up and down.	Proceed Cautiously When the speed is to be reduced further, this signal shall be given at a slower and slower rate and when a stop is desired, the stop hand signal shall be shown.

3.26 Hand signals for shunting -

Hand signals for shunting shall be displayed as shown in below:-

Types of Hand Signal for shunting	How displayed by showing		Indication
	During Day	During Night	
Move away from the person signalling	 By a green flag or one arm moved slowly up and down.	 By a green light moved slowly up and down.	Move away from the person signalling. The hand signals for 'Move away from the person signalling' shall be displayed slower and slower, until the stop hand signal is given if it is desired to stop.
Move towards the person signalling	 By a green flag or one arm moved from side to side across the body.	 By a green light moved from side to side across the body.	Move towards the person signalling The hand signals for 'Move towards the person signalling' shall be displayed slower and slower, until the stop hand signal is given if it is desired to stop.
Move slowly for coupling	 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.	 By a green light held above the head and moved by twisting the wrist.	Move slowly for coupling

3.27 Banner Flag –

A banner flag is a temporary stop signal, consisting of a red cloth or any other material approved under special instructions supported on post(s) and stretched across the line to which it refers.

3.28 Knowledge and possession of Hand signals:-

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

(a) a correct knowledge regarding display 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 concerned supervisor shall see that the staff working under him who are required to use 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 and a lamp which is capable of showing red, green and white lights by night, shall constitute the requisite equipment for hand signalling.

(4) Every SM shall see that his station is adequately supplied with all necessary equipment for hand signalling.

D - On Board Signals

3.29 On board signals:- On board signal are those signals where the signal aspects and other relevant information are conveyed to the Loco pilot in the locomotive either through audio and/or visual means as approved under special instructions.

CHAPTER IV

STATIONS AND THEIR SIGNALLING EQUIPMENTS

A - Classification of Stations

4.01 Classification of stations:-

(1) For the purpose of these rules, stations are classified into two categories i.e. block stations and non block stations.

(2) Block stations are those at which the Loco pilot must obtain an authority to proceed under the system of working to enter the block section with his train. Under Absolute Block System, stations are further divided into four classes-

(a) 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 200 mtrs. beyond the Home signal, or up to the Starter;

(b) Class 'B' stations - where Line Clear may be given for a train even before the line has been cleared for the reception of the train within the station section;

(c) Class 'C' stations - where Line Clear may not be given for a train, unless the whole of the last preceding train has passed completely and has cleared the block overlap beyond the Home signal. This will also include IBP and IBH. At 'C' class station there is no station yard.

(d) 'Special' Class stations – are such block stations which do not fall under the category of Class 'A', 'B' & 'C' above.

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

Class 'D' stations are of two type-

(a) Those at which there is a siding known as 'D.K.' stations; and

(b) Those at which there is no siding and are known as flag or halt stations.

Note- Under Automatic Block System all stations shall be classified as special class stations.

B - Equipment of Signals

4.02 Obligation to provide fixed signals at stations:–

Fixed signals prescribed in this sub-chapter shall be provided at every Block station, except-

(a) at stations between which trains are worked on One Train Only System/Train Following System; and

(b) at stations which are exempted from the provision of signals by the Railway Board.

4.03 Commissioning of fixed signals –

(1) Fixed signals shall not be brought into use until they have been sanctioned by CRS as being sufficient to secure safe working of trains. However, signals which are exclusively meant for movement of goods trains can be brought in use provided they have been cleared by a committee consisting of PCE, CSTE and COM.

(2) Whenever a new signal(s) is placed or the existing signal is shifted, it must be inspected by a Sighting Committee, consisting of the Senior Supervisors of traffic, loco and signal departments before being brought into use. The Sighting Committee shall satisfy themselves that the signal(s) is correctly placed and focused for day and night indications before certifying it as fit for use, by filing a report in prescribed form. A Caution Order should be issued for a period of seven

days, after the signal has been brought into use or shifted, drawing the attention of the Loco pilots to the change as provided under rule 11.08.

(3) The visibility of signals on a section shall be jointly inspected both by day and by night by a committee of Senior Supervisors of traffic, loco and signal departments at least once every quarter. Joint reports pertaining to these shall be submitted to the concerned divisional officers.

(4) The minimum sighting distances of signals should be as under-

(a) TALQ signalling–

Signal	Minimum visibility
Warner on a post by itself	400 mtrs.
Outer signal	1200 mtrs. in sections where sectional speed is 100 Kmph and above. 800 mtrs. where sectional speed is less than 100 Kmph. Where minimum visibility as above cannot be achieved, Warner signal on a separate post shall be provided. In such a case minimum visibility of outer signal shall not be less than 400 mtrs.
Home signal	400 mtrs.
Main Line Starter signal	400 mtrs.
All other signals	200 mtrs.

(b) MAUQ/MACL Signalling-

Signal	Minimum visibility
Distant signal	400 mtrs. An Inner Distant signal where provided, shall also be visible from a minimum distance of 200 mtrs.
All Stop signals	200 mtrs.

Note : Where visibility of stop signals in two aspect or multiple aspect signalling can not be maintained, Repeater or Co-acting signal should be provided. In the absence of the above, suitable speed restriction should be imposed.

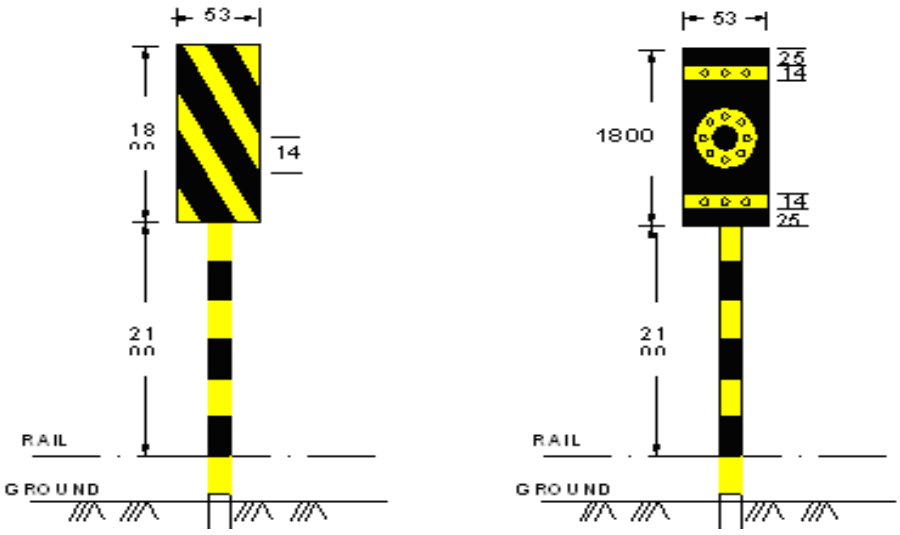
(5) At 'D' class halt / flag stations 'locomotive to stop' boards should be provided at a distance of 15 mtrs. ahead of the end of the platform to indicate to the Loco pilot the place at which his locomotive is required to be stopped. The size of the board should be 5 ft. by 1 ft. with the letters "LOCO TO STOP" painted in black on a yellow back ground.

(6) The warning board is an indication to the Loco pilot that he is approaching the first stop signal of a station or a L C Gate signal. There are two types of warning boards-

(a) Passenger warning board - passenger warning boards having yellow stripes diagonally painted on a black board of distinctive design shall be provided for speeds above 50 kmph. at a distance of 1000 mtrs. in rear of the first stop signal/Gate stop signal. A warning board need not, however, be provided where the first stop signal is preceded by a Warner or Distant signal.

(b) Goods warning board –goods warning board having circle between two horizontal /parallel lines and painted yellow on a black board of distinctive design shall be provided on sections where the maximum permissible speed of goods trains is more than 50 Kmph. It shall be provided at a distance of 1400 mtrs. in rear of the first stop signal.

(a) Passenger Sighting board **(b) Goods sighting board**



4.04 Inspection of Points, Signals, Block Instruments, and related equipments: -

(1) Supervisors of concerned departments shall inspect all points and crossings, signals, signal wires, signal cables, interlocking gear, and any other related equipment including equipments for obtaining/ granting Line Clear which have effect on safety and working of trains over their jurisdiction at an interval as laid down by the railway administration and submit report to their controlling officials.

(2) Locking of interlocking frames, interlocking key boxes and SMs control frames shall be tested and overhauled as prescribed by the railway administration.

4.05 Interference with points, signals, block instruments or related equipments and other gears connected with, for obtaining/granting Line Clear etc.: -

(1) No railway servant shall interfere with or disconnect any points, signals, block instruments, continuous track circuits, axle counters, any other secured device for the purpose of obtaining/granting Line Clear, communication equipment(s)/ system(s), connected gears including interlocking gears, relay rooms for the purpose of effecting repairs, or for any other related purpose, which would affect running of trains and/or endanger safety without prior written permission of the SM on duty of the concerned station.

(2) No work requiring interference with points, lock bars, detectors, signals, interlocking gear, block instruments or related equipments and other gears connected with, for obtaining/granting Line Clear etc., which is likely to involve safety of trains or traffic, shall be commenced at a station, except with the knowledge and consent of the JE/SE (Signal) and SM on duty.

(a) A railway servant of signal department who has been granted a certificate of competency by artisan school or as a temporary measure by ASTE declaring that he understands all the relevant rules and instructions pertaining to his duties and is competent to undertake the works, independently which may require interference with points, lock bars, detectors, signals, interlocking gear, block instruments or related equipments and other gears connected with, for obtaining/granting Line Clear etc., may also undertake such works,

except those involving interference with the locking arrangement in an interlocked lever frame.

(b) Before commencing any work involving any S&T equipments/instrument affecting the train working, for effecting repairs or for any other purpose, JE/SE (Signal) or the railway servant of signal department authorized to do so, shall advise the SM on duty in writing through disconnection memo (S&T405) and obtain his signatures before the work is started and after its completion.

4.06 Disconnections and Reconnection of S&T equipments:-

(1) The railway servant of S&T department shall not undertake any work involving repair, replacement, alteration, additions, removal of any S&T equipments/ instrument affecting the train working, for obtaining /granting Line Clear etc. before a Disconnection Memo (S&T405) is issued by him and acknowledgement of SM on duty is obtained on the record foil of the Disconnection Memo. After completion of the work a Reconnection Memo must be issued.

(2) On receipt of Disconnection Memo (S&T405), SM/Cabin SM on duty shall advise the Controller on controlled section about the gears to be disconnected and the likely effect on running of trains during disconnection period. The Controller shall permit the disconnection keeping in mind the running of important trains.

(3) (a) Pre-planned programme for taking disconnections should normally be organized to avoid repercussions on train services.

(b) In case the proposed opening of the gear is not permitted the Disconnection Memo should be returned with clear remarks assigning reasons for refusal and an entry to this effect should be made by the SM on duty in his register with the remarks that "could not be accepted due to..... (reason)".

(c) However, where the issue of Disconnection Memo becomes essential to ensure safety or in case of emergency these can be issued without waiting for prior programme.

(4) In case of cabin working, the SM on duty shall inform the railway servant incharge of cabin(s) from where such signalling gear is being operated, (as distinct from the operations from centralised signal cabin/panel over which the SM on duty exercises complete control) and repeat to the railway servant incharge of cabin details of the interlocking gear to be disconnected under exchange of Private Numbers. The SM on duty will make entry in his diary. The railway servant incharge of the cabin will similarly record the Private Numbers exchanged in the Cabin Register/TSR.

(5) If the railway servant of signal department issuing disconnection anticipates that the rectification of the failure is likely to take a long time, he will inform the SM on duty in writing on a Disconnection Memo and will mention the expected time of reconnection.

(6) SM on duty must make entries in his diary about disconnection, mentioning therein the expected time of reconnection. SM on duty must also explain to the railway servants on duty, responsible for train working at the station about disconnected points, lock bars, detectors, signals, interlocking gear, block instruments or related equipments and other gears connected with, for obtaining/granting Line Clear etc., and precautions to be observed during disconnection period.

(7) Only after the procedure as prescribed under sub-rules (3), (4), (5) and (6) above has been complied with, the SM on duty will sign on the record foil of the

Disconnection Memo retaining the first foil which should be kept pasted on the Disconnection and Reconnection Register specially maintained for the purpose.

(8) The work mentioned in the Disconnection Memo shall only be commenced after the acknowledgment of the SM on duty has been received.

(9) After the work has been completed and the disconnected gear reconnected, the railway servant of signal department on duty shall ensure after testing that the disconnected gear is in proper working order. Thereafter, the railway servant of signal department on duty shall again give written notice on the second (i.e., reconnection) foil of S&T405 to the SM on duty.

(10) The SM on duty after satisfying that the reconnected gear is in working order, will sign on the record foil of S&T405, and retain the second (i.e. reconnection) foil recording the date, time and his Private Number on both the foils. In case the gear is controlled by the cabin, before signing on S&T405, he shall exchange Private Number with the cabin incharge, who will record the Private Numbers exchanged in the Cabin Register/TSR. SM on duty shall make a note of these transactions in the station diary. The first and the second foils will be preserved and pasted on the opposite pages of the Disconnection and Reconnection Register.

(11) Private Number books should be made available at such of the cabins where exchange of Private Numbers is called for to comply with the procedures mentioned in this rule.

(12) In the interval between disconnection and reconnection of the gear, if it is necessary to pass a train or perform any shunting, the SM on duty must advise the railway servant of signal department, in charge of the work by a memo, mentioning the movement to be done and the position in which the points are required to be set. After obtaining such permission in writing, the SM on duty or any other authorised railway servant acting on his behalf shall then set clamp/cotter bolt and lock the facing points in the desired position to set the route. It shall be the duty of the railway servant of signal department in charge of the work to assist in setting of points. The clamp/cotter bolt should be removed by the SM or the authorised railway servant after completion of the train or shunting movement and the SM shall issue a written authority to the person in charge to recommence the work.

(13) For carrying out normal maintenance checks and testing of signal and interlocking equipment which does not involve any disconnection/ interference/ repair of signalling gear and does not interface with safe train operation, issue of disconnection memo is not necessary.

4.07 Opening of cabin basement/relay rooms by the railway servant of signal department:-

Whenever any cabin basement/relay room is required to be opened for maintenance/attending failures etc., the following procedure shall be observed:-

(1)(a) Two locks should be provided on the main door leading to the cabin basement/relay room including at station(s) where the railway servants of signal department is/are available round the clock.

(b) Key of one of the locks shall be kept in the custody of the SM on duty and key of the other with the railway servant of signal department. Whenever required, the key in the custody of the SM on duty shall be given to the railway servant of signal department, the transaction of the key shall be properly recorded in the Cabin Basement/Relay Room Register maintained at the station and duly signed by the SM and the railway servant of signal

department. Key of each location should be kept separately with proper label for identification.

(c) Before parting with the keys of cabin basement/relay room, the SM on duty will inform the concerned cabin under exchange of Private Numbers. The entries in this regard should be made in the TSR/Cabin Basement Register and cabin log books.

(d) The railway servant(s) of signal department while carrying out maintenance work / inspection etc. in the cabin basement / relay room will be personally responsible to ensure that no unsafe practices are adopted.

(e) When the key of cabin basement/ relay room is handed over to the railway servant of signal department on duty at the time of any failure/maintenance of Signal/Point or other S&T gear, the SM on duty should dispatch /receive the train(s) as per rules prescribed for reception/dispatch of trains at the time of failure of signal/points. If a train movement is covered by "Authority to pass signal in 'ON' or defective position", it should be completed as per procedure even if the work is completed and keys are handed over. Thereafter, normal working should be reintroduced for subsequent train movements.

(f) When the key of cabin basement/ relay room is received back from the railway servant of signal department, the SM on duty should ensure personally or through the concerned Cabin SM/ Switchman /Cabinman on duty under exchange of Private Number that the cabin basements/ relay rooms are properly locked.

4.08 Minimum equipment of fixed signals at stations:–

(1) The minimum equipment of fixed signals at stations provided with MACL/ MAUQ signalling in 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

(2) Minimum equipment of fixed signals at stations provided with TACL/TALQ signalling in 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,
on single line/double line/twin single line/multiple line, a Warner shall be provided in accordance with rule 3.05, if trains run through the station at a speed exceeding 50 kmph without stopping.

(c) at class 'C' stations- a Warner and a Home.

(3) Minimum equipment of fixed signals at stations provided with modified lower quadrant signalling in each direction shall be as follows-

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

(b) at class 'C' stations - a Distant and a Home.

Note- Modified lower quadrant signalling may be introduced only where it is expressly sanctioned by a special order of the Railway Board.

(4) Minimum equipment of fixed signals at a special class station on double/single/twin single/multiple line (except otherwise exempted under special instructions)–

In Absolute Block System – Home and Starter

In Automatic Block System – Manual or semi automatic Home and Manual or Semi automatic Starter.

4.09 Signals at class 'D' stations:-

At a class 'D' station. A train may be stopped in such a manner as may be authorised under special instructions.

4.10 Provisions of an Advanced Starter, Shunting Limit Board (SLB), Block Section Limit Board(BSLB) or Free Zone Limit Board (FZLB):-

(1) (a) Provision of SLB or Advanced Starter- On a single line class 'B' or special class station worked under Absolute Block System, normally a SLB or an Advanced starter may be provided at such a distance (which shall not be less than signal overlap) from the starter signal or from the fouling mark, provided the distance between the SLB or the Advanced Starter and the first stop signal of opposite direction is not less than the block overlap. The location of such board or Advanced Starter shall mark the limit of station section where FLZB is not provided (up to which shunting may be permitted).

(b) On a double line class 'A','B' or special class station an Advanced Starter may be provided at such a distance (which shall not be less than signal overlap) from the Starter signal.

(2) Provision of BSLB- On a double line or on a single line class 'B' or special class station worked under Absolute Block System or Automatic Block System a BSLB may be provided;

(a) On a double line stations equipped with MACL or MAUQ signals, where there are no points or outermost point is or a trailing point, it is essential to provide a BSLB. The BSLB can also be provided at such stations where the outermost point is a facing point or at stations equipped with TACL or TALQ signals to facilitate creation of free zone. It shall be placed in such a way that it protects the fouling mark of trailing/facing points, if any and is at a distance of not less than block overlap in advance of the first stop signal. This location shall mark the limit of the block section at such stations. On double line Obstruction/Shunting in face of an approaching train upto the BSLB shall not be permitted unless otherwise permitted in SWR keeping in view rule 6.07.

(b) On single line BSLB can be placed to indicate the place at which block overlap (block section) ends. It shall be placed at distance which shall not be less than block overlap from the first stop signal.

(3) Provision of FZLB-

(a) (i) On a double line class 'B' or special class station stations equipped with MACL/MAUQ signals worked under Absolute Block System or Automatic Block System a FLZB may be provided between BSLB and outermost points (facing or trailing) or between outermost facing points and Advanced starter in such a case distance between outermost facing points and FLZB shall not be less than signal overlap.

(ii)On a double line class 'B' or special class station stations equipped with TACL/TALQ signals worked under Absolute Block System or Automatic Block System a FLZB may be provided between outermost facing points and Advanced starter in such a case distance between outermost facing points and FLZB shall not be less than signal overlap.

(b)(i)On a single line class 'B' or special class station stations equipped with MACL/MAUQ signals worked under Absolute Block System or Automatic Block System a FLZB may be provided between BSLB and Advanced Starter/SLB/outermost facing points in such a case distance between outermost facing points and FLZB shall not be less than signal overlap.

(ii) On a single line class 'B' or special class station stations equipped with TACL/TALQ signals worked under Absolute Block System or Automatic Block System a FLZB may be provided between BSLB and Advanced Starter/SLB/Home signal/outermost facing points in such a case distance between Home signal/ outermost facing points and FLZB shall not be less than signal overlap.

(4) Description of SLB/BSLB/FLZB- SLB/BSLB/FLZB shall be a square board painted yellow having strips of black retro reflective material at the border and diagonals. On the same board, the words 'SHUNTING LIMIT/BSLB/FZLB' shall be written in black below the bottom horizontal strip with retro reflective material.

4.11 Additional fixed signals at stations generally:–

In addition to the minimum equipment of signals prescribed in rules 4.08 such other fixed signals and/or boards shall be provided at every station as may be necessary for the safe working of trains.

4.12 Exceptions to rule:-

Notwithstanding anything contained in the rule, 4.08 –

(1) if the station has only one connection off the main line, the station shall be worked in accordance with the approval of the Railway Board;

(2) on any section where traffic is light and speeds low, only one stop signal in each direction may be provided at each station; such signal is to be located at an adequate distance which shall not be less than sum of block overlap and signal overlap outside the outermost facing points of the station and trains worked in accordance with the approval of the Railway Board: and

(3) on any railway having very light traffic, all signals may be dispensed with and trains worked in accordance with the approval of the Railway Board;

Provided that at stations with manually operated multiple aspect signals, where the speed of trains through a station does not exceed 50 kmph, a Distant signal and a Home signal only may be provided in each direction under approval of the Railway Board.

Provided that at stations with manually operated multiple-aspect signals, where facing points are provided with point indicators, Distant and home signal (without route indicator) only may be provided and speed restricted to 75 kmph. However where point indicators are not provided, speed shall be restricted to 50 kmph.

4.13 Fixed signals at level crossings:-

(1) Unless exempted by Railway Board, every interlocked L C Gate which closes across the road at a level crossing shall, except when interlocked with station signals, be provided with signals fixed at an adequate distance from level crossing showing stop aspects in both Up and Down directions when the L C Gates are open for the passage of road traffic.

(2) A 'G' marker shall be provided on a L C Gate stop signal except under following circumstances:-

(a) When there is a bridge between the L C Gate stop signal and the gate;

(b) When L C Gate stop signal is protecting points;

(c) Where L C Gate stop signal is controlling the movement of trains into rail-cum-road bridge.

(3) The level crossings which are not on running lines and which close across the railway line, shall be protected by station signals unless exempted by COM. Working of such gates, which are not on running lines shall be prescribed under SWRs.

4.14 Protection and working of points of outlying sidings:-

(1) Where there are points on 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, under approval of the Railway Board.

(2) To indicate the position of facing points of an outlying siding to the Loco pilot, 'S' marker indicator will be provided which will be a yellow circular disc with letter 'S' in black, on a post painted white and black alternatively.

(3) Fixed Signals and indicators at points of outlying siding –

(a) When siding points situated outside block station limits are so equipped that trains are permitted to run through in the facing direction at the maximum permissible speed of the section, a stop signal adjacent to the point and permissive signal or a Warning Board at an adequate distance in the rear shall be provided. The signal shall normally remain in the 'OFF' position. In such cases, the points shall be controlled by providing block instrument.

(b) Where speed restriction has been imposed on account of facing points of an outlying siding, an 'S' marker should be fixed near the points in addition to the speed and caution boards fixed in the rear of the points. Where, however, the sanctioned speed of the section is less than 50 kmph, the speed indicator and 'S' marker need not be provided except where the speed over the points is less than the sanctioned speed of the section.

(c) Where such point switch is not detected, speeds of all trains passing over such points in the facing direction shall be restricted to 15 kmph, and caution boards should be provided.

(4) Operation of points of outlying sidings– The mode of working of outlying points shall be prescribed in the SWR of the station controlling such points. SM on duty of controlling station must ensure that Guards or such staff who have to perform shunting in such sidings have studied the relevant portion of SWR and have given their assurance.

C - Working of Signals and Points

4.15 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 most restrictive aspect, however, in case of electric/electronic signalling it shall return to its next restrictive aspect.

(2) A signal which has been taken 'OFF' for the passage of a train shall not be placed at 'ON' until the whole of the train for which it has been taken 'OFF' has passed it, except -

(a) In an emergency, if a signal has to be put back to the 'ON' position before the passage of the train for which it was taken 'OFF', no points or lock shall be moved until train has come to stand.

(b) Where the signalling arrangement automatically restores the signal to 'ON' position, 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 SM on duty 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.

(4) Signals should not be taken 'OFF' for a train earlier than the time prescribed in SWR.

(5) (a) For all stopping trains having scheduled halt of less than two minutes at a station, the respective starting signal(s) can be taken 'OFF' after 'Line Clear' has been received from the station in advance before arrival of the train.

(b) The Loco pilot/Motorman and the Guard (if available) shall be responsible to stop their train at the station including Automatic Block System in the circumstance mentioned in sub-rule (a) above at places where it is booked to stop in the WTT even though the signal governing departure of the train is showing 'OFF' aspect.

(6) Under no circumstances, a signal should be taken 'OFF' by resorting to methods other than those prescribed.

(7) The SM on duty and railway servant responsible for working of signals should personally watch the arm/back light/arm and electric repeater/indication on panel to satisfy himself that the correct signal has been taken 'OFF'. They should also see that the signal arms/lights or electric repeaters where provided, in respect of all the signals whether provided with automatic replacing arrangements or not have gone back to 'ON' position immediately after the train for which they have been taken 'OFF', has passed them. The levers/slides/switches, operating/controlling the signals should however, be put back to normal only when the train has passed over the facing points. Detector levers, where provided, should also be restored to their normal position whenever the movements, over the points they detect, is completed clearing the fouling mark/point zone.

(8) In case Starters and Advanced starters are taken 'OFF' for departing trains and are required to be put back for the purpose of precedence or crossing or any other reason, the following precautions must be taken prior to replacing the Starter/ Advanced Starter signal to 'ON';

(a) The Loco Pilot of the train for which the signal has been taken 'OFF' should be advised through approved means of communication to the effect that he should not start his train and that signal will be replaced to 'ON'. Thereafter, Starter/Advanced Starter should be put back to 'ON'. However, points should only be changed after a gap of two minutes.

(b) On single line section, where a tangible authority has been delivered to the Loco Pilot, the same should be withdrawn from him in addition the action as prescribed in para (a) above before changing the points.

(9) In the event of any unsafe condition noticed on a passing train by the SM on duty/Switchman /Cabinman of a station worked with end cabins, he shall exhibit danger Hand signals and advise the Loco pilot and the Cabin SM on duty/Switchman/Cabinman at far-end-cabin through approved means of communication. The SM on duty /Switchman/Cabinman of the far-end-cabin, on receipt of the intimation about the unsafe condition, shall immediately put back the departure signals to 'ON' position and exhibit danger Hand signal and take all other steps to stop the train.

(10) In case of a train booked to run through a station stops on through signals, and is likely to be detained. The SM on duty shall arrange to have the signals put back to the 'ON' position informing the cabin(s) accordingly. He shall also restore his slide control of the last stop signal where provided to normal position.

4.16 Setting and locking of points generally for reception and despatch of trains:-

(1) At an interlocked station provided with cabin(s), SM on duty shall nominate and advise the line number to the incharge of cabin on which the train shall be admitted. The Cabin incharge shall set the route as per SM's instructions and also ensure clearance of line, thereafter the SM on duty shall release slot to take 'OFF'

relevant signals. At station(s) worked with Panel/RRI/SSI, this duty shall be that of the incharge of Panel/RRI/SSI. The exchange of above information between station and cabins shall be supported by exchange of Private Numbers. The detailed procedure for reception and despatch shall be prescribed in the SWR of each station.

(2) The procedure for reception and despatch of trains at non-interlocked stations shall be prescribed in the SWR of each station.

4.17 Normal aspect of signals:-

(1) Unless otherwise authorized by Railway Board, 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 is 'Caution' or 'Attention'.

4.18 Points affecting movement of train:-

(1) Whenever a running line is blocked by a stabled load, wagon, vehicle or by a train (including waiting to cross or give precedence to another train or is stopped for any other reason), the SM on duty after its arrival shall ensure that the points in rear on double line section and at either end on single line section are set against the blocked line immediately where interlocking and/or station layout permits, except when shunting or any other movement is required to be done on that line.

(2) When Line Clear has been granted to a train and all the lines at a station are blocked, the SM on duty shall ensure that points are set for the line occupied by a stable load or a goods train in that order. In case, all the lines at a station are occupied by passenger trains, points should be set for the loop line. While doing so, points may be set preferably for the loop line which is occupied by a train whose locomotive is facing the incoming train.

(3) (a) To prevent operation of points, signals and to serve as a visual reminder of the line occupied by a train, the railway servants responsible for operating panel, lever, switches and slides should immediately put Lever Collars, Slide Collars/Pins, Button/Switch Collars on the relevant point/signal/lever/ switches and slides that lead to the obstructed line.

(b) Collars/Pins should be removed as soon as the obstruction or cause of placing them has been cleared. Collars/Pins not in use must be placed on spare lever/slides/ buttons/ switches.

4.19 Locking of facing points:-

(1) Facing points, when neither interlocked nor key locked, shall be locked for the passage of a train either by a clamp and padlock or cotter bolt. It is not sufficient to lock the lever working the points.

(2) Permanently locked Points—

(a) Non-interlocked (padlocked or key locked) points leading from running lines to other lines, such as goods lines (other than goods running lines), sick lines, stabling lines, sidings, etc. and those leading from such lines to running lines, will be kept permanently locked to ensure isolation of running lines. Non-interlocked points of intermediate crossovers on running lines and those isolating the traffic yard from other yards such as Loco yards, etc., will also be kept permanently locked.

(b) Normal position of permanently locked points on a running line is for the running line and of those leading towards running line is against the movement towards the running line.

(c) Permanently locked points and their normal position will be prescribed in the SWR.

(d) The railway servant responsible for setting of points to whom the SM on duty issues the keys must themselves reset and lock them in their normal position and personally inform the SM on duty of having done so.

(e) Passage of train over permanently-locked points - Before receiving or despatching a train, the SM shall keep the keys of all the permanently locked points in his personal possession except when such a key is required to release a signal and cannot be extracted until the signal lever is returned to its normal position.

(3) Custody of keys of points, derailing switches, scotch blocks and signals except as otherwise provided for in the SWR –

(a) At all stations, keys of all key-locked, permanently-locked points and signals will remain normally in the custody of the SM on duty. The keys of non-interlocked padlocked points, derailing switches and scotch blocks in the portion of the yard in their respective charge, will remain either in possession of railway servants responsible for the working of these points or the SM on duty as prescribed in SWR.

(b) Keys of points, derailing switches, scotch blocks and signals when not issued or on their return, will remain locked in the non-interlocked key box or SMs interlocking frame provided for the purpose, the key of which must remain in the personal possession of the SM on duty .

4.20 Conditions for taking 'OFF' Home signals:-

(1) The signal may be taken 'OFF' if –

(a) on a double line, the line is clear and free from obstructions for an adequate distance beyond the next stop signal;

(b) on a single line, the line is clear and free from obstructions for an adequate distance beyond Starter signal or fouling mark;

(c) adequate distance mentioned in sub-rule (a) and (b) may be reduced/dispensed with under special instructions at terminal stations or where complete track circuiting exists and in addition there are more than one Home signal provided.

(d) all relevant points over which the train will pass are correctly set and facing points locked.

(2) Except under approval of the Railway Board, adequate distance referred to in sub-rule (1) shall not be less than the signal overlap. The location at which signal overlap ends shall be specified in the SWR.

(3) Where a sand hump of approved design, or a dead end of approved design as been provided for the line on which a train is to be received, they shall be deemed to be adequate substitute for signal overlap.

However, under special instructions, a derailing switch or a trap at least 50 meters beyond the starter signal or from the place at which trains normally come to a stand, can also be provided in lieu of sand hump/dead end. Conditions under which special instructions are obtained and restrictions imposed (if any) shall be incorporated in the SWR.

4.21 Conditions for taking ‘OFF’ Outer signal:-

(1) The Outer signal shall not be taken ‘OFF’ until the Home signal has been taken ‘OFF’. The Outer signal shall normally be put back to ‘ON’ before the Home signal.

(2) At single line station(s) equipped with only one signal in terms of rule 4.12, the conditions for taking 'OFF' this signal will be the same as for taking 'OFF' the Home signal as mentioned in rule 4.20.

4.22 Conditions for taking 'OFF' Starter or Intermediate Starter signal:–

The Starter or an Intermediate Starter signal shall be taken 'OFF' only after ensuring that all points over which the train shall pass are correctly set and facing points locked.

4.23 Conditions for taking 'OFF' last stop signal or Intermediate Block stop signal:–

(1) 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) The last stop signal of a block station in rear of an IBS, shall be taken 'OFF' only after the track circuit/axle counter/any other approved device beginning from this signal and extending upto the block overlap beyond the IBS Home signal or the axle counting units or any other such device indicates clear.

(3) For despatch of a train, the Starter/Intermediate starter signal where provided shall be taken 'OFF' only after taking 'OFF' the last stop signal. At terminal and large stations where lines are track circuited exception to this rule may be permitted under special instructions. This should be specifically incorporated in SWR.

4.24 Conditions for taking 'OFF' Warner signal:-

(1) A Warner signal can be taken 'OFF' only when Line Clear has been obtained from the station in advance and the train is intended to run through on main line and all approach and departing signals for the said train have been taken 'OFF'.

(2) 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.

4.25 Berthing of passenger trains:—

(1) a stopping passenger train should normally be received on platform line.

(2) procedure to be followed during crossing and/or precedence of involving passenger train(s) shall be prescribed in the SWR of the station keeping in the mind, the number, length and the height of platform(s) as well as other local conditions at that station.

4.26 Conditions for taking 'OFF' LC Gate s**top signal:-**

A L C Gate stop signal shall not be taken 'OFF' until the concerned level crossing(s) is free from obstruction and the gates of such level crossing or crossings are closed and locked against road traffic. Where a L C Gate stop signal is interlocked with station signals it shall be worked in accordance with SWR.

4.27 Conditions for taking 'OFF' Calling-on signal:-

The Calling-on signal should be taken 'OFF' only after the train has come to a stop. However under special instruction a Calling-on signal can be permitted to be taken 'OFF' in advance (except while receiving the train on an obstructed line), if required. In such a case the Loco pilot shall be responsible to ensure that his train comes to a stop, observing the aspect of the main signal before he passes the concerned signal on the authority of Calling-on signal.

4.28 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, and/or Routing Starter signals /Intermediate Starter signals may be taken 'OFF' for shunting purposes. At stations where interlocking does not permit this, shunting order(T633) shall be issued to the Loco pilot and Hand signals shall be used where Shunt signals are not provided.

4.29 Taking 'OFF' signals for more than one train at a time -

(1) When two or more trains are approaching simultaneously from any direction, the necessary signals for one train only shall be taken 'OFF' after fulfilling its conditions. Other signals will be kept at 'ON', until the train for which the signals have been taken 'OFF' has come to a stop at the station, or has cleared the station, and the signals so taken 'OFF' for the said train have been put back to 'ON'. However, under special instructions, where the interlocking or the layout of the yard renders a contrary procedure safe, signals for two or more trains can be taken 'OFF' after fulfilling their respective conditions for reception on nominated lines.

Note- At a class 'B' single line station, this rule does not forbid direct reception of a train from one side, when Line Clear has been given to the block station on the other side provided the distance between the Outer signal and outermost facing points in two-aspect signalling, and between the Home signal and outermost facing points in multiple-aspect signalling, or modified lower quadrant signalling is not less than sum-total of signal overlap and block overlap even where SLBs or Advanced Starters have not been provided as prescribed in sub-rule(1) of Rule 4.10.

(2) Simultaneous Reception of Trains-

(a) On the double line or multiple line interlocked stations, where the path of one train crosses another, signals may be taken 'OFF' for two or more trains simultaneously, provided the layout and interlocking permits each train to be received on a line which is isolated from the other line(s) and provisions of rule 4.20 and 4.21 are complied with.

(b) On a single line or twin single line at interlocked stations, signals for more than one train may be taken 'OFF' simultaneously if the layout and interlocking permits each train to be received on a line which is isolated from the other line(s) and provisions of rule 4.20 and 4.21 are complied with.

(c) On a single line or twin single line interlocked station except where simultaneous reception is permitted, during crossing of trains, the signals for the second train shall not be taken 'OFF' until the first train has arrived complete and is also standing clear of fouling marks of the line on which the second train is to be received.

(d) Detailed instructions for crossing/precedence of trains at all type of stations shall be incorporated in SWR.

4.30 Out of course stoppage of trains:-

(1) Whenever feasible, Loco pilot and Guard (if available) should be pre-warned through approved means of communication by the SM on duty.

(2) At stations provided with two aspect signalling -

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

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

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

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

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

(3) At stations provided with multiple aspect signalling or modified lower quadrant signalling as the aspects of stop signals are pre-warned, additional precautions are not necessary except informing the Loco pilot through approved means of communications.

(4) In an automatic signalling territory when a train which is not booked to stop at a station and is required to be stopped out of course, signals ahead should be put to 'ON' using method and/or devices as prescribed under special instruction and hand danger signal should be exhibited near the place where train is required to be stopped.

4.31 Care and lighting of signal lamps:-

(1) The SM shall see that lamps of fixed signals, indicators and boards such as SLB, BSLB 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,

(c) the sections where no train is scheduled to run at night, and

(d) such indicator and boards which are provided with reflective strips /luminous paint.

(3) The SM on duty shall ensure that the lamps of oil lit fixed signals, indicators and boards such as SLB, BSLB 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. The railway servant of S&T Department shall be responsible for focusing of signal lamps. For electrically lit signals the above responsibility will rest with the railway servant responsible to maintenance and upkeep of such signals.

(4) 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 roundels broken, cracked or missing, he shall not light the lamp and shall report the fact immediately to the SM on duty who shall treat the night aspect of the signal as defective.

(5) Every railway servant in charge of signals shall see that greatest care is taken in cleaning of signal lens and trimming of wicks of oil lit signal lamps.

(6)(a) In case colour light signal(s) cannot be kept lit due to power failure or any other reason(s), the SM on duty at that station shall not grant Line Clear unless he has advised the SM on duty at the station in rear to warn the Loco pilot through a Caution Order, that the signals at his station are showing no light and are 'blank'. Such advice to the Loco pilot can also be given from the notice station or last stopping station in case the failure is expected to last for a reasonably long duration.

(b) In case SM on duty notices that a colour light signal has become blank after granting of Line Clear but the train has not left the station in rear shall immediately advise the SM on duty at the station in rear to stop the train and advise the Loco pilot through the approved means of communications and also issue a Caution Order to the effect.

(c) In case signals become blank after the train has already left the station in rear, the SM on duty shall try to warn the Loco pilot through approved means of

communications and shall depute a railway servant to proceed towards the approaching train to exhibiting danger hand signal.

(d) An advice shall also be given to the railway servant responsible for upkeep of such signals, who will attend at the earliest.

(7) The railway servants posted at station for working of points and signals are responsible for cleaning, lighting of signals, point indicator lamps and founts.

(8) TIs and JE/SE (Signal) must examine signals and point indicator lamps on his visit to station to see that the lamps and founts are in good order and are being kept clean. Lamps and founts found defective must be replaced promptly. All signal lamps should be over-hauled once in a year and the date of over-hauling should be marked on each lamp.

4.32 Slip sidings and Catch sidings:-

(1) Provision of slip and catch sidings- At any station situated in the immediate neighborhood of an incline steeper than 1 in 50 falling towards the station and/or falling away from the station a catch siding in the former case and a slip siding in the later case, may be provided, if necessary, at a suitable location.

However, on an incline less than or upto 1 in 37 falling towards the station and/or falling away from the station a catch siding in the former case and a slip siding in the later case need not be provided, provided the following conditions are complied with-

(a) Only air brake rolling stock is running on the section having composite brake blocks;

(b) All locomotives running on the section are equipped with dynamic brakes and Automatic Emergency Brakes (AEB);

(c) Brake Power and AEB is checked by JE/SE(C & W and loco respectively) at a suitable location before commencement of graded section.

(d) Emergency braking distance is found to be adequate after trials by the railway;

(e) For passenger trains, the loco brake is capable of holding train on the ruling gradient.

(2) The SM on duty 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.

(3) Except at locations where speed sensing devices are provided, all trains should first be brought to a stop short of the stop signal which protects the points leading to the catch siding, before the same can be set for the main line.

4.33 Points:-

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

(2) Points should not be moved or reversed when the leading wheels of an locomotive/ vehicles are near the points so that they cannot be fully thrown over before the locomotive/ vehicles come on the points. The points shall not be moved until the locomotive and all the vehicles have passed completely over them.

(3) The railway servant responsible for operating points finds any points damaged shall immediately advise SM on duty on approved means of communication (if available) and/or attract the attention of the SM on duty by waving a red flag or lamp or by sending a messenger and shall show a ‘stop’ Hand signal towards any train approaching the points.

(4) Whenever a train trails through a set points, the Loco Pilot on realizing the situation, shall immediately stop his train and advise the Guard and the SM on duty through approved means of communications Assistant Loco pilot.

(5) On receipt of advise as mentioned in sub-rule (4) above, the SM on duty shall inspect the point(s) trailed through along with Guard (if available), Loco pilot as well as S&T and/or P. way staff (if available at the station) and take necessary action as may be required to make the point(s) safe for train operation.

(6) Thereafter, the train will be restarted and proceed onward only if the train can pass safely over the points without any accident.

(7) Backing of trains over points which have been trailed through is prohibited unless points have been disconnected, set, clamped/cotter bolted and locked and the SM on duty after having done so advises the Loco pilot to do so through a written memo.

4.34 Point Indicator:-

(1) Point Indicators shall be provided on non-interlocked facing points which are protected by only a single arm Home signal instead of separate signals on a bracket post or a route indicator. In colour light territory, point indicator shall be provided where Home signal is provided without route indicator.

(2) When the points are set for the straight line, the point indicator shall display a white target by day and a white light by night in each direction.

(3) When the points are set for the diverging line, the point indicator shall display no target by day and a green light by night in each direction.

4.35 Trap Points and Trap Indicators:-

(1) Trap points are single switched rail points provided on a line to isolate it from other line(s). The switch is so designed that a vehicle passing over the switch in the open position will derail. Trap switches shall be set against the running line and locked in that position. The railway servant in possession of the keys of the traps shall be held responsible for carrying out these instructions. Points leading to a short dead-end and used solely for the purpose of isolating the running line or sidings shall be treated as derailing switches.

(2) Trap Indicators shall be provided at all trap points on running lines which are non-interlocked with signals unless the position of trap points is otherwise proved.

(a) When the trap points or derailing switches are open, the trap indicator shall display a red target by day and a red light by night in each direction.

(b) When the trap points or derailing switches are closed, the trap indicator shall display no target by day and green light by night in each direction.

Note:- In case of Point Indicator and Trap Indicator retro reflective strips of appropriate colour may be provided in place of lamp.

CHAPTER V
SYSTEMS OF WORKING

5.01 Systems of Working -

(1) All trains working between stations shall be worked on one of the following systems, namely:-
   (a) Absolute Block System,
   (b) Automatic Block System,
   (c) One Train Only System
   (d) Train Following System,

(2) The Absolute Block and the Automatic Block Systems alone shall be used on every railway, except on any railway or portion of 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.

5.02 Applicability of General Rules referring to the working of signals and trains -

All rules referring to the working of signals and trains apply to the systems of working detailed in these rules, except where otherwise provided.

CHAPTER VI
ABSOLUTE BLOCK SYSTEM

A - Essentials

6.01 Essentials of the Absolute Block System:-

(1) Absolute block system works on the basis of space interval between two trains. To ensure this, only one train is allowed in a block section at any point of time.

(2) Where trains are worked on the Absolute Block System,-

(a) a train shall be allowed to leave a block station only after Line Clear has been received from the block station in advance, and

(b) Line Clear shall be given only after ensuring that the concerned block section as well as adequate distance i.e., block overlap beyond the first stop signal of the station granting Line Clear is clear of trains or other obstructions.

(3) Unless otherwise approved by Railway Board, the adequate distance i.e., is block overlap referred to in clause (b) of sub-rule (2)above shall not be less than what has been defined in rule 1.04 (13).

B - Rules applicable to Double Line – Class 'A' station

6.02 Conditions for granting Line Clear:-

Line shall not be considered clear and Line Clear shall not be given, unless-

(1) the whole of the last preceding train has arrived complete as provided under rule 6.31;

(2) all the reception signals behind the said train have been put back to 'ON';

(3) the line on which it is intended to receive the incoming train is clear for 200 mtrs. Beyond the Home signal or upto the Starter; and

(4) all points over which the said train will pass have been correctly set and all facing points have been locked for the admission of the train on the said line.

6.03 Obstruction/Shunting when Line Clear has been granted to a train but signals have not been taken 'OFF' for receiving the train: –

(1) Obstruction/shunting movement may be permitted only on isolated line(s).

(2) No obstruction/shunting shall be permitted beyond the Home signal in the direction of an approaching train and upto the starter on the line on which it is intended to receive the train.

Obstruction/shunting towards points over which the incoming/outgoing train is intended to pass is not permitted. Such shunting however can be permitted under special instructions provided there is a fixed signal to stop the shunting movement or an isolation is provided or on board safety device is provided and working on the locomotive of the incoming train and on the locomotive performing shunting and/or on the last vehicle.

6.04 Obstruction/Shunting when Line Clear has been granted and signals have also been taken 'OFF' for receiving a train:-

Obstruction/Shunting shall be done as per rule 6.03

6.05 Obstruction/Shunting when Line Clear has not been granted to a train:-

Obstruction/Shunting can be permitted beyond the first or last stop signal respectively subject to-

(1) (a) The block section in rear is clear and is blocked back.

(b) The block section in advance is clear and is blocked forward;

Provided that when the block section in advance is occupied by a train travelling away from the station, shunting or obstruction may be permitted

behind the said train under special instructions taking into consideration the gradient on the section. The precaution(s) required to be taken in such cases should be clearly mentioned in the respective SWRs. As soon as intimation has been received that the train has arrived complete at the block station in advance, the line shall be blocked forward if it is still obstructed.

(2) To perform shunting outside the first stop signal or last stop signal, the SM on duty shall issue shunting order (T 633) to the Loco pilot and the person in charge of shunting after blocking back or forward as the case may be.

C- Rules applicable to Double Line – Class 'B' station

6.06 Conditions for granting Line Clear: -

Line Clear shall not be given, unless-

(1) the whole of the last preceding train has arrived complete as provided under rule 6.31;

(2) all the reception signals behind the said train have been put back to 'ON'; and

(3) the line is clear-

(a) at stations equipped with two-aspect signalling- upto the Home signal or BSLB (where provided), or

(b) at stations equipped with multiple-aspect signalling or modified lower quadrant signalling either upto the BSLB (where provided) or up to outer most facing points.

6.07 Obstruction/Shunting when Line Clear has been granted to a train but signals have not been taken 'OFF' for receiving the train:–

(1) Obstruction/shunting movement may be permitted within station section provided necessary signals are kept at 'ON';

(2) In case of emergency/accident, obstruction/shunting may be permitted upto the first stop signal only after the approaching train has arrived and stopped at the first stop signal. The SM on duty will personally confirm with the train crew on approved means of communication that the train has come to a stop at the signal before permitting any shunting.

6.08 Obstruction/Shunting when Line Clear has been granted and signals have also been taken 'OFF' for receiving a train:-

Obstruction/Shunting shall be permitted on the line(s) which is isolated. No shunting movement shall be carried over/or near the points which may cause infringement to the incoming train.

6.09 Obstruction/Shunting upto the first stop signal before granting Line Clear:-

(1) Obstruction/shunting beyond the station section upto the first stop signal shall be permitted with the permission of Controller and under advice to station in rear without blocking back the line when the concerned block section is clear of trains and all relevant and necessary signals are at 'ON' position. SM on duty shall lock the block instrument, extract SM's key from the block instrument, display placard " BLOCK SECTION OBSTRUCTED" on the block instrument and there after issue shunting order (T 633) as an authority to perform shunting up to first stop signal to the Loco pilot. Such shunting shall not be permitted when block instrument is defective.

Note:-Such obstruction/shunting may be prohibited in SWRs at stations taking into consideration the speed, weight and brake power of the train(s) and the gradient.

(2) Before granting Line Clear to a train, the SM on duty shall ensure that he has not permitted shunting upto the first stop signal as mentioned above.

6.10 Obstruction/Shunting when Line Clear has not been granted to a train: -

(1) Obstruction/Shunting within station section shall be done as per rule 6.07.

(2) Obstruction/Shunting upto the first stop signal shall be done as per rule 6.09.

(3) Obstruction/Shunting beyond the first/last stop signal shall be done as per rule 6.05.

D - Rules applicable to Double Line – Class 'C' station

6.11 Conditions for granting Line Clear: -

(1) 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 as provided under rule 6.31,beyond the block overlap of Home signal; and

(b) signals taken 'OFF' for the last preceding train have been put back to 'ON' behind the said train.

E - Rules applicable to Single Line – Class 'A' station

6.12 Conditions for granting Line Clear:-

(1) 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 as provided under rule 6.31;

(b) all the reception signals behind the said train have been put back to 'ON';

(c) the line on which it is intended to receive the incoming train is clear for 200 mtrs. beyond the Home signal or upto the Starter; and

(d) all points over which the said train will pass have been correctly set and all facing points locked for the admission of the train on the said line.

6.13 Obstruction/Shunting when Line Clear has been granted to a train but signals have not been taken 'OFF' for receiving the train:–

Obstruction/Shunting shall be done as per rule 6.03.

6.14 Obstruction/Shunting when Line Clear has been granted and signals have also been taken 'OFF' for receiving a train:-

Obstruction/Shunting shall be done as per rule 6.03.

6.15 Obstruction/Shunting when Line Clear has not been granted to a train:-

Obstruction/Shunting shall be done as per rule 6.05.

F - Rules applicable to Single Line – Class 'B' station

6.16 Conditions for granting Line Clear: -

(1) Line Clear shall not be given, unless-

(a) the whole of the last preceding train has arrived complete *as provided under rule 6.31*;

(b) all the reception signals behind the said train have been put back to 'ON'; and

(c) the line is clear-

(i) at stations equipped with two -aspect signalling-
upto BSLB (where provided), or
upto the SLB /Advanced Starter (if any), of the opposite direction at the end from which the train is expected (where BSLB is not provided), or
upto the Home signal if BSLB/SLB/Advanced Starter is not provided, or
upto the outermost facing points if BSLB/SLB/Advanced Starter/Home signal is not provided;

(ii) at stations equipped with multiple-aspect signalling or modified lower quadrant signalling

upto the SLB or Advanced Starter (if any) of the opposite direction at the end from which the train is expected(where BSLB is not provided), or

upto the outermost facing points if BSLB/SLB/Advanced Starter is not provided.

6.17 Obstruction/Shunting when Line Clear has been granted to a train but signals have not been taken 'OFF' for receiving the train:–

(1) Obstruction/Shunting shall be done as per rule 6.07.

Note:-Obstruction/Shunting beyond outermost facing points and upto SLB/advanced starter in multiple aspect/modified lower quadrant signalling territories and beyond Home signal and upto SLB/Advanced Starter in two aspect signalling territories may be prohibited in SWRs of stations taking into consideration the speed, weight and brake power of the trains and the gradient.

6.18 Obstruction/Shunting when Line Clear has been granted and signals have also been taken 'OFF' for receiving a train: -

Obstruction/Shunting shall be done as per rule 6.08.

6.19 Obstruction/Shunting upto First Stop signal before granting Line Clear:-

Obstruction/Shunting shall be done as per rule 6.09.

6.20 Obstruction/Shunting when block section is clear of trains and Line Clear has not been granted to a train: -

(1) Obstruction/Shunting within station section shall be done as per rule 6.07.

(2) Obstruction/Shunting upto the first stop signal shall be done as per rule 6.09.

(3) the line outside the first stop signal shall not be obstructed unless the line has been blocked back. The SM on duty shall extract SH Key/extract Token/Tablet or obtain block back as the case may be and there after issue a Shunting Order (T633) to the Loco pilot with remarks that SH Key has been extracted/Token/Tablet No. --/block back has been obtained.

G - Rules applicable to Single Line – Class 'C' station

6.21 Conditions for granting Line Clear: -

The line shall not be considered clear and Line Clear shall not be given, unless-

(1) the whole of the last preceding train has passed complete as provided under rule 6.31,beyond the block overlap of the Home signal; and

(2) signals taken 'OFF' for the last preceding train have been put back to 'ON' behind the said train:

Provided that the line is also clear of trains running in the opposite direction towards the block hut from the block station at the other end.

H - Rules applicable to Special Class station on Single Line /Double Line/ Multiple Line/Twin Single Line

6.22 Conditions for granting Line Clear and shunting at a Special Class station on a single line / double line/multiple line/twin single line:-

Conditions for granting Line Clear and shunting at a Special Class station shall be prescribed in the SWR of the concerned station keeping in mind local conditions, layout and the conditions for granting Line Clear and shunting/ obstruction specified for A, B, and C class stations in these rules.

I - Rules applicable to Twin Single Line: -

6.23 Rules applicable to twin single line: -

(1) The following additional features should be provided on the section(s) where twin single line working is adopted in addition to rules applicable for 'A','B', 'C' or Special class stations as prescribed for single line sections in these rules -

(a) The station yard(s) situated at both ends and that of major stations enroute shall be provided with complete track circuiting.

(b) Separate single line block instrument shall be provided for each line at block stations which shall be so interlocked with the Advanced Starters so as to ensure that the Advanced Starter can be taken 'OFF' for that line only after Line Clear has been obtained from block instrument pertaining to that particular line from the block station in advance.

(c) At stations, equipped with twin single line working, starter signal shall be so interlocked with Advanced Starters that the Starter signal can be taken 'OFF' only after taking 'OFF' Advanced Starter.

(d) Reception signals shall be so interlocked so as to ensure safe reception of trains on different lines of the yard as permitted in these rules.

J-Provisions of block instruments or other equipments for obtaining/granting Line Clear

6.24 Means of granting/obtaining Line Clear:-

(1) The running of every train shall, in its progress from one block station to another, be regulated by means of a man - machine interface through one or a combination of more than one of the following in order of preference-

(a) Block Instruments, Track Circuits or Axle Counters or similar such secured device;

(b) Telephones attached to Block Instruments;

(c) Station to station fixed telephones wherever available;

(d) Fixed land line telephone;

(e) Mobile telephone;

(f) Control telephone;

(g) any other device approved by an authority appointed by Railway Board and

(h) VHF sets.

VHF sets shall be used only under special instructions, and in case of failure of other means of granting/obtaining Line Clear. special instructions should specify the circumstances, duration and manner in which VHF will be used till restoration of any one of the other means of communication.

Provided further that-

(i) The order of preference, as mentioned above, should not be violated under any circumstances.

(ii) In all cases where Line Clear is obtained/granted only by means of verbal communication, the SM on duty before obtaining/granting Line Clear shall establish the identity of the SM on duty at other end of the block section by cross checking the Private Numbers given to two preceding trains or any other method as prescribed under special instructions. These Private Numbers shall be recorded in the remark column of TSR (T 628).

6.25 Provision of instruments -

(1) Instruments of granting/obtaining Line Clear shall be provided at every station, except at class 'D' stations where they may be provided under special instructions.

(2) (a) instruments for granting/obtaining Line Clear provided at any station shall be of a type approved by an authority appointed by Railway Board and shall not be brought into use in the first instance unless they have been permitted by such an authority.

(b) the person in charge of the maintenance of such instruments shall not without the approval of the CSTE and COM, permit the substitution, of the instruments and installation brought into use in the first instance or any other instruments or installation which do or does not satisfy the conditions prescribed in clause (a) above.

6.26 Certificate of competency: -

(1) No person shall be allowed to operate block instrument, panel/RRI/SSI or similar such device unless he has satisfactorily passed the prescribed examination and holds a duly authorised certificate of competency. This certificate shall be valid for a period of 3 years or as specified by Railway Board. Principal ZRTI or an officer authorised by him on his behalf shall issue the necessary certificate to the staff after they have successfully undergone initial/promotional or refresher course training. Such certificate shall cover the operations of block instrument, panel/RRI/SSI or such similar device in use.

(2) In case, a SM having a valid certificate of competency is posted at a station for the first time where, panel/ RRI/SSI or such similar device has been provided or at a station where panel(s) is provided for the first time, he shall be given picking up duties as notified by the railway at the station of posting. In addition, TI/SM incharge, JE/SE (Signal) will jointly assess practical knowledge of SM on panel operation and obtain his assurance. If the SM is found deficient in the knowledge of working of panel at such station, picking up period should be extended. Independent duty/charge should only be given after satisfying that the SM is well conversant with the operation of panel and obtain his assurance in the register duly countersigned by SM (in-charge), TI/ JE/SE (Signal) before giving independent duty/charge.

(3) In case of a staff holding authorised certificate of competency, but has not operated block instrument/, panel/RRI/SSI or such similar device for a period exceeding one year, the certificate of competency may be renewed jointly by AOM, ASTE nominated for the purpose. In such cases validity of competency certificate shall not be extended more than once and the validity of such certificate shall not in any case exceed the due date for refresher course.

(4) JE/SE (S&T) and the railway servants of S&T department authorised to carry out maintenance/repair of block instruments and panel/ RRI/SSI or such similar device must also be in possession of a competency certificate issued by a principal/in–charge of the concerned railway training centre/institute valid for a period of 3 years. In case JE/SE (S&T) and the railway servants of S&T department authorised to carry out maintenance/repair of block instruments and panel/ RRI/SSI or such similar device has not carried out maintenance of a particular instrument for a period of one year or more shall be issued a certificate by the Sr. DSTE/DSTE valid for a period of one year or the date the concerned railway servant is due for refresher course whichever is earlier.

6.27 Messaging of trains between stations: –

(1) For communicating messages and acknowledgment thereof regarding train operation, the prescribed code of bell signals shall be used, and a copy thereof shall be exhibited at each block station near the place of operation of the

instruments of granting/obtaining Line Clear. Table below gives the bell code of sending and acknowledging the message under different circumstances.

Item No	Indication	How signalled	How to acknowledge the signal
1.	Call attention/attend telephone	0	0
2.	Is Line Clear or enquiry about Line Clear	00	00
3.	Train entering block section	000	000
4.	(a) Train out of block section (b) Obstruction removed	0000	0000
5.	(a) Cancel last signal (b) Cancel given in error	00000	00000
6.	Emergency danger signal. Attend block telephone immediately.	000000	000000
7.	Testing	0000000000	0000000000

Note -

(a) '0' INDICATES A STROKE OR A BEAT OF BELL.

(b) EACH SIGNAL SHALL BE GIVEN SLOWLY AND DISTINCTLY.

(2) Exchange of bell codes under item 3 and 4 are not required between stations provided with block proving axle counter or track circuit having complete track circuiting of station yard excluding non-running line(s) on either end.

(3) It must be clearly understood that the use of the authorised code of bell signals is necessary along with the telephone attached to block instrument.

(4) In case of emergency danger signal being received the SM on duty or the railway servant incharge of cabin where block instruments are provided must immediately attend the block telephone. Where block instruments are provided at cabins, the railway servant incharge of cabin should immediately advise SM on duty at the station about the cause of giving/receiving emergency danger signal and act as per his instructions.

6.28 Train Signal Register (TSR) -

(1) Unless otherwise exempted by special instructions, a TSR shall be kept at every block station/cabin whether provided with block instruments or not and maintained by the SM on duty or by a competent railway servant appointed in this behalf.

(2) The SM on duty or the railway servant incharge of cabin shall personally fill up each column in the TSR neatly and correctly.

(3) An entry shall be made in ‘Remarks’ column in regard to every instance of a train crossed or detained for allowing another train to take precedence.

(4) When SM or the railway servant incharge of cabin changes duty, a line shall be drawn across the page preferably in red ink, and the SM or the railway servant incharge of cabin going off duty, shall enter the date and time of going off duty and sign his name in full with designation above this line. The SM or the railway servant incharge of cabin coming on duty shall enter the date and time of his taking over charge and sign his name in full with designation below the line.

(5) The TSR in use must not be removed from the station/cabin/block working office without the order of the Sr. DOM/DOM of the division. If any reference to the TSR is required, the SM incharge must go to the station/cabin/block working office for this purpose. In case of an accidents involving collision, derailments, breach of block operation etc., the SM incharge of the station must immediately

take charge of the TSR and keep it in his personal custody until made over by him to a responsible operating official. A fresh TSR shall be used in replacement of the one seized.

(6)(a) The TSR must be retained at stations for one year after the register is completed and after that it should be treated as old record and disposed of as such unless otherwise required.

(b) the TSR required to be retained pending enquiries or judicial cases must however, on no account, be treated as old records and disposed of before the conclusion of such enquiry or judicial case and without obtaining prior specific orders from the Sr.DOM/DOM.

6.29 Authority to proceed: -

(1) The Loco pilot shall not take his train from a block station to the next block station unless he has been given an authority to proceed -

(a) on the double line, by the taking 'OFF' of the last stop signal, and

(b) on the single line, either -

(i) by a token/tablet for the block section, extracted from a block instrument, or taking 'OFF' of the last stop signal provided with tokenless block instruments, continuous track circuits, axle counters or any other device for obtaining/ granting Line Clear.

(ii) by a PLCT (T 629 Up For up trains and T629 DN for Down trains) duly stamped and signed by the SM on duty, or

(iii) by any other means prescribed in this behalf by the Railway Board.

(2) On a double line section, when the failure of the last stop signal does not render block instrument out of commission, Line Clear working shall continue to be done on the block instrument itself, but while despatching a train into the block section, an endorsement shall be made on the 'authority to pass signal at 'ON' (T/1307) by the SM on duty to the effect that Line Clear has been obtained on block instrument, the Private Number received from the block station in advance shall also be recorded thereon.

6.30 Responsibility of SM as to authority to proceed:-

(1) An authority to proceed shall be given to the Loco pilot by the SM on duty or by any of the authorised railway servant after obtaining Line Clear from the next station.

(2) The 'Authority to Proceed' must be handed over as follows-

(a) trains running through –

(i) When the 'Authority to Proceed' is a token/tablet it should be kept in the pouch and ring and delivered from the designated place either through token/tablet stand or by the authorised railway servant. It should be picked up by the loco crew either manually or through token/tablet pickup apparatus fitted on the locomotive.

(ii) When the 'Authority to Proceed' is PLCT, the same shall be delivered from opposite SM's office by the authorised railway servant and should be picked up by one of the loco crew, where departure signals are not provided. At stations where departure signals are provided PLCT along with authority to pass last stop signal shall be delivered after the train has come to a stop at the station.

(b) For all stopping trains having halt of two minute or less at the station or as specified under special instructions - the departing signal(s) can be taken 'OFF' after 'Line Clear' has been received from the station in advance and authority to proceed (in case of tangible authority) shall be handed over while

the locomotive passes the station building after the incoming token/tablet has been surrendered. The Loco pilot and the Guard (if available) shall be responsible to stop their train at the stations at which it is booked to stop in the WTT even though the signal(s) governing its departure from the station is/are showing 'OFF' aspect.

(c) In case of stopping trains, other than those mentioned in sub-rule(b) above, the 'Authority to Proceed' should be handed over to the Loco pilot by one of the authorised railway servant while the locomotive passes the station building and following conditions are complied with –

(i) the incoming token/tablet if any has been surrendered,

(ii) the departing signal(s) is kept at on,

The Loco pilot shall stop the train obeying the departing signals, the signals shall be taken 'OFF' only after the train has come to a stop.

Note:- This rule shall apply to station(s) where departure signal(s) is provided. At station(s) where departure signal(s) is not provided 'Authority to Proceed' should be handed over to the Loco pilot only after the train has come to a stop.

(3) At stations, where token/tablet block instrument is located in a cabin situated at some distance from the SMs office, the 'Authority to Proceed' may be delivered to the Loco pilot from the fixed place near the cabin. In such cases, if the Starter signal has been taken 'OFF' and the Guard(if available) has given the starting all right signal, the Loco pilot should start with his train and pick up the 'Authority to Proceed' from the fixed place, near such cabin. This procedure shall be followed only at that station(s)/yard(s), which is specifically mentioned in the WTT.

(4) The place where the token/tablet shall be surrendered by the Loco pilot, on arrival of the train at a block station shall be as specified in SWR.

(5) If the Loco pilot over carries a token beyond the section to which it applies and is also in possession of the correct token for the section, he should proceed with his train to the block station ahead. On arrival, he shall hand over the over carried token to the SM and obtain a receipt for it. The SM shall return the over carried token to the station concerned through the crew of the first available train and obtain a receipt.

6.31 Complete arrival of trains and closing of the block section: –

(1) Complete arrival of the train(s) passing run through the station -

(a) (i) On a section, where there is provision of a BPAC, continuous track circuiting or any other approved device between block stations which assures complete arrival of trains and the receiving station is having complete track circuiting of station section excluding non-running lines which is functioning, indications regarding clearance of block section which signifies complete arrival of the train at such station would be taken as assurance for complete arrival of the train by the SM on duty;

(ii)If a train passes from such a station without tail lamp/tail board or such other approved device, the SM on duty shall advise the station in advance to stop the train and take remedial action but need not withhold closing of block section in rear.

(b) (i) At a station where a BPAC, continuous track circuiting or any other approved device between block stations which assures complete arrival of trains and receiving station having complete track circuiting of station section excluding non-running lines is out of order or is not provided - SM on duty either himself or through a nominated staff as defined in the

SWRs shall ensure that a tail lamp/tail board or such other approved device is available on the last vehicle of each train;

(i) In case a train is booked to run through a line which is away from the station building and the line(s) nearer to station building is occupied by another train(s) or the SM on duty is not in a position to ensure complete arrival of the train as prescribed under sub-rule (i) above, he will ask the incharge of cabin and/or traffic Gateman to check availability of tail lamp or tail board or such other approved device is available on the last vehicle of the train. In such a case, the responsibility for checking and confirming the availability of tail lamp or tail board or such other approved device shall be of the railway servant incharge of cabin where end cabins are there or where nominated in the SWRs that of the traffic LC Gateman (if end cabins are not there and traffic gate is available) supported by a Private Number. Otherwise, SM shall depute a competent railway servant on duty to be (specified in SWRs) at a suitable place to watch the passing train and to confirm complete arrival of the train by checking tail lamp or tail board or such other approved device in rear of the train supported by a Private Number. Or, else the SM can confirm the complete arrival of the train from the guard (if available) as prescribed under special instructions through approved means of communications.

(ii) If a train passes from such a station without tail lamp/tail board or such other approved device, the SM on duty shall advise the station in advance to stop the train and take remedial action and shall withhold closing of block section in rear till he assures himself from station in advance or otherwise that the train is complete.

(2) Complete arrival of the train(s) stopping at the station –

(a) Sub-rule (1)(a) (i) shall be applicable.

(b) At a station where a BPAC, continuous track circuiting or any other approved device between block stations which assures complete arrival of trains and receiving station having complete track circuiting of station section excluding non-running lines is out of order or is not provided - For ensuring complete arrival by observing tail lamp/tail board or such other approved device, sub-rule (1)(b) (ii) shall be applicable.

(3) When the block section has been cleared by the arrival of the train as prescribed under sub-rule (1) above or the cause of blocking the section has been removed and the authority for shunting or obstruction in block section as prescribed as per Rule 6.33 has been received back, the block section shall be closed by the block station in advance.

K - General Provisions

6.32 Block back or Block forward -

Block back or block forward shall be done only in accordance with the procedure prescribed by special instructions.

6.33 Authority for shunting or obstruction in block section: -

(1)(a) The SM on duty, while permitting shunting or obstruction in the block section shall authorise , the Loco pilot through Shunting Order(T633) for performing shunting in the block section. In addition on single line he shall extract token/ tablet or SH Key (with advise to SM of the station in advance) and keep it in his personal custody. A remark to this effect shall be made in shunting Order (T633).

(b) Shunting order shall be prepared in three foils, the first copy shall be given to Loco pilot, second copy to Guard (if available) and third copy shall be kept in record, specifically mentioning the following points on this form and acknowledgment of Loco pilot and Guard obtained:-

(i) Limits of shunting.

(ii) Details of work to be done.

(iii) Running line and other line involved in the movement.

(iv) Approximate time up to which shunting is to be completed.

(2) Relevant stop signal/shunt signal if any may be taken 'OFF' for shunting as permitted in SWR.

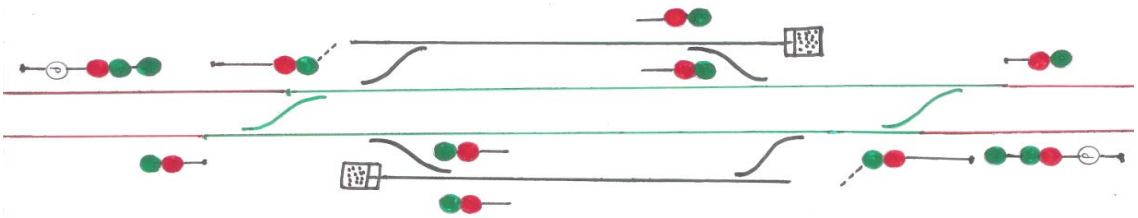
(3) When shunting of train is permitted suitable entries in this regard should be made in the TSR and charge book/diary of SM on duty.

(4) When shunting is permitted in block section, after completion of shunting, the person incharge of shunting shall personally inform the SM on duty and sign on the counter foil of shunting order(T633) that the shunting is withdrawn from the block section only after that the SM on duty shall grant Line Clear for a train to approach from the direction referred to thereon.

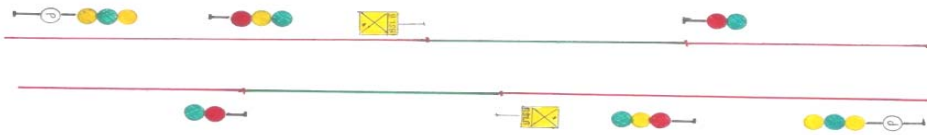
6.34 Typical though not exhaustive illustrative diagrams -

Class 'A', 'B' and 'C' stations on single line and double line are illustrated in the following diagrams, which are not to scale. These diagrams are only indicative and not exhaustive. Station layout will vary depending on local conditions but will have to conform to the provision of these rules. Stations on double/multiple line sections shall have emergency cross-over between up and down main line alternatively in facing/trailing direction.

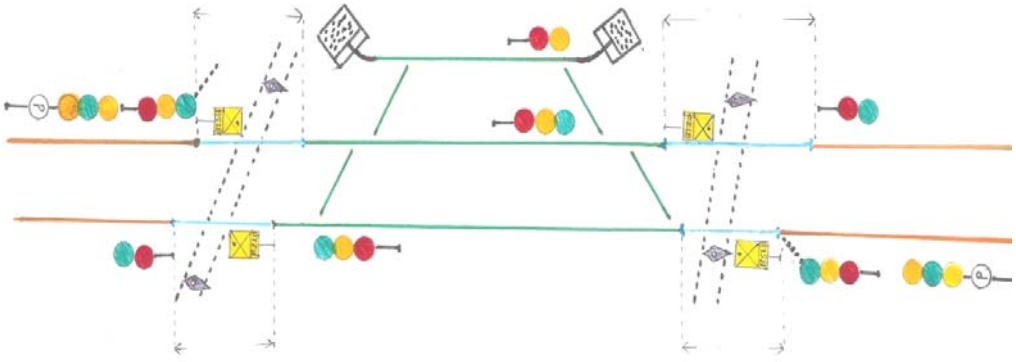
Class 'A' double line station in TACL/TALQ signalling with Warner, Home, Starter and Advanced Starter signals



Class 'B' double line station in MACL/MAUQ signalling with Distant, Home, BSLB and Starter (without loop line)



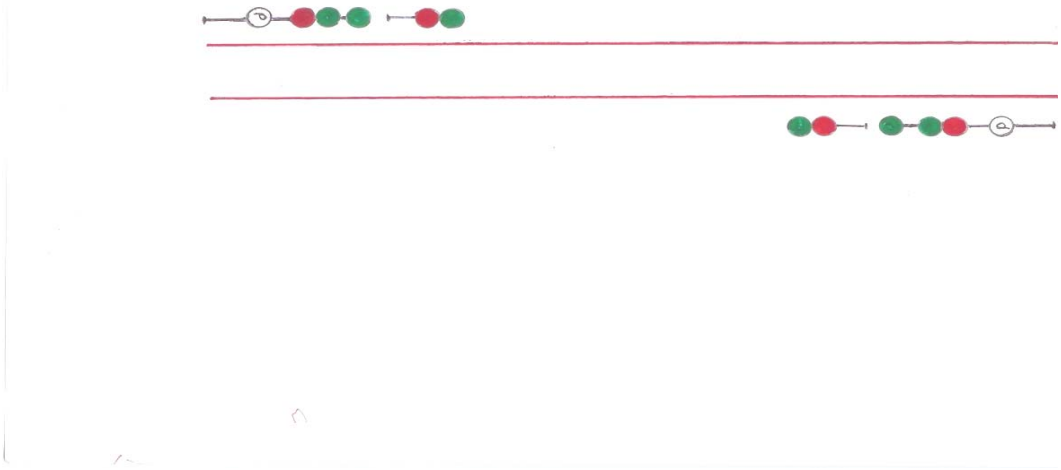
Class 'B' double line station in MACL/MAUQ signalling with Distant, Home, Starter, BSLB, FZLB and Advanced Starter signals



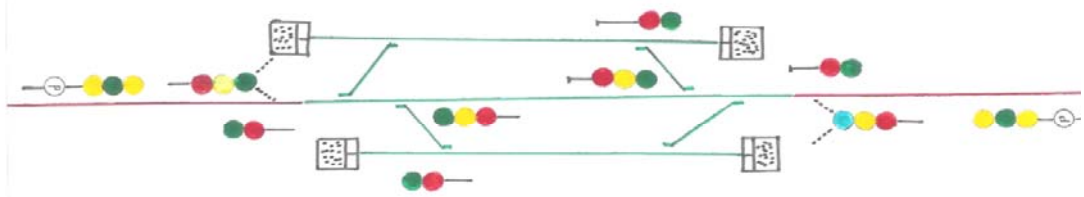
Free Zone

Free Zone

Class ‘C’ double line station in TACL/TALQ signalling with Warner and Home signals



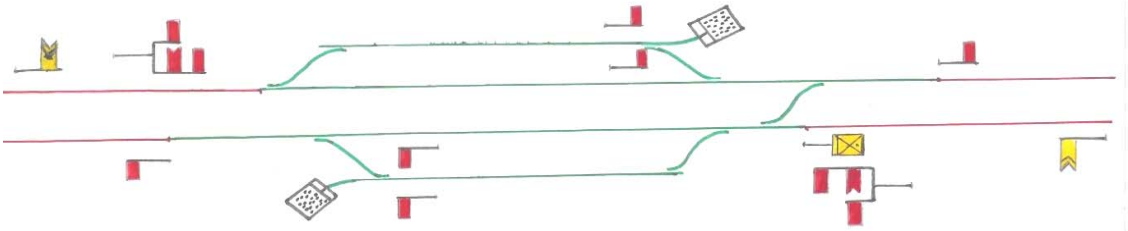
Class ‘B’ single line station in MACL/MAUQ signalling with Distant, Home, Starter and Advanced Starter signals



Class 'C' double line station in MACL/ MAUQ signalling with Distant and Home signals



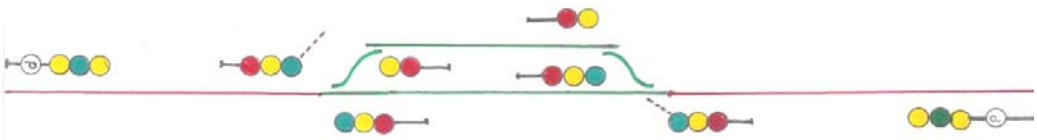
Class 'B' double line station in Modified Lower Quadrant signalling with Distant, Warner, Home, Starter and Advanced Starter signals.



Class 'B' single line station in Modified Lower Quadrant signalling with Distant, Warner, Home, Starter and Advanced Starter signals



Class 'B' single line station in MACL/ MAUQ signalling with Distant, Home, Starter



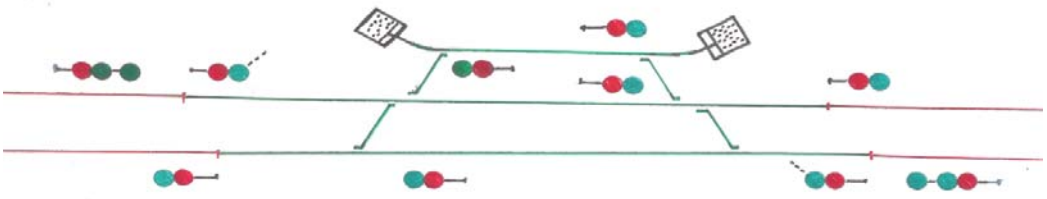
Class ‘C’ single line station in MACL/ MAUQ signalling with Distant and Home.



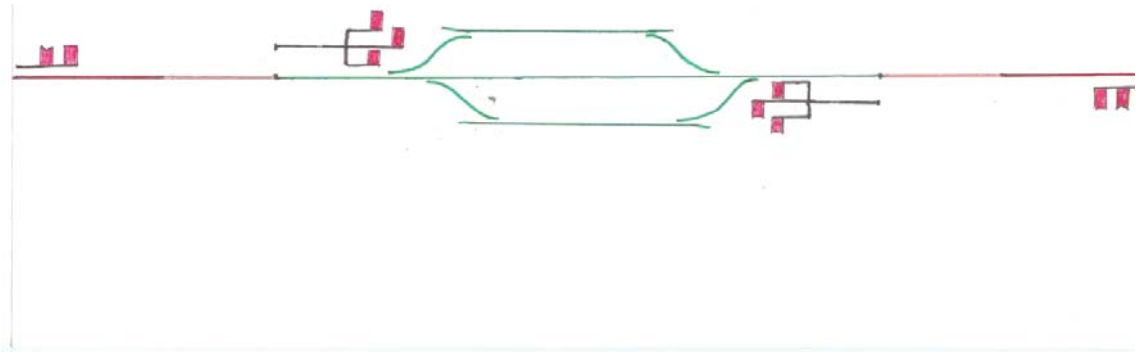
Class ‘C’ single line station in TALQ/ TACL signalling with Warner and Home signals



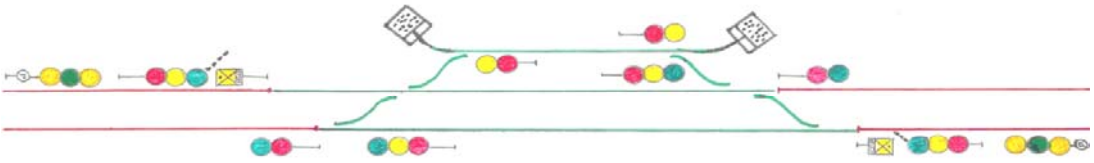
Class ‘B’ double line station in TACL/ TALQ signalling with Warner, Outer, Home, Starter and Advanced Starter signals



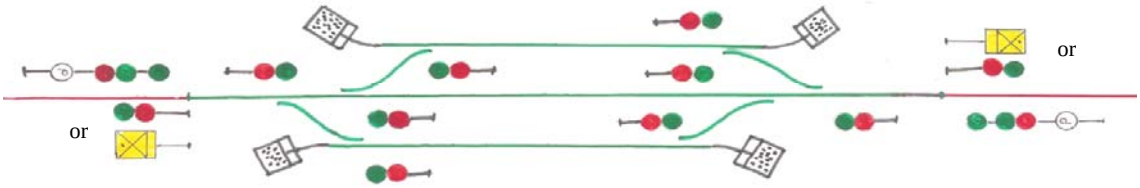
Class 'B' single line station in TACL/ TALQ signalling with Warner, Outer, Home signals



Class 'B' double line station in MACL/ MAUQ signalling with Distant, Home, Starter and Advanced Starter signals



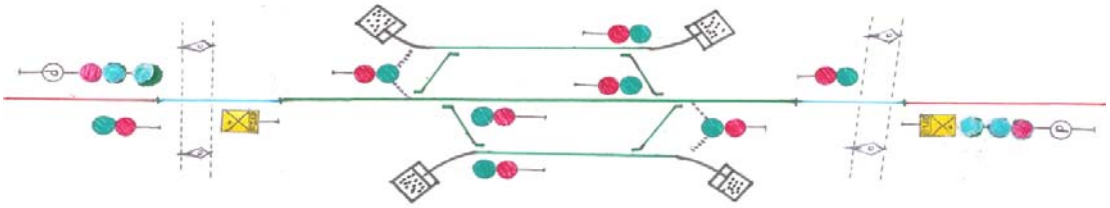
Class 'A' single line station in TACL/ TALQ signalling with Warner, Home, Starter and Advanced Starter signals



Class 'B' single line station in TACL/ TALQ signalling with Outer & Home signals

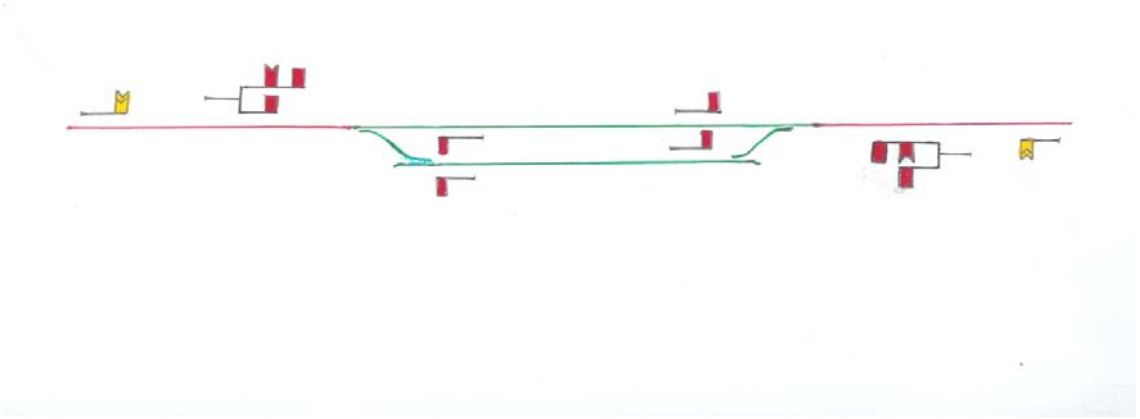


Class 'A' single line station in TACL/ TALQ signalling with Warner, Home, Starter, BSLB, FZLB and Advanced Starter signals

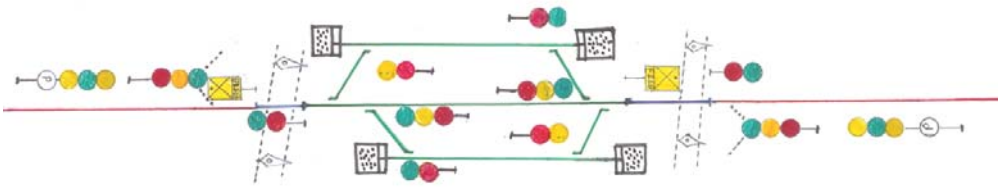


Free Zone Free Zone

Class 'B' single line station in Modified Lower Quadrant signalling with Distant, Warner, Home, Starter signals

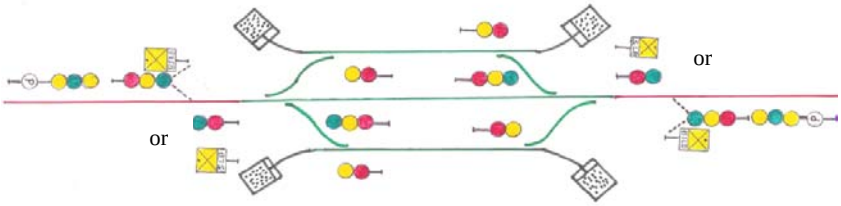


Class 'B' single line station in MACL/ MAUQ signalling with Distant, Home, Starter, BSLB, FZLB and Advanced Starter signals



Free Zone Free Zone

Class 'B' single line station in MACL/ MAUQ signalling with Distant, Home, Starter, BSLB, SLB and Advanced Starter signals



CHAPTER VII
THE AUTOMATIC BLOCK SYSTEM

A - Rules Applicable to Double Line

7.01 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, axle counters or any other similar approved device,

(b) the line between two adjacent block stations may, when required, be divided into a series of automatic block signalling sections each of which is the portion of the running line between two consecutive stop signals, and the entry into each of which is governed by a stop signal, and

(c) the track circuits, axle counters or any other similar approved device shall so control the stop signal governing the entry into an automatic block signalling section that–

(i) the signal shall assume 'OFF' aspect only when the line is clear for an adequate distance beyond the next stop signal in advance, and

(ii) the signal is automatically placed to 'ON' as soon as it is passed by the train.

(2) Unless otherwise directed by the Railway Board, the adequate distance referred to in sub-clause (i) of clause (c) of sub-rule (1) shall not be less than 50 mtrs.

7.02 Minimum equipment of fixed signals in Automatic Block territory on a double line station:-

Minimum equipment of signals at a station shall be Automatic signals and if not, then Semi-Automatic or manual Home and Starter signals, which shall either be three or four aspect colour light signals. Home and Starter signals may be provided with or without route indicator.

B - Rules applicable to Single Line

7.03 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, axle counters or any other similar approved device.

(b) the line between two adjacent block stations may, where required, be divided into two or more automatic block signalling sections by provision of stop signals.

(c) Line Clear shall be obtained/given by on duty SMs of stations at both ends when the line is clear of trains running in either direction and also for an adequate distance beyond the first stop signal of station granting Line Clear.

(d) the direction of the traffic shall be established only after Line Clear has been obtained and the controlling lever or switch/button operated to the required position.

(e) a train shall be started from the block station to the block station in advance only after the direction of traffic has been established.

(f) after the direction of traffic has been established, movement of trains into, through and out of each automatic block signalling section shall be controlled by the concerned Automatic stop signal and the said Automatic stop signal shall not assume ‘OFF’ aspect unless the line is clear for an adequate distance

beyond the next Automatic/manual stop signal or upto the next Automatic stop signal where authorized by the Railway Board.

(g) the 'OFF' aspect of the Semi-Automatic Starter signal establishes the direction of traffic and constitutes 'authority to proceed' for the Loco pilot.

(h) unless otherwise directed by the Railway Board, the adequate distance referred to in clause (c) and clause (f) of sub- rule (1) shall not be less than 100 mtrs.

7.04 Minimum equipment of fixed signals in Automatic Block territory at a **single line station:–**

The minimum equipment of fixed signals to be provided for each direction at a station shall be **–**

(1) Manual or a Semi-Automatic Home signal and manual or a Semi-Automatic Starter signal.

(2) An Automatic stop signal in rear of the Home signal of the station.
Under approval of the Railway Board, the Automatic stop signal may be dispensed with where the distance between the last stop signal of the station in rear and the first stop signal of the station in advance is less than 1000 mtrs**.**

7.05 Additional fixed signals in Automatic Block territory on single line:-

(1) Besides the minimum equipment prescribed in rule 7.04, 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 and boards as may be necessary for the safe working of trains may be provided.

7.06 Conditions for taking 'OFF' manual stop signals in Automatic Block territory on single line:-

(1) Home signal – Conditions for taking 'OFF' Home signal shall be same as laid down in rule 4.20.

(2) Last stop signal – The last stop signal shall not be taken 'OFF' for a train unless the direction of traffic has been established and the line is clear upto the next Automatic stop signal, or when the next stop signal is a manual stop signal for an adequate distance beyond it.

(3) The adequate distance referred to in sub-rules (2) shall not be less than as prescribed under rule 7.03(1)(h) unless otherwise directed by Railway Board.

7.07 Person in charge of working trains on Automatic Block System on single line:–

(1) Except where CTC is in operation, the SM on duty shall be responsible for the working of trains at and between stations.

(2) On a section where CTC is in operation, the CTC 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 CTC 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 SM on duty during emergency or as prescribed under special instructions. When such emergency control is transferred, the SM on duty 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 multiple lines and twin single lines

7.08 Rules applicable to multiple lines and twin single lines:-

Rules applicable for double line (rules 7.01and 7.02) and/or single line (rules 7.03, 7.04, 7.05, 7.06 and 7.07) shall be applicable depending on the number of lines and

they shall be specified in the SWRs of the stations concerned on that section. Such sections shall be specified in the WTT in force.

D - Rules applicable to double/multiple line/single and twin single line

7.09 Duties of Loco pilot and Guard when an Automatic stop signal is to be passed at 'ON':–

(1) (a) 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 as close to the signal as possible. The Loco pilot shall advise the cause of stopping to the Guard (if available) through approved means of communications. After waiting there for one minute or for such lesser time as prescribed under special instructions (which shall not be less than 15 seconds in suburban sections and 30 seconds in other than suburban sections), if the signal continues to remain at 'ON', he shall advise the Guard (if available) and obtain his acknowledgement through approved means of communications and/or through exchange of prescribed whistle code/bell code and/or hand signal (in case of other than (EMU/MEMU/DMU trains). Thereafter, the Loco pilot shall proceed ahead, towards the next stop signal in advance at speed not exceeding 25 kmph exercising great caution so as to stop at least 50 metres short of any obstruction.

(b)During night or where owing to the curvature of the line, or bad weather condition impairing visibility, or locomotive working the train pushing, or any other cause, the line ahead cannot be seen clearly, the Loco pilot shall proceed at a very slow speed, which shall under no circumstances exceed 15 kms. an hour. In case the locomotive working the train is pushing, the Loco pilot may seek assistance of the Guard, (if available) or Assistant Loco pilot for piloting his train.

(c)On approaching the next stop signal Loco pilot shall act upon its indication only after he has reached it.

(2) (a)The Guard (if available) shall immediately exhibit a Stop hand signal towards the rear and check that the tail board or tail light/lamp is correctly exhibited;

(b)The Guard (if available) of a train shall keep a watch on the speed of his train so that the Loco pilot does not exceed the speed as prescribed in sub-rule(a) and/or (b) above.

7.10 When an Automatic stop signal is repeatedly changing its aspects from green/yellow/ to red and/or vice-versa or is flickering:-

(1) The Loco pilot shall take action as prescribed under rule 13.02(3).

(2) When a Loco pilot passes an Automatic Stop signal at 'ON' or a flickering signal, he shall inform the fact to the next station through approved means of communications, in addition the Loco pilot shall make entries in Signal Failure Register at the time of signing off.

(3)The SM on duty, on receipt of information of a defective Automatic stop signal as above, shall record the defect in the Signal Failure Register and advise the Controller and the railway servant responsible for maintenance of such signal(s) immediately to rectify the defect.

7.11 Working of trains on CTC territory on double line/single line /twin single line:-

On a section where CTC is in operation, the working of trains shall be governed by special instructions.

7.12 Protection of a train stopped in an Automatic block signalling section –

(1) The Guard (if available) shall take action as per rule 7.09 (2)(a).

(2) If the stoppage is on account of accident, failure, or obstruction and the train cannot proceed, the Loco pilot shall apprise the Guard (if available) through approved means of communication and the train shall be protected immediately as prescribed in rule 12.05 (2) and adjacent line shall be protected as per rule 12.05 (1). If the Guard is not available rule11.33 shall be applicable.

7.13 Procedure during failure of Automatic signalling:-

When a failure of Automatic signalling is likely to last for some time or cause serious delay, trains shall be worked from station-to-station over the section or sections concerned as prescribed below-

(A)The procedure for working of trains on double line section during prolonged failure on automatic signalling territory when failure of all automatic, semi-automatic and stop signals is likely to last for some time which may affect train services but communications are available-

(1) On becoming aware of such a fault the SM on duty shall inform the officials of S&T and operating departments including Controller and the SM on duty of the station ahead and/ or nominated station(s) (as mentioned in WTT).

(2) Each train shall be brought to a stand at the station before it is allowed to enter the affected section, the Loco Pilot and Guard of the train shall be advised of the circumstances by the SM on duty through approved means of communications.

(3) SMs of intermediate stations, in between nominated stations shall ensure correct setting and locking of points (procedure for setting and locking of points to be prescribed in detail in SWR) over which train will pass and shall confirm the same to the nominated stations by exchange of Private Number. They shall not change points over which trains will pass till normal working is restored.

(4) The SM on duty at the station in rear of the affected section shall obtain 'Line Clear' from the station at the other end of affected section for the train by one of the means of communications available as prescribed under rule 6.24 (b) to (h).

(5) The SM on duty at the station in advance shall not give such 'Line Clear' above unless -

(a) the whole of the last preceding train has arrived complete;

(b) the line on which it is intended to receive the incoming train is clear up to the platform Starter or the place at which the trains usually come to a stand; and

(c) all points over which train will pass have been correctly set and all facing points locked for the admission of the train on the said line.

(6)The Loco pilot of the train(s) entering the affected section shall be given an Authority (T 713) having following details-

(a) 'authority to proceed;

(b)Caution Order restricting the speed to 25 kmph and further 15 kmph hour during night or while approaching or passing any portion of line where the view ahead is not clear due to curve, obstruction or bad weather impairing visibility and while passing over facing points. Other speed restriction(s) in force shall also be followed. The Loco Pilot shall continue to look out for any obstruction until he reaches the station ahead;

(c) Authority to pass all intermediate Automatic signals between the two nominated stations at 'ON'.

(d) Authority to pass Semi-Automatic signals when worked as manually operated as well as manually operated signals on being signalled past by a railway servant deputed for the purpose.

(7)(a) Before handing over the 'authority to proceed' all the points over which the train will pass, shall be correctly set and facing points locked. Whenever points have to be operated for diverting trains, these may be released and operated locally (procedure to be prescribed in SWRs).

(b) No train shall be allowed to enter an affected section until there is a clear interval of 10 minutes or such lesser time as prescribed under special instructions (which shall not be less than 5 minutes) between the train about to leave and the train which has immediately preceded.

(c) At the next/nominated station, the train shall be received on proper signal if they are working. Or else, the Loco pilot shall bring his train to a stand outside the stop signal and sound one long whistle and/or advise the SM on duty through approved means of communication. The SM after satisfying himself that all is safe shall arrange to pilot the train from this signal on prescribed form T1306(2), Loco pilot shall obey hand signals, if any, relayed from the station platform.

(8) Arrival of each train shall be intimated to the station in rear and the Controller shall be kept advised of all train movements taking place in the affected section.

(9) As soon as signals are put right normal working of trains on Automatic Block System may be resumed, after exchanging messages with Private Numbers by the on duty SMs concerned, assuring that the section is clear. Controller's permission, if possible, should be obtained before resumption of normal working.

(B)Temporary Single line working when one of the lines is obstructed and communications are available-

(1) Rule 13.17 shall be applicable; in addition a TSR shall be introduced at the stations on affected section.

(C) Total failure of communications on double line –

(1) Train shall be worked as per procedure prescribed under rule 13.27(A).

(D) Total failure of communications on double line during single line working –

(1) Train shall be worked as per procedure prescribed under rule 13.27 (C).

(E) Failure of all Signals on single line which is likely to last for some time-

(1)Direction of traffic shall be established after obtaining Line Clear as prescribed under Rule 7.03(1)(d), there after trains shall be worked as per procedure prescribed under GR 7.13 (A). Direction of traffic shall be changed after ensuring complete arrival of the last preceding train as prescribed under rule 6.31.

(F) Total failure of communications on single line –

(1) Train shall be worked as per procedure prescribed under rule 13.27(B).

(G) Despatching of Relief Engine/ Train in automatic signalling territory during obstruction –

(1) When a relief engine/train is required to be despatched in an occupied section, the SM on duty shall issue authority on form (T1321D) which shall contain-

(a) authority to proceed without Line Clear;

(b) authority to pass manual/automatic stop signals at 'ON';

(c) Caution Order restricting the speed to 25 kmph over straight with clear view and 15 kmph during night or when approaching or passing any portion of line where the view ahead is not clear due to curve, obstruction, bad weather impairing visibility.

(2) Rule 13.21 (D) shall also be applicable.

(H) In case of multiple line sections during abnormal conditions such as failure of all Signals likely to last for some times, despatching of Relief Engine/Train, temporary single line working, failure of communications–

(1)Train shall be worked as per special instructions to be prescribed for such sections keeping in view the rule 7.13.

7.14 Movement of trains against the direction of traffic on the Automatic Block System:-

(1) In Automatic signalling territory, trains shall run in the established direction of traffic only.

(2) In case of emergency such as accident, obstruction of line and failure of locomotive etc., if the train(s) cannot proceed to station in advance and is required to be pushed back to the station in rear following procedure shall be observed-

(a) Train(s) shall be protected as per rule 12.05

(b) The Guard (if available) and/or Loco pilot of the incapacitated train shall advice to the SM on duty of the station in rear through approved means of communications explaining the circumstances necessitating the train to be pushed back. In the absence of means of communications information may be relayed through the nearest L C Gate phone by the Guard or in his absence by the Assistant loco pilot.

(c) If no other train has entered the section behind the affected train the SM at the station from where the train entered the section shall advice the Loco pilot and Guard of the train to push back their train as per rule 11.11, provided no relief locomotive is readily available and after consulting Controller. Otherwise the section may be cleared by sending a relief locomotive as per rule 13.21(D).

(d) If there are one or more than one train behind the affected train the Loco pilots and/or Guards of these trains shall be advised wherever possible by the SM of the station from where the train entered the section by approved means of communication of the circumstances and the section shall be cleared as under:-

(i) Relief locomotive shall be sent as per rule 7.13(G) in the section to clear the last train that entered the section. The Loco pilot of the relief locomotive in addition to the authorities mention in rule 7.13(G), shall be given written instructions by the SM for pulling back the trains held up. SM shall also hand over similar authorities to the Loco pilot of the relief locomotive for handing over to the crew(s) of all the trains held up.

(ii) The relief locomotive will be attached in rear of the last train so as to pull it back to the station. Before the pulling back, the train locomotive of the last train will be detached and attached to the next train standing ahead to pull it

back, and so on. The train engine(s) shall thus be detached and attached to trains so as to ensure locomotive leading movement of trains.

(iii) If there is a intervening EMU/DMU/MEMU, it shall be taken to station in rear by changing the cab so that it is driven from the leading cab. Other trains shall be then cleared as per procedure mentioned in sub-rule (c) (d) above.

(e) Loco pilot and Guard shall ensure that their trains are kept at least about 200 mtrs. clear of other train(s) being pushed back.

(f) While pushing back rule 11.11 shall be observed.

7.15 Procedure to pass Semi-Automatic stop signal at 'ON': -

(1) When a Semi-Automatic Stop signal is worked as an Automatic stop signal, rule 7.09 shall apply.

(2) When a Semi-Automatic stop signal is working as a manual stop signal and it becomes defective, it may be passed as per procedure detailed in GRs 13.11 or 13.12 as the case may be.

(3) When a Loco pilot is authorized to pass a Semi-Automatic stop signal at 'ON' by taking 'OFF' the Calling-on signal fixed below it, he shall follow the precautions stipulated in rule 13.13.

7.16 Passing a L C Gate stop signal at 'ON' in Automatic signalling territory:-

If the Loco pilot finds a LC Gate stop signal at 'ON' in an Automatic signalling territory, -

(1) he shall comply with the provisions of rule 7.09, if the 'A' marker is illuminated, or

(2) (a)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

(b) after waiting for one minute or for such lesser time as prescribed under special instructions (which shall not be less than 15 seconds in suburban sections and 30 seconds in other than suburban sections), if the signal is not taken 'OFF', he shall draw his train ahead cautiously upto the level crossing, and

(c) if the Gateman is available and exhibiting Hand signals, proceed further and pass the L C Gate cautiously ,or

(d) if the Gateman is not available, the Loco pilot shall stop short of the LC Gate, thereafter the train shall be piloted across the LC Gate by the Assistant Loco pilot or Guard (where trains work with single locomotive crew). The Loco pilot then shall proceed cautiously up to the next stop signal complying with the provisions rule 7.09 (1).

7.17 Passing a Semi-Automatic LC Gate stop signal at 'ON' in Automatic Signalling territory: –

(1) Semi-Automatic LC Gate stop signal shall be provided with illuminated 'A' and 'AG' markers.

(2)When a Loco pilot finds a Semi-Automatic LC Gate signal at 'ON' with illuminated 'A' marker, he shall comply with the provisions contained in rule 7.09.

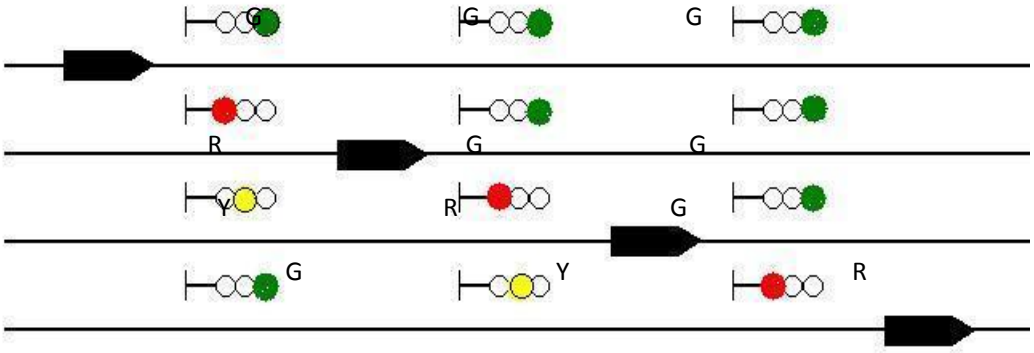
(3)When 'AG' marker light is illuminated he shall comply with the provisions of rule 7.16(2).

(4)When both 'A' and 'AG' markers lights are extinguished, the Loco pilot shall comply with the provisions of rule 13.11.

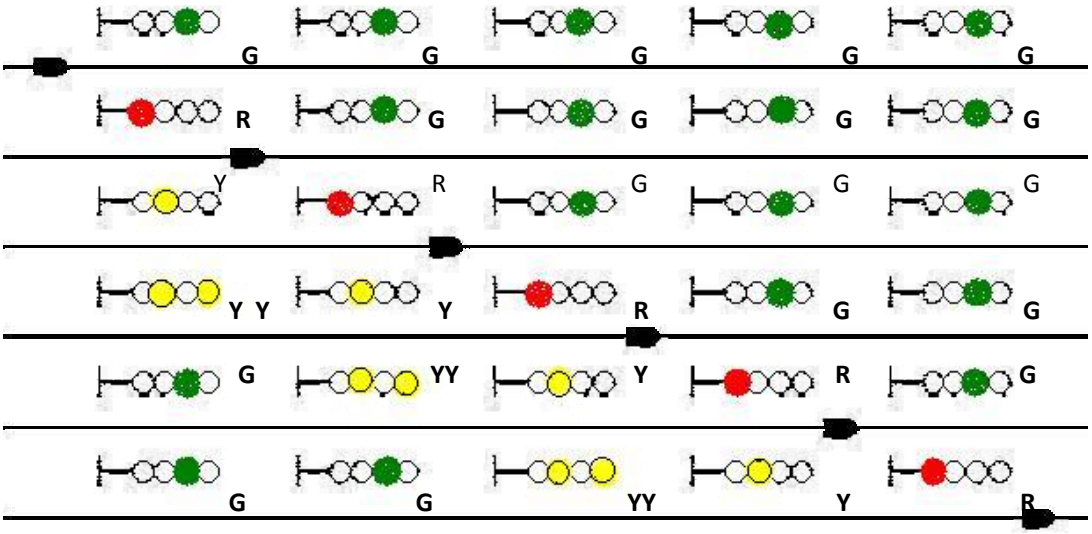
7.18 Illustrative diagrams -

Automatic change of sequence of aspects behind the train in three-aspect and four-aspect signalling is illustrated in the following diagrams, which are not drawn to scale.

Automatic change of sequence of aspects behind the train in three-aspect signalling territory



Automatic change of sequence of aspects behind the train in four-aspect signalling territory



CHAPTER VIII
ONE TRAIN ONLY SYSTEM

8.01 Use of One Train Only System:-

Trains may be worked on the One Train Only System, only on branch lines having single line section. Such sections shall be mentioned in the WTT.

8.02 Essentials of One Train Only System:-

Where trains are worked on One Train Only System, only one train shall be in the section on which this system is in force, at one and the same time.

8.03 Authority to enter the section:-

(1) A Loco pilot shall not take his train into the section unless he is in possession of the authority to proceed which shall be a Metal Token bearing the inscription, "One Train Only" and the section to which it applies.

(2)(a) The Metal Token shall be supplied to each base station. The SM on duty at the base station shall keep the Metal Token locked in a box (except when handing it over to the Loco Pilot of train authorising him to enter the section), specially provided for this purpose retaining the keys in his personal custody. The non-availability of the Metal Token from the box shall be regarded by the SM as an indication that the section is occupied by a train.

(b)The SM on duty shall not take out the Metal Token form the box earlier than 10 minutes before the schedule departure of the train and hand it over to the Loco pilot. Relevant signal(s) (if provided) shall be taken 'OFF' for the departure of train at the base station.

(3) On receipt of the Metal Token from the Loco Pilot on his return to the base station, the SM on duty shall immediately secure it in the box.

(4) The Loco pilot on return to the base station shall promptly hand over the metal token to the SM on duty or any other authorised railway servant. The SM on duty of the base station is also responsible for prompt recovery of the Metal Token from the Loco Pilot. He shall satisfy himself that the train has arrived complete and immediately secure the Metal Token in the box.

(5) The SM on duty of the base station shall maintain a TSR wherein he shall enter the train number, description of the train, the time of handing over of the Metal Token to the Loco Pilot, the time of departure of the train from the base station, the time the train arrives back and the time of securing the Metal Token from the Loco Pilot. Similarly, the SM or railway servant in-charge on duty at the other end of the section shall enter the arrival and departure of the train in the TSR/Station Diary under signature.

(6) (a) In case the Metal Token in use is lost or defaced/ damaged so as to warrant replacement, the emergency Metal Token which will be kept in a separate box duly locked and sealed shall be brought into use. Keys of the emergency token box shall be kept in personal custody of the SM in-charge of the station.

(b) In case of loss/damage to token on run by the Loco pilot, he shall proceed to the destination station and report the matter to the Guard/SM on duty. If the destination is the base station, emergency token as per sub-rule 6 (a) shall be introduced. If the destination station is not the base station train shall be worked to the base station on a written memo issued by the Guard.

(7) The SM in-charge of the station is authorized, in the exceptional circumstances referred to above, to break the seal, open the lock and make use of the

emergency Metal Token as "authority to proceed" for trains to work on the section.

(8) Whenever the SM on duty of the base station brings into use the emergency Metal Token, he shall record the fact in the Station Diary, detailing the circumstances under which and the time at which the emergency Metal token was brought into use. He shall also advise the SM on duty at the other end by approved means of communication. He shall also promptly advise the TI of the section, the Controller, Crew Controller and the Sr. DOM/DOM by a message followed by a letter. The SM on duty at the other end shall also record the fact in the Station Diary. The Sr. DOM/DOM, thereafter will arrange to supply a duplicate Metal Token expeditiously to the base station through TI. Controller, Crew Controller and both the SMs shall also be advised. The Inscription on the duplicate Metal Token shall bear the word `Duplicate'. On receipt of the duplicate Metal Token, the TI shall proceed to the base station and bring the duplicate Metal token into use after having restored the emergency Metal Token in the custody of the SM in-charge of the station. He shall advise the SM at the other end with copy to the Controller, Crew Controller and the Sr. DOM/DOM. An entry shall be made to this effect in red ink in the TSR or the Station Diary as the case may be.

(9) The original Metal Token which has been damaged/ defaced/ lost (if subsequently found), shall not be brought in use as "Authority to Proceed". The SM shall immediately return it to the Sr. DOM/DOM advising the TI of the section.

8.04 Procedure in case of accident or disablement of the train on One Train Only System:-

(1) (a) If the train becomes disabled and requires assistance or if an accident occurs where in it is not possible for the train to proceed, the train shall be protected in accordance with the provisions of rule 12.05 (2) (1) in the direction from which assistance, is being obtained.

(b) The Guard of the train shall convey the circumstances under which the train has become disabled and is not able to proceed, to the SM on duty through approved means of communications. In case the Guard is unable to contact the SM on duty, he shall himself proceed to such station/level crossing gate equipped with communication with the station to inform the SM on duty. If a push/motor trolly is available or if the Guard meets one on the way, the official-in-charge of the trolly shall pick up the Guard for carrying information to the nearest station. Before proceeding, the Guard shall instruct the Loco pilot in writing to keep the train stationary until his return and obtain his written acknowledgement. The above information can also be sent by Guard to the nearest station through Assistant Loco pilot or any other railway servant in writing.

(2) (a) Such SM on duty, if he is not the SM on duty of the base station shall communicate this information to the SM of the base station. On receipt of such information, the SM on duty of the base station may allow another locomotive/relief train(s) to enter the line.

(b) The Loco pilot of the locomotive/relief train(s) so sent shall be given a written authority T1321(D), containing such instructions as to where and under what circumstances the disabled train is situated and such other particulars as may be necessary to enter the section accompanied or 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 locomotive/relief train(s) sent to the assistance of the disabled train has been returned to the base station.

(4) If there is no Guard on the 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 locomotive is not left unmanned in terms of rule 11.59.

(5) If a train locomotive fails or is unable to proceed, the Loco pilot shall hand over the 'authority' (Metal token) to the Guard.

8.05 Working of Motor trolly and Material lorry:-

(1) Motor trolly and Material lorry shall work as a train.

(2) In case of any emergency a Motor trolly and/or Material lorry may work on the section behind a train. In such a case, they may work in the section without carrying the prescribed authority under the direct control and supervision of the official in-charge (not below the rank PWS, who shall take all precautions for its safe working. However, before putting the Motor trolly/Material lorry on the line, official in-charge shall inform the SM on duty in writing about the necessity of working, after that the SM on duty may then authorise the in-charge of the Trolly/Lorry through a written advise to enter the section after advising the station at the other end and taking his assurance to advice the Loco pilot and Guard of the train through a Caution Order. In case the incharge of trolly/lorry assures that the timings will not be exceeding the expected approach time of the train, the SM on duty may allow the incharge of trolly/lorry to enter the section. The incharge of trolly/lorry shall be responsible to protect the trolly/lorry as per rule 14.26.

CHAPTER IX
TRAIN FOLLOWING SYSTEM

9.01 Use of the Train Following System:-

(1) Trains may be worked on Train Following System on a single line section of a railway notified under special instructions.

(2) Sections over which Train Following System is introduced on a regular basis shall be notified in WTT.

(3) The Train Following System can be used in an emergency for specified duration with the permission of authorised officer.

A – Essentials

9.02 Essentials of the Train Following System:-

(1) Trains under this system are normally to be worked on single line branch line section between a pair of nominated stations where requirement of number of trains to be run is limited. A train staff shall be kept at one of such stations;

(2) Where trains are worked on the Train Following System, one or more trains may be dispatched from one station to the next or between nominated stations;

(3) No train(s) shall be started from a station unless the SM of station at other end or the person appointed in this behalf has confirmed his readiness to receive the train(s) under exchange of Private Numbers;

(4) The name of station up to which the train is to run shall be mentioned on the Train Ticket;

(5) The speed at which the train is to run and the actual time of departure of the preceding train whenever applicable shall also be advised to the Loco pilot;

(6) Whenever trains are required to be followed, the Loco Pilot shall be informed of the fact that train(s) will follow his train and of the probable time interval before the following train(s) shall start;

(7) A train shall not follow another train unless an interval of not less than 10 minutes has elapsed since the departure of the previous train;

(8) The first train and subsequent following trains shall be permitted to run at the same speed and such speed shall not exceed 25 kms. an hour when visibility ahead is clear and 15 kms. an hour during night and bad weather impairing visibility;

(9) The actual time of the departure of each train should be immediately intimated to the station in advance and the actual time of arrival of each train shall at once be intimated to the station in rear, and

(10) The number of following trains running concurrently between any two stations shall never exceed five at a time irrespective of the distance between such stations.

B - Rules for working of trains

9.03 Line Clear and authority to proceed: -

(1) (a) Line Clear shall be obtained on means of communications as mentioned in rule 6.24 (1) (b) to (h).

(b) Line Clear shall be asked by SM on duty who has Train Staff with him as prescribed under rule 9.02(3). The SM on duty before granting Line Clear shall ensure under exchange of Private Numbers that the last train sent by him has reached at the station asking Line Clear.

(c) Line Clear can be asked for one train or more than one train at a time.

(2) (a) Authority to proceed will consist of a train ticket (T903) to be issued to Loco pilot of each train. In addition, train staff will be given to the Loco pilot. If more than one train is being run, then the train staff will be given to the Loco pilot of the last train;

(b) A train staff shall be made of suitable metal with names of stations engraved, between which trains on Train Following System are worked as a regular feature.

(3) Authority to proceed shall be delivered to the Loco Pilot by the SM, or by railway servant appointed in this behalf. When assisting/banking locomotive(s) is attached, signature of the Loco pilot(s) of the assisting/banking locomotive(s) shall be obtained on the Train Ticket before it is delivered to the Loco pilot of the leading locomotive;

(4) Authority to proceed shall not be handed over to the Loco Pilot under sub-rule (2) until the train is ready to start;

(5) No train shall be dispatched from the station at which train staff is not available. In emergent situations train staff may be called back from the other station.

(6) Train Staff when not in use shall be kept locked in a box provided in the office of SM on duty. Key of the box shall be kept in the personal custody of the SM on duty.

(7) On arrival, the Loco pilot shall hand over the Train Staff to the SM on duty who shall keep it in his personal custody as prescribed in sub rule (6) above.

(8) Complete arrival of train(s) shall be ensured by the SM on duty as prescribed under rule 6.31.

9.04 Obstruction in face of approaching train:-

The line shall not be obstructed outside the outer most facing points in face of approaching train(s).

9.05 Obstruction when section is clear:-

To perform shunting when no train is allowed in the section and Train staff is available with the SM on duty, Train Staff along with written authority (T 633) or when Train Staff is at the other end, written authority (T 633) shall be given to the Loco pilot.

9.06 Protection of Trains on the Train Following System:-

(1) When a train is stopped between stations and is unable to proceed on account of accident or any other reason, it shall be protected in accordance with the provisions of rule 12.05 (1).

(2) For trains stopped between stations rule 13.21(A) shall be applicable.

(3) For trains stopped outside first stop signal rule 11.44 shall be applicable.

9.07 Procedure when train is disabled on the Train Following System:-

(1) If the train for any reason is unable to proceed and requires assistance, the Guard or in his absence the Loco pilot shall advice the SM of the nearest or any other station through approved means of communication regarding nature of assistance required. In case this is not possible, then Assistant Loco pilot shall be deputed for the purpose to the nearest station/level crossing gate equipped with communication with the SM at either of the ends;

(2) After the train has come to a complete halt, it should be protected immediately as per rule 12.05 (1). Under no circumstance the train should be pushed back. In case of an emergency, the train shall be pushed back as per rule 7.14 (2).

9.08 Authority to proceed to be given up and cancelled on arrival of train:-

(1) On the arrival of a train at the station up to which the Authority to proceed is valid, the Loco Pilot shall immediately handover the Authority to proceed to the SM, or to the railway servant appointed in this behalf to receive it;

(2) The person to whom Authority to proceed is so delivered shall immediately cancel the same. The record of Authority to proceed so cancelled shall be kept for a period of six months.

C - Working of trains under Train Following System in emergencies

9.09 Double line section –

(1) Train Following System may be introduced between the two adjacent block stations or between stations nominated by Sr. DOM/DOM on a double line section in emergencies with the permission of 'authorised officer' by a special order giving reasons for introducing the Trains Following System;

(2) On getting such permission, the Sr. DOM/DOM shall issue a numbered message to the SMs concerned with a copy through Controller regarding introduction of the Train Following System. If it is decided to close any intermediate stations, the message should clearly specify the intermediate stations (name(s) of stations to be mentioned) which have to be closed. The points at such station(s) should set for main line, in case main line is obstructed route should be set for a clear line and facing points clamped and locked, key of which should be in personal custody of SM on duty.

(3) SM on duty of the section on which the 'Train Following System' is to be introduced, shall on receipt of orders mentioned in sub-para (2) above will exchange message on approved means communication on Form T909 and T909 A.

(4) Trains shall be run as prescribed under Rules 09.02 to 09.08 above;

(5) Authority to proceed in this case will only be the train ticket T909 B;

(6) When introduced, up and down trains will run on their respective lines only. The relevant crossover points at stations will be set and padlock with keys in personal possession of the SM, so that the up and down lines are isolated upto either ends of the section where this has been introduced.

9.10 Double line section temporarily used as single line or on single line section:–

(1) Train Following System may be introduced as a single line on a double line section or on single line section in emergencies with the permission of authorised officer by a special order giving reasons for introduction;

(2) Trains shall be run as prescribed under rules 09.02 to 09.08 above;

(3) Authority to proceed in this case will only be the train ticket;

(4) No train shall be allowed to leave from the station on the line on which this system is to be introduced until the last train run on that line has arrived complete and the section is clear of all obstructions. And permission to dispatch train(s) has been received under exchange of Private Numbers.

(5) Before granting Line Clear direction of traffic shall be established by both SMs in consultation with Controller, there after messages will be exchanged supported by Private Number confirming the same.

(6) The direction of movement of trains shall be changed only by mutual consultation between the SMs on duty and the Controller. After the messages have been exchanged supported by Private Numbers and clearance of section is ensured as prescribed under rule 6.31.

Note:- In case communication between stations and Controller is interrupted, SMs at either end of the section shall be responsible for introduction of single line and for change of direction of movement of trains during single line working.

9.11 Cessation of working of Train Following System introduced as a temporary measure on a portion of railway:-

(1) When it is intended that the Train Following System is no more required to be followed, the SM on duty after ensuring that the last train dispatched in either direction has arrived complete and the block section/nominated section is clear after consulting the Controller, shall intimate the SM on duty of next block station/nominated station through a message supported by exchange of Private Numbers that no more trains in either direction shall be dispatched on Train Following System and the normal system of working in force on that block section/nominated section shall be restored;

(2) SM on duty cancelling the working of this system shall inform immediately all concerned through a message on form T911;

(3) A proper record in this regard shall be maintained by the SM.

CHAPTER X
CONTROL AND WORKING OF STATIONS

10.01 Responsibility of the SM for working:-

(1) The SM shall be responsible for the efficient discharge of the duties devolving upon the railway servants employed, either permanently or temporarily, under his orders at the station or within the station limits and such railway servants shall be subject to his authority and direction in the working of the station;

(2) SM shall ensure that the SWR in force together with all amendment slips and appendices, instructions, and other notices having reference to the working of the trains including WTT, are duly conveyed or exhibited and carried out in such manner as may be prescribed under special instructions;

(3) He shall ensure that time tables of passenger trains, stopping at that station and fare lists to such station as considered necessary by railway administration are correctly exhibited at the station if it is open for the booking of passengers;

(4) He shall further ensure that all books and returns are regularly and neatly prepared . All written authorities and other papers related to train working and commercial returns shall be prepared and submitted as per instructions in force over the railway/division. Record of all the documents and returns shall be preserved at station/yard for a period of six months except those required for any enquiry or those which are required to be preserved if so instructed. Documents required for enquiry shall be preserved till enquiry is finalised. When not required or after expiry of six months the records shall be destroyed as per instructions to be issued by Sr. DOM/DOM.

(5) The SM incharge of the station must inspect his station periodically so as to cover all aspects of station working in a period of 30 days. Inspection must include aspects of train working, safety and user amenities and facilities. The inspection must include scrutiny of forms/authorities relating to train working, commercial records, passenger amenities and submission of regular/periodical returns etc. as per prevailing instructions on the railway/division.

(6) The SM and supervisors of concerned departments must see that goods, parcels and other materials are not left scattered on the platforms. Packages to be loaded and/or unloaded should be neatly stacked at a safe distance from the edge of the platform.

(7) The SM shall ensure that no member of the station staff, particularly in the charge of points and signals, or shunting, shall leave his duty without being relieved by competent person and without his knowledge and permission.

(8) Petty Repair register shall be maintained at each station in which necessary repairs to service buildings and quarters shall be entered by the user. This register shall be checked by the engineering and electrical officials during inspections and arrangements be made to carryout necessary repairs.

10.02 Responsibility of SM regarding Points, Signals and other equipment:-

The SM shall ensure:-

(1) that he is thoroughly acquainted with the duties of the railway servants employed for train working in regard to points, signals, other signalling equipment(s)/ system(s),and traction installation, at his station and shall satisfy himself that they perform their duties correctly. He shall maintain an effective supervision over the said railway servants and frequently supervise and inspect the working of station and/or cabin(s) (where provided);

(2) (i)that points, signals, LC gates other signalling equipment(s)/system(s), and traction installation within the station limit and that the whole machinery of his station are in proper working order and shall immediately report all defects therein to the person responsible for maintenance, Controller or control office and concerned officials.

(ii) Cleaning and lubrication of moving points (interlocked or non-interlocked), point chairs in which signalling and interlocking gears are connected (generally upto third sleeper from the toe of the switch) shall be cleared regularly by the signal staff. Other point chairs shall be cleaned by P. way staff. SM incharge of the station shall ensure that this is done periodically as prescribed by the railway administration.

(3) that the prescribed equipment is kept neat and clean, readily available at the station and maintained in good working order.

(4) that he and the railway servants appointed at his station undergo training as prescribed and are in possession of competency certificate required to perform their duties.

(5) that no person other than the SM or a competent railway servant appointed in this behalf by special instructions shall ask for or give Line Clear, or give authority to proceed.

10.03 Report of neglect of duty:-

The SM shall take corrective action and also report, without delay, to his superior, any neglect of duty on the part of railway servant who is under his orders.

10.04 Access to and operation of equipment:-

No unauthorized person shall be permitted to have access to or operate signals, points, electrical block instruments or any other secured device for the purpose of obtaining/granting Line Clear, communication equipments/instrument(s)/system(s), OHEs or any other appliances connected with working of the railway.

10.05 Forms, Authorities and Messages:-

(1) All messages and written authorities mentioned in these rules shall be prepared on prescribed forms as given in appendix ('A') of these rules and/or special instructions and shall be stamped with the station stamp and signed.

(2) If the authorized 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 for using the same shall be recorded in the station diary.

(3) All messages despatched in connection with the working of trains, written authority to proceed, shall be prepared in ink, signed and stamped by the person authorised to dispatch or issue the same. Such message or written authority to proceed shall not be prepared and signed in advance.

10.06 Station Working Rules (SWR):-

(1) In addition to the General Rules and Subsidiary Rules of a Railway, each station shall be provided with SWR applicable to the station, issued under special instructions.

(2) A copy of the SWR or relevant extracts thereof shall be kept at cabins and level crossings concerned.

(3) The SWR should be framed as per format given in Appendix- 'B' of these rules. The SWR should be self contained, brief, to the point and in an unambiguous and simple language. It should give complete description of train operation in normal as well as in abnormal conditions as per the station lay-out.

(4) General Rule(s) and Subsidiary Rule (s) should not be extracted in the SWR. Relevant rules number(s), however, may be mentioned in bracket against each paragraph, as and when required.

(5) The pages of SWR must be numbered along with the station name code written on each page and initialled by the branch officers of operating and S&T departments for interlocked stations and for non-interlocked stations, by branch officers of operating and engineering departments. The last page should be signed in full with name and designation. The appendices may be signed by the concerned officers only.

(6) The SWR should be issued afresh after every five years or after issue of five amendment slips and reviewed as and when required.

(7) Any new innovations introduced to facilitate train operation should be incorporated in SWR.

(8) It is responsibility of the SM in-charge to ensure that the SWR conform to the conditions at site and to bring discrepancy if any, to the notice of Sr. DOM/DOM immediately for rectification. He shall also see that a copy of the SWR together with the rule diagram/panel diagram and P. way lay out diagram is kept in each SM's Office, Yard Master's Office and Cabins where block instruments/block proving by axle counter/other equipments for obtaining/granting Line Clear are installed. In addition, he shall keep a spare copy of the SWR with rule diagram/panel diagram and P. way lay out diagram in his custody. Each copy of the SWR shall have an index for the amendment slip(s) issued. Copy of that portion of SWR which relate to the working of LC gate(s) shall be kept in the gate lodge.

(9) The SM in-charge of station is responsible for seeing that no staff posted at the station, permanently, temporarily or as a relief, is permitted to take up independent work unless he declares in the Assurance Register, provided for this purpose, that he has read and understood his duties and the working rules, including the SWR after pickup period (which shall be prescribed for each station in the SWR) prescribed for the station pertaining to their duties at their station.

(10) Separate portions of the Assurance Register shall be allotted for each category of staff connected with train working and each individual employee shall affix his full signature in the column provided for the purpose in the register. SM shall describe and explain the SWR in detail to illiterate staff and those who cannot affix their signature should give the left hand thumb impression in the column provided for the purpose in the register and countersigned by the SM.

(11) Whenever there is any amendment in the SWR, a fresh declaration shall be obtained from the staff concerned

(12) In the case of staff taking up duty at a station after a period of absence of thirty consecutive days or more, a fresh declaration shall be obtained on every such occasion.

10.07 Reception of a train on an obstructed line:-

(1) In case of reception of a train on an obstructed line, the SM on duty shall ensure that -

(a) the signal(s) controlling the reception of the train are kept at 'ON'; and

(b) all the points over which the train has to pass are correctly set and the facing points locked.

(c) On sections having Tokenless Block working the block operation will be suspended and Line Clear shall be given in accordance with the provision of rule 6.24 (1) (b) to (h) and the Loco pilot shall be given a PLCT.

(2) Unless specified under special instructions, after the train has been brought to a halt at the first stop signal, it may be received on the obstructed line by authorizing the Loco pilot to pass the stop signal at 'ON' by-

(a) taking 'OFF' the Calling-on signal, where provided; or

(b) authorizing the Loco pilot on the signal post telephone where provided or on approved means of communication to pass the stop signal at 'ON'. The SM on duty shall advise the Loco Pilot, the line number on which the train will be received and the location and nature of obstruction on the reception line and instruct the Loco pilot supported by Private Number to enter the obstructed line at a speed not exceeding 15 kmph and stop short of obstruction or obey hand danger signals or;

(c) giving a written authority to be delivered (T 1007) by a competent railway servant who shall pilot the train past such signal(s).

(3) A Stop hand signal shall be exhibited by a competent railway servant assigned by SM at a distance of about 25 mtrs. from the point of obstruction to indicate to the Loco pilot as to where the train shall be brought to a stand.

(4) The Loco pilot shall keep the train well under his control and be prepared to stop short of any obstruction.

10.08 Reception of a train on a non-signalled line:-

(1) Should it be necessary, in an emergency, to receive a train on a non-signalled line, the SM shall -

(a) ensure that the train is brought to a stand at the first stop signal;

(b) ensure that the line on which it is intended to receive the train is clear upto the place at which the train is required to come to a stand;

(c) ensure that all the points over which the train has to pass are correctly set and the facing points locked; and

(d) authorize the Loco pilot on the signal post telephone where provided or on approved means of communication to pass the stop signal at 'ON'. The SM on duty shall advise the Loco pilot, that his train is being received on a non–signalled line and instruct the Loco pilot supported by Private Number to enter the non-signalled line at a speed not exceeding 15 kmph; or ensure that the Loco pilot is authorized to pass the approach stop signal at ‘ON’ through written authority (T 1008) 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 and stop his train before the fouling mark of the line on which his train is being received.

10.09 Departure of a train from a non-signalled line or a line provided with a common departure signal:–

(1) In the event of a train having to be started from a line not provided with a Starter signal or a line out of a group of lines provided with a common departure signal, the Loco pilot unless authorised under special instructions shall be given written authority (T1009) to start in addition to the authority to proceed under the system of working;

(2) The authority including the written authority and/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 correctly set and the facing points locked.

10.10 Control of shunting: -

(1) Shunting operations shall be controlled by fixed signals, hand signals and/or by verbal directions.

(2) The Loco pilot shall not, however, depend entirely on signals and shall always be vigilant and cautious and shall not proceed till hand signalled.

(3) The speed during shunting operations shall not exceed 15 kilometers an hour unless otherwise authorized by special instructions.

(4) (a) Shunting shall be performed under supervision of specially appointed shunting staff not below the rank of Shunting Master, Shunting Jamadar or Points Jamadar/Pointsman where available otherwise by the Guard of the train (if available) under the instructions of SM on duty. At large junction stations under special instructions where shunting is supervised by specially appointed staff, the shunting can be permitted upto a shunt signal toward and short of the points on which a train is scheduled to pass ensuring that the line or points on the way of the train is to pass are not obstructed in any way. The SWR will clearly lay down on whom this duty devolves.

(b) No shunting operations which may foul or extend on to any of the running lines of a station be permitted, unless the relevant approach signals applicable to those lines are at 'ON' unless permitted under special instructions upto shunt signal. Fixed signal other than Outer, Home and Last Stop Signal may be taken 'OFF' for shunting purposes in case shunt signals are not provided

(c) During shunting, the Loco pilot shall obey the hand signal of the person conducting shunting and also be guided by the relevant shunt signal(s) in case of shunt signal(s).

(d) When Hand signals are used, only red and green flags or lights must be shown (see rule 3.26). A Loco pilot, during shunting operations, will not move his engine, if signalled to do so by a white light.

(e) Hand signals used for shunting operations, must be shown from the ground near the train or locomotive that is being shunted. On no account, shunting operations be directed by Hand signals exhibited from signal boxes or cabins.

(f) No attempt must be made to couple or uncouple vehicles in motion.

(g) Riding on buffers, hand brake gear, screw coupling of vehicles or on the cowcatcher of an locomotive as well as passing under vehicles during shunting operations is prohibited.

(h) When a part or the whole of a passenger, mixed or goods train is being shunted all the points over which movements are made shall be correctly set and facing points locked before allowing a shunting move over the points. The locking shall be done in the following manner:

(i) In case of facing points provided with facing point lock, the lock lever should be pulled if interlocking permits of this being done; otherwise the points may be clamped/cotter-bolted and locked.

(ii) In case of points over which shunting movements are governed by Shunt signal which detect the points, clamping/cotter bolting of points need not be done.

(iii) In case of points which are neither provided with facing point locks nor are detected by Shunt signals, the points must be either clamped or cotter-bolted.

(i) When shunting is to be done for attaching or detaching coaches of passenger carrying trains occupied by passengers the shunting locomotive with or without coaches must first come to halt 20 metres away from the coaches and move thereafter. Similarly, the train locomotive should also come to a stop 20 mtrs. from the train and then proceed very cautiously for being attached to the train.

(j) The speed during shunting operations (other than hump shunting) shall not exceed 15 kms. an hour except during shunting of vehicles containing passengers, live-stock, explosive, dangerous and inflammable goods and tank wagons, and roller wearing wagons when it shall not exceed 10 kmph.

(k) (i) No locomotive should be allowed on any line at the station occupied by a train/ coach(s) carrying passengers, except whenever it becomes necessary to do so. The locomotive must be piloted by a competent staff under proper instructions.

(ii) If for operational reasons any other outgoing/incoming train locomotive duly piloted, is required to be brought on line occupied by a train/ coach(s) carrying passengers, such locomotive must invariably first stop 50 metres short of train / coach(s) and then be guided by the shunting staff.

10.11 Responsibility for Shunting:-

(1) The SM /Yard Master shall ensure that shunting at his station/yard is carried out in a manner that does not involve any danger. SM /Yard Master will issue authority (T 633) to the Loco pilot and/or Guard or the person in-charge of shunting operation.

(2) Guard for his train or a competent railway servant appointed under special instructions for this purpose shall be responsible for safe shunting at the station.

(3) The securing of vehicles after shunting should be done by station staff deputed for shunting, or the person in-charge of shunting.

(4) Hand shunting by Contractor's or Trader's servants, unless supervised by the SM, Guard or Shunting Master or Shunting Jamadar or Points Jamadar/Points man is prohibited.

(5) Before commencing shunting, the shunting staff shall see that doors of the wagons are closed and/or fastened by the staff.

(6) (a) Before commencing shunting operations on Goods shed and Transhipment shed lines or such lines where labourers are working, the railway servant in-charge of shunting operations will satisfy himself that all loading and unloading work has been stopped, and that all labourers etc., have been warned and the track is clear.

(b) In case of any shunting on or near the points leading to such lines, the railway servant incharge of shunting operations must ensure that the points leading to such lines are set and locked against these lines.

(c) Instructions for the protection of lines on which labour working is involved shall be given in the SWR.

10.12 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 L C Gates have been closed and locked against road traffic.

10.13 Shunting on gradients:–

(1) 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 used, where necessary. Siding points or traps, where provided, are set to ensure safety and that all precautions are taken to prevent vehicles getting out of control, and

(b) in case of shunting over a portion of line on steep gradients, neither isolated nor protected by slip sidings, an locomotive is also attached towards the falling side of the gradient.

(c) no hand and/or loose shunting must be done at the end of the yard where the gradient falls, unless it is not possible to do it at the other end.

(2) Shunting on a gradient as mentioned in rule (1) above at a station may be prohibited or restricted in the SWR if necessary in view of local conditions.

Note:-For purposes of this rule a steep gradient shall be 1 in 260 or steeper except in case of vehicles fitted with roller bearings, when it shall be 1 in 400 or steeper.

10.14 Loose shunting: -

(1) Loose shunting means vehicles being pushed by an locomotive and then being allowed to run forward by their own momentum.

(2) (a) No vehicle may be loose shunted unless it is provided with an efficient hand brake or is coupled to at least one other vehicle fitted with an efficient hand brake.

(b) Loose shunting shall not be commenced until a competent railway servant is available to apply the hand brakes where necessary.

(3) The following vehicles shall not be loose shunted or hump-shunted nor shall other vehicles be loose shunted against them-

Cranes, vehicles containing passengers/workers, explosives, dangerous goods or live-stock, tank wagons/vehicles such as those for LPG, petrol, kerosene, oil, acid, vegetable oil, molasses, etc., other open wagons when loaded with heavy or bulky articles, which are liable to shift, vehicles containing motor vehicles, vehicles containing gas cylinders, wagon labelled 'Not to be loose shunted' or other vehicles specified under special Instruction.

(4) Loose shunting into dead end sidings shall not be carried out unless specially permitted in the SWR.

(5) At station situated on gradients steeper than 1 in 400 loose shunting shall not be performed on a running line or on a line which leads to a running line.

(6) Loose shunting on running lines are prohibited during bad weather impairing visibility.

(7) When loose shunting is required to be done on goods wagons, each wagon or set of wagons must be brought under control by their brakes and must not be allowed to dash with force against other wagons. In no case, loose shunting be done where there is a possibility of vehicles escaping and/or fouling the main line owing to a falling gradient.

10.15 Fly shunting:-

(1) Means sending two or more vehicles forward unattached either together or one immediately after the other and placed on different lines, necessitating the points being reversed after the passage of the leading vehicle(s). Another description of fly shunting means when an locomotive is hauling a wagon, and while both vehicles are in motion, they are uncoupled and allowed to run on the different lines.

(2) Fly shunting may be permitted under special instructions in case of hump or gravity yards and at other places.

10.16 Shunting at stations under Centralised Traffic Control:--

(1) No shunting shall be performed at a station under CTC without the permission of the CTC Operator or when CTC is not in operation, without the permission of the SM.

(2) For the purpose of shunting, the CTC Operator may, when required, hand over the local control of working of traffic at a station or part of a station to the SM who shall thereafter be responsible for the shunting at the station of that part on the station for which the local control has been made over to him in the manner prescribed under special instructions.

10.17 Obstruction of a running line: -

(1) No railway servant shall commence any loading, unloading, shunting or any other operation by which a running line may be fouled or obstructed without obtaining the prior permission of the SM on duty 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 out and the necessary signals are kept at 'ON' until the obstruction is removed.

(2) Should it be necessary to detach a vehicle from a train and leave it standing on the running line or when a running line is obstructed, the SM on duty must at once take action as per rule 4.18 (3) and secure the vehicle as per rule 10.20. In the ordinary course of events, vehicles should not be allowed to stand on running lines. The SM on duty must advise the cabins concerned of the block, confirming this advice by exchange of Private Numbers. The line should be cleared as early as possible and when the block is removed, the cabins concerned must again be immediately advised, supporting this advice by exchange of Private Numbers. Suitable remarks should be made in the diary and in the TSR on both the occasions i.e. when a line is blocked and when it is cleared.

(3) 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.

(4) Whenever vehicles or trains have to be stabled on a running line, the following additional precautions must be taken -

(a) At a non-interlocked station, all points leading to the line on which the vehicles are stabled must be set and locked against that line and keys of the points kept in the personal custody of the Station Master on duty.

(b) At an interlocked station the SM must make use of the lever collars, slide collars/pin, button/switch collars as per rule 4.18 (3).

(5) The railway servant supervising loading/unloading is responsible to ensure that doors of all wagons are closed/fastened after completion of loading/unloading operations.

(6) Precaution in regard to this rule be specified in SWR.

10.18 Drawing of a train to an advanced position:-

(1) A train waiting for an authority to proceed shall not be allowed to draw out up to an Advanced Starter for despatch, except where track circuit, axle counter or a similar such device has been provided between the Starter and Advanced Starter to indicate the presence of a train in advanced position.

(2) The provision of sub-rule (1) shall not apply in case of shunting of a train upto the last stop signal.

10.19 Leaving vehicles in sidings outside station limits:-

Except under special instructions, no railway servant shall leave any vehicle in a siding outside station limits. When the vehicles are to be left behind in the siding they shall be kept clear of all running lines and properly secured.

10.20 Securing of vehicles at stations: -

(1) SMs shall ensure that vehicles standing at their stations are secured in such a manner that they cannot be moved so as to obstruct other the line(s) in either of the manner specified bellow-

(a) Vehicles shall be coupled together and hand brakes applied.

(b) Vehicles shall be secured with safety chain(s) fastened to the rail and padlocked.

(c) Vehicles detached from trains or waiting to be attached to another train shall be coupled together and hand brakes shall be applied. The hand-brake of brake-vans of passenger rakes shall be screwed down.

(d) Wagons/ vehicles fitted with roller bearings - Whenever one or more wagon-vehicle fitted with roller bearings are detached from a train and stabled on a running line or siding on a track with a gradient of 1 in 400 or steeper, before such wagons are uncoupled, the handbrake(s) shall be applied. Sprags/wooden wedges/skids shall also be used to prevent such wagons rolling down. Wherever possible, such wagons shall be stabled on lines which are isolated from other running lines. When these wagons are kept on running lines, the SM on duty shall ensure that all points are set, clamped and padlocked against these lines keeping the key in his personal custody. Such wagons shall be secured by applying hand brakes of at least six wagons at each end of the load and fastening safety chains on either end under the personal supervision of the Guard of the train or in his absence SM on duty.

CHAPTER XI
WORKING OF TRAINS GENERALLY

A - Timing and Running of Trains

11.01 Standard time: -

(1) The working of trains between stations shall be regulated by Indian Standard Time.

(2) Clocks provided in Control / Sub Control offices shall be daily synchronised with the standard time of the All India Radio/Doordarshan at the appointed time by nominated staff of S&T department with advise to the Controller.

(3) Where master clocks are provided the railway servant in-charge of the master clocks shall daily set the master clock with the All India Radio/Doordarshan, after doing this he will advise to the Controller.

(4) Control offices shall daily transmit the correct time at 08.00 hours to all stations and Loco sheds. On non-controlled sections, SM on duty shall adjust the time with adjacent station connected with the Control office or with the watch of the Guard.

(5) Loco Shed staff shall be responsible to set the clock of speedometers/ recorders of locos according to control office timing before locomotive are turned out for train service.

11.02 Adherence to advertised time:-

A passenger carrying train shall not be dispatched from a scheduled stopping station before the advertised time.

11.03 Setting of watch: -

Before a train starts from the originating or crew-changing station, the Guard and/or Loco pilot shall set their watch by the station clock or by the clock provided at the authorised place of reporting for duty.

11.04 Time of attendance for train crew: -

Every Guard, Loco pilot, Assistant Loco pilot shall be in attendance for duty at such place and at time as under-

(1) Guards-

(a) where trains originate-

(i) Guards of passenger carrying trains shall report for duty 20 minutes and those of other coaching trains 30 minutes before scheduled departure for originating trains/scheduled arrival for through trains.

(ii) Guards of suburban trains shall report for duty 10 minutes before the scheduled departure of the train.

(b) For through goods trains at intermediate stations, where trains are stopped for change of train crew, the Guard shall sign 'On' atleast 15 minutes before the scheduled/ expected arrival of the train.

(2) Loco pilots and Assistant Loco pilots-

(a) At station(s) where trains originate or at locomotive changing station- the crew shall report for duty in the shed 20 minutes before their locomotive is due to leave shed. In the case of loco sheds where staff are provided for taking out locomotives from the shed and attaching them on the load, the Loco pilot shall be called out as laid in Sub-para (b) below.

(b) For through trains, at intermediate stations where crew is required to be changed, the crew shall sign 'On' atleast 15 minutes before the scheduled/expected arrival of the train.

(c) Motor Man shall report for duty 10 minutes before the scheduled departure of the train.

Note:- The times specified on in this rule may be increased/decreased depending upon the local conditions and notified by Sr. DOM/DOM

(3) (a) When the Guard/Loco pilot/Assistant Loco pilot is unable to attend to his booked roster train duty or to a call to work a train, he shall give adequate notice to SM/Crew Controller to enable them to make alternative arrangement.

(b) In case the Guard/Loco pilot/Assistant Loco pilot is taken ill and is unable to attend his duty he should immediately inform SM/Crew Controller and submit a medical certificate of illness duly signed by an authorised medical officer in a time frame prescribed by the railway administration.

11.05 Direction of running:-

(1) On a double line, every train shall run on the left hand line unless otherwise prescribed by special instructions.

(2) If there are two or more parallel lines (other than in case of a twin single line), the direction in which trains are to be run on each line shall be prescribed by special instructions.

11.06 Supply of Working Time Table (WTT) and Schedule of Standard Dimensions: -

(1) A copy of the WTT in force shall be supplied to each station, Guard, Loco pilot, JE/SE (P. way), and any other railway servant requiring the use of the WTT during the course of his duties.

(2) A copy of the WTT shall, on issue, be supplied to the CRS.

(3) A copy of the Schedule of Standard Dimensions for the time being in force shall be supplied to each JE/SE (P. way) and JE/SE (C&W).

B - Speed of Trains

11.07 Limits of speed generally and speedometer:-

(1) (a) Every train shall run on each section of the railway within the limits of speed sanctioned for that section.

(b) The sanctioned sectional speed and permanent speed restrictions, maximum permissible speeds of each section as well as that of the rolling stock in use shall be shown in the WTT.

(c) Locomotives should not be turned out from home shed if the speedometers/recorders are in defective condition. When all speedometers in the driving cab become defective en-route, the maximum permissible speed of the trains shall be reduced so that it is 10% less than the maximum permissible/ booked speed as the case may be. The Loco pilot shall estimate the speed of his train with the help of his watch, Km posts and inter-station running time given in the working time table.

(2) The Loco pilot shall-

(a) never exceed the maximum permissible speed prescribed;

(b) regulate and control the speed of his train so as to adhere to the timings prescribed in the WTT and to avoid either excessive before time running or loss of time, and

(c) not make up time between any two stations more than which is allowed in this behalf in the WTT, and shall also observe all speed restrictions.

(3) When it is necessary to indicate to the Loco pilot where trains are to run at a restricted speed or when trains have to come to a stop due to the line being under repairs or due to any other obstructions, action shall be taken as specified in rule 14.08.

11.08 Caution Order: -

(1) Whenever, in consequence of the line being under repair or for any other reason, special precaution(s) is necessary, a Caution Order detailing the kms. between which such precautions are necessary, the reasons for taking such precautions, and the speed at which a train shall travel, shall be handed over to the Loco pilot and Guard (where provided) at the stopping station immediately short of the place where such precaution(s) is necessary, or at such other station(s) and in such manner, as prescribed under special instructions.

(2) Sub-rule (1) does not apply in the case of long continued repairs when fixed signal(s) are provided at an adequate distance short of such place and have been notified to the running staff concerned.

(3) **(A) Method of notifying / cancellation of Caution Order(s):-**

When a competent railway servant finds it necessary to impose any speed restriction or any special precaution(s) on a portion of a line, including OHE, due to repairs or work or for any other reason, he shall advise in writing to the SM on duty of the block station controlling entry into the concerned block section, the exact kilometrage and the station and/or the stations between which the restriction(s) or special precaution(s) is to be observed, its nature and likely duration. The method of protection at the place of restriction together with the location where engineering indicators (if provided) are to be exhibited, etc., shall also be indicated. The railway servant shall not commence such work until written acknowledgement is received from the SM on duty.

(B) Duty of SM for imposition of Caution Order(s)- On receipt of information for imposition of Caution Order(s) or when any danger to safety of train(s) is apprehended, the SM on duty receiving such information shall immediately inform the SM on duty at the other end of the affected block section, the Controller and/or the CTC Operator under exchange of Private Number. The Controller and/or the CTC operator in turn will advise such condition to the PCR, the TLC, Crew Controller, other railway servants concerned and the notice station(s) (to be specified in the WTT).

(C) Duty of SM for cancellation of Caution Order(s)- The SM on duty on receiving advice regarding the cancellation of the restriction, shall advise this fact to the SM on duty at the other end of the affected block section concerned, SM on duty of notice station, Controller the CTC operator under exchange of Private Number. The Controller and/or the CTC and/or operator in turn will advise such condition to the PCR, the TLC, Crew Controller, other railway servants concerned (to be specified in the WTT). After issue of the advice regarding cancellation of the Caution Order, the SM(s) shall discontinue the issuing of the Caution Order.

(D) Duty of the SMs at either end of the affected block section regarding issue of Caution Order-

(a) On receipt of information for imposition of Caution Order or in circumstance(s), requiring issue of Caution Order, the SM on duty shall

not permit any train to enter the affected block section either from his station or from the other end, unless –

(i) the SM on duty at the other end has acknowledged receipt of such information;

(ii) he has warned the Loco pilot and the Guard (if available) of the danger ahead and its location by the issue of Caution Order except in case of permanent speed restrictions which are notified in the WTT, or he has ensured that Caution Order has been issued by the notice station concerned; or

(iii) he has received advice about restoration of normal working.

(b) The SM at the other end of the affected block section shall also take action in accordance with sub-rule (D) (a) above.

(c) Run through train 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.

(E) Duty of the SM of notice station regarding issue of Caution Order-

(a) On receipt of advice for issue of Caution Order, the SM 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 (if available) of the danger and its location through the issue of a Caution Order. He shall also advise the SM on duty of the station in rear of site of restriction of the particulars of the first train to which the Caution Order (T1108) has been issued.

(b) The SM of a notice station shall issue 'NIL' Caution Order on form no. T 1108 A to the Loco Pilots and the Guards (if available) of all trains leaving his station if he has received no intimation of any special precautions to be observed between his station and the next notice station of the train, in the direction of movement.

(F) Duty of Loco pilot and Guard while starting train from originating/ notice station-

The Loco pilot shall not start the train and the Guard shall not give signal to start the train from a originating/notice station until they have received the Caution Order.

(G) Duty of the SM of the station from where a train is to start regarding issue of Caution Order-

In case of a train originating from a station which is not a notice station, the SM shall consult the Controller or the CTC Operator or the TPC or the SM of the notice station in rear or the notice station in advance (on single line sections only) and issue Caution Order upto the notice station in advance. However, when such information cannot be collected by the station due to any reason and it becomes absolutely necessary to start the train, it should be started after issuing a Caution Order for restriction(s), 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 the instructions available there. This procedure will be followed till a station is reached which can obtain particulars of all restrictions up to the notice station in advance.

(H) Change of train crew en route-

(a) In case of change of train crew en route – the Loco pilot/ Guard taking over charge must take over all Caution Orders relating to his train to acquaint

himself of the conditions of the line giving due acknowledgement to the Loco pilot / Guard who is being relieved.

(b) Attaching of assisting / banking locomotive en route –

In case of an assisting and/or a banking locomotive is being attached at a station en route, the responsibility for acquainting himself about restrictions, shall lie on the Loco pilot of such an locomotive who shall contact the Loco pilot of the train locomotive or the Guard, as the case may be and get the necessary information.

(J) In case of power blocks on electrified sections –

In case it becomes necessary to permit movement of vehicles/trains on a section under power block for a running line, a Caution Order must be issued as per rules irrespective of the nature and duration of work and whether it has been asked for by the line staff or not.

(K) In case of local/suburban trains-

In case of train running on suburban sections Caution Order shall be issued to the Loco pilots and Guards by the SM only at such stations as are specified in the WTT except, in case of emergency necessitating sudden imposition of speed restrictions. In respect of these trains, the Caution Order may be either computerised or printed as considered necessary, covering the entire section on which the train is to run and shall be issued only once unless some speed restriction(s) is required to be cancelled or some further speed restriction(s) is required to be imposed.

(4) Description and Preparation of Caution Order-

(a)(i) The Caution Order referred to in sub-rule (1) shall be prepared on white paper in blue or black ink 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 with station stamp.

(ii) Printed Caution Order forms should be in English, Hindi and regional language. All forms should be serially numbered.

(b) Caution Order(s) shall be prepared in three foils–one each for the Loco pilot, the Guard and the station record. In case of trains worked by locomotives manned by Loco pilots and Co-Loco pilots, the Caution Order shall be prepared in four foils – one each for the Loco pilot, the Co-Loco Pilot, the Guard and the station record.

(c) No entries should be made on the back of the Caution Order. If more than one Caution Order form is used, pages should be serially numbered as Page 1, Page 2, Page 3, etc.

(d) It shall specify the kilometrage and the station at which or the stations between which caution is required to be observed, the reasons there for and the speed at which the train will travel on the restricted zone. Station codes should not be used. Names of the station(s) concerned should be written in full.

(e) Wherever speed restrictions are required to be observed at two or more locations, the kilometrage of all such locations should be indicated in geographical order in relation to the direction of movement.

(f) In case of any error or over-writing, it shall be signed or cancelled and a fresh one prepared.

(5) Delivery of Caution Order-

(a) The Caution Order shall be delivered to the Loco pilot and the Guard (if available) of train by the SM on duty through a competent railway servant deputed by him and the signatures of Loco pilot obtained on the record foil in token of their having received a legible copy of the Caution Order. When more than one foil is delivered, each counterfoil will be signed by the Loco pilot. The signature of the Guard (if available) should be obtained on a separate register kept for the purpose mentioning the numbers of foil(s) being delivered.

(b) Where there is more than one working locomotive manned by Loco pilot(s) attached to a train, the Caution Order shall be given to the Loco pilots of all such locomotive(s) and their signatures obtained.

(6) Record of Caution Orders-

(a) At all stations where Caution Orders are issued, the Station Manager shall keep an up to date record of all the speed restrictions imposed with the dates of their enforcement and cancellation, authority, nature, etc., in the Caution Order Register. Every Monday he will bring forward in geographical order in relation to the direction of movement, the Caution Order(s) due to be issued. No code may be used, except station codes in the register.

(b) Similar records should be kept at other places like control offices, crew booking offices, etc., also where information in this regard is received.

(7) Preservation of Caution Orders-

Record foils of the Caution Order(s) shall be preserved for a period of six months after issue.

Note:- Caution Order shall be issued under the circumstances described in these rules and under special instructions or under any other circumstance warranting the Loco pilot to be advised to observe extra precaution during the journey.

11.09 Limits of speed over facing points:-

(1) Normally, the speed of trains over non-interlocked points in facing direction shall not exceed 15 kmph and in trailing direction shall not exceed 50 kmph.

(2) The speed over turn-outs and cross-overs shall not exceed 15 kms. an hour unless otherwise prescribed for special type of cross-over/turn-outs by Railway Board.

(3) Subject to the provisions of sub-rule (2), a train may run over interlocked facing points at such speed as may be permitted by the standard of interlocking. Speed at which trains may run over facing points at interlocked and non-interlocked stations will be shown in the WTT.

(4) Where the speed over the facing points at a station is less than the sanctioned speed, a permanent Speed Indicator should be fixed on the post of the first approach signal of the station. Where for sighting convenience, the signal is situated at some distance from the track, Speed Indicator Board with the inscription ‘on facing points’ may be fixed alongside the track near the Outer signal or Warner/Distant signal.

11.10 Limits of speed while running through stations:-

(1) No train shall run through an interlocked station at a speed exceeding 50 kmph, unless the line on which the train is to run has been isolated from all other lines as defined under rule 1.5(39) and interlocking is such that it shall 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 a locomotive or not properly secured in accordance with rule 10.20 may be kept standing on a connected line which is not isolated from the line on which the train is booked to run through.

(3) (a) Trains arranged to run through the station without stopping shall, as far as possible be made to do so on the main line.

(b) When the straight line is blocked, the following conditions will apply—

(i) No train must be allowed to run through over a loop line having 1 in 8½ turn outs which are not provided with curved switches in the facing and trailing direction. On the Broad Gauge where 1 in 8½ turnouts have been provided with curved switches, all trains including passenger trains are permitted to run through via such loop lines at a restricted speed of 15 Kmph.

(ii) Trains may be permitted to run through over loop line having turn outs 1 in 12 and flatter or provided with symmetrical split at a restricted speed as permitted by special instructions (to be prescribed along with other restrictions wherever applicable at a station in the WTT and SWR).

(c) A passenger train should not be received over a loop line having turn outs of 1 in 8½ in the facing and trailing direction. In case of an emergency if it becomes absolutely necessary to receive a passenger train on such a loop, the train should be first stopped at the first stop signal and then piloted into the station. The speed of the train must not exceed 15 kmph while entering or leaving the loop.

11.11 Locomotive pushing:-

(1) No locomotive or self-propelled vehicle shall push any train outside station limits except in accordance with special instructions and at a speed not exceeding 25 kmph;

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 approval of Railway Board;

provided further that this sub-rule shall not apply to an locomotive assisting in rear of a train, which may be permitted under approval of Railway Board to run without being coupled to the train;

provided also that no train which is not equipped with continuous vacuum/air brake shall be pushed outside station limits except in case of emergency;

provided further that a "Patrol" or "Search-light" special with one or more vehicles in front of the locomotive may be permitted to run at a maximum speed of 40 kmph.

(2) For movement of trains outside station limits with locomotive pushing during night or in bad weather conditions impairing visibility, the leading vehicles of such trains shall be equipped with the prescribed head light and marker lights except in case of emergency.

(3) (a) When it is necessary for a train to push back to the station from which it entered the section (in case of a disabled train or accident etc), the locomotive may push the train or vehicle(s) to the station at which the locomotive can be transferred to the front of the train.

(b) In cases as referred to in sub-rule (3)(a), the Loco pilot of the train shall inform the Guard (if available) by sounding prescribed code of whistle

and/or through approved means of communications. There after the Guard will inform SM/Controller on approved means of communication (if available) and will allow the Loco pilot to push back the train to station in rear through approved means of communication and/or by exhibiting green Hand signal.

(c) While a train is being pushed back from the section the speed shall not exceed 15 kmph, the Loco pilot and the Guard (if available)/Assistant Loco pilot/other railway servant shall travel in the last vehicle or pilot the train in the direction the train is being pushed back by exhibiting Hand signal. He shall be vigilant and be prepared to stop the train short of any obstruction including obstruction at a L C Gate by exhibiting stop Hand signal. The Loco pilot shall make frequent use of locomotive whistle as a warning to the road traffic while approaching and passing across the level crossing. The Guard (if available)/Assistant Loco pilot/other railway servant shall keep a sharp look-out in front and take measures to stop the train, if circumstances so warrant.

(d) On the double line, when a train is required to be pushed into a station the train must be brought to a stand opposite the last stop signal of the same line or first stop of the adjacent line whichever is encountered first. The train must then be piloted into the station.

(e) On the single line/twin single line , when a train is required to be pushed back, it must be brought to a stand outside the outer most stop signal, when, line is clear, reception signals may be taken 'OFF' for its reception where permissible or else, SM on duty shall get the train piloted. The Guard shall continue to act as prescribed in sub-rule 3(b) till the time the train comes to a stop at the station.

(f) On arrival of the train at the station from which it started, the Guard or in his absence the Loco pilot shall intimate in writing that the whole train has returned complete from the section.

Note- When Guard is not available the Assistant Loco pilot shall perform the duties of the Guard.

(4) A train can be pushed back to the site of accident such as in case of a passenger fallen down or a person being knocked down by a train, except in ghat sections, automatic block signalling sections and at other places where prohibited by special instructions.

(5) Pushing back of train(s) required to return to station from which it started after working in block section-

(a) No train must be allowed to push back into the block section or from the block section without a written authority from the SM on duty of the station from which it has entered the section.

(b) After an authority to push back has been given, no obstruction of the line beyond the starting signal in the same direction must be allowed, except at a class "B" station, on the single line, where obstruction may be permitted within the station section in accordance with instructions laid down in SWRs.

(c) The Guard or in his absence a competent railway servant of the train pushing will travel in the leading vehicle which is fitted with a vacuum brake/air brake valve or hand brake. If the leading vehicle is not so fitted, the Guard or in his absence a competent railway servant will travel in the nearest vehicle to which it is so fitted. The speed of a pushing train with

the Guard or in his absence a competent railway servant travelling in the leading vehicle must not exceed 25 kms. per hour.

(d) In case of emergency, if the Guard or in his absence a competent railway servant is not travelling in the leading vehicle the train may be pushed with, the speed must not exceeding 15 kms. per hour.

(e) The SM on duty at a station where the train starts from and pushes back to, must advise the station in advance by giving "train entering section signal" in the usual way.

(f) On return of the train, the Guard or in his absence a competent railway servant will intimate in writing that the whole train has returned complete from the section. The Loco pilot and/or Guard or in his absence a competent railway servant must return the "Authority to push back" to the SM on duty who will cancel it. The SM on duty will, there after give 'Cancel Last signal' on the block instrument.

(g) When it has been arranged for a train to push back from the section it must always do so, and not go to the station in advance.

(h) On the double line/single line, when a train is required to be pushed back, sub-rule (3)(d) or (e) shall be applicable as the case may be.

(i) Except in an emergency, material trains may push back during daylight only. If it is necessary to push back at night the speed should be restricted to 15 kms. per hour.

(j) In case of pushing back of trains on single line section where tokenless instruments have been provided, Line Clear shall be obtained as per normal procedure for despatch of a train. The train will be despatched as usual, and 'TOL' indication will appear. When the train returns, the reception signals shall be taken 'OFF' using cancellation procedure. The procedure for closing the line will be same as for normalising block instrument when train returns to the despatching block station.

(6) Pushing back of trains in case of IBS:-

(a) In case the train is in block section extending upto IBS:- rule 11.11 (3) shall be applicable.

(b) In case the train is in Block section extending beyond IBS:- rule 7.14 shall be applicable.

(7) Pushing back of trains in automatic block system:-rule 7.14 shall be applicable.

(8) Pushing back of trains in One Train Only system:- rule 11.11 (3) shall be applicable as the case may be.

(9) Pushing back of trains in train following system:-rule 7.14 shall be applicable.

(10) When the locomotive pushing the load is rearmost, or the rearmost vehicle if any, shall carry a tail board or a tail lamp.

C - Equipment of Trains and Train Crew

11.12 Head light and marker lights and flasher light:-

(1) A train shall not be worked at night or in bad weather conditions impairing visibility or in long tunnels, unless the locomotive/EMU/DMU/MEMU carries an electric head light of an approved design and in addition, two electric white marker lights or emergency lights and flasher light.

(a) The two electric white marker lights or emergency light of the approved design referred to in rule 11.12 (1) and (2) shall be fitted in front or rear as the case may be, on the beam of the buffers of all the locomotives.

(b) The Loco pilot must test head light, marker lights and flasher light while taking over charge and satisfy himself that they are in proper working order.

(c) If the electric head light becomes defective enroute during night or bad weather impairing visibility, the Loco Pilot shall ensure that the two buffer beam marker lights or emergency light referred to in sub-rule (1)(a) are burning and work the train cautiously at a speed not exceeding 50 Kmph on Broad Gauge and Metre Gauge and 15 Kmph on Narrow Gauge and sound the locomotive's whistle frequently. The Loco Pilot shall also inform the SM on duty of the block station in advance of the incident so that the latter may inform the Controller on controlled sections, in addition SMs enroute shall be advised of the circumstance(s) while asking Line Clear and Gatemen shall also be informed.

(d) If two or more locomotives coupled together have to run light, the front locomotive will carry head lights and the rear locomotive a will carry a red flag by day or two red marker lights by night.

(2) An locomotive employed exclusively on shunting at stations and yards shall, at night or in bad weather conditions impairing visibility display such head lights as are prescribed by the special instruction and exhibit two red marker lights in front and in rear.

(3) The electric head light on the locomotive shall be fitted with a switch to dim the light and it shall be dimmed at times as prescribed under special instructions.

(4) Flasher lights shall also be provided on the locomotives/driving cabs. In case flasher light is not working at the starting station, the locomotive/driving cab shall be treated as failed.

(a) Use of Electric Flashing Amber light by Loco pilot/Motorman of trains/EMUs/ MEMUs/ DMUs -

(i) If a train/EMU/MEMU/DMU comes to a stop on account of an accident or any other cause which is not immediately known and the train cannot proceed, the Loco pilot shall immediately switch 'on' the flasher light whether by day or by night. In addition he shall apprise the Guard (if available) through approved means of communications and by showing danger Hand signal of his inability to proceed further. He will also exhibit danger Hand signal and will also try to warn the Loco pilot/Motorman of train approaching on adjacent line through the approved means of communication. He will thereafter switch 'off' 'the headlight of the engine/driving cab if it is in the use during night, bad weather impairing visibility. Besides this, if he is not sure whether the adjacent line is fouled or not, he should at once take action to protect the adjacent line as per rule 12.05.

(ii) The Loco Pilot/Motorman of the train proceeding on the adjacent line and who has communicated with the Loco Pilot/Motorman of the stranded train must report the occurrence and the assistance required immediately.

(iii) The Loco Pilot /Motorman of the stranded train should switch 'off' the flasher light after he has conveyed the help message to the first Loco Pilot/ Motorman of the train passing on the adjacent line, provided his train is not fouling the adjacent line.

(iv) The Loco pilot/Motorman should also switch 'on' the flasher light while running on the wrong line, on double/ multiple line section or when

proceeding on authority to proceed for opening the communication during total interruption of communication on single / temporary single line section.

(v) In case, a train/ EMU/DMU/MEMU running on the wrong line without switching 'on' the flasher light is noticed by the station staff, Gatemen and Trackman, they should arrange to stop the train immediately.

(b) In case the flasher light becomes defective en-route, the train shall be worked as under-

(i) When flasher light of an locomotive fails enroute, the Loco pilot shall advise the SM of the next block station, The SM on duty in turn will advise the Controller and PCR/TPC by a message. The PCR/TPC shall arrange for a fitter enroute by first available means. They shall also advise the Loco pilot through a message that the fitter is being sent by ---- and will attend the flasher light of his locomotive at ---- station or else they should arrange to provide relief locomotive at the earliest.

(ii) In case the flasher light has failed and the train has come to a stop on account of an accident or any other cause which is not known, the Loco pilot shall inform the Guard (if available), protect his train and show danger signal towards direction from which train shall be approaching. In addition, he shall repeatedly switch 'on' or switch 'off' the head light of his locomotive till his train meets first train from opposite direction. He shall also make use of the approved means of communications to warn the Loco pilot of any approaching train.

11.13 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 red painted tail lamp of approved design which may be unlit or a tail board of approved design or,

(b) by night and/or in bad weather conditions impairing visibility during day, a lighted tail lamp of approved design displaying flashing red light to indicate last vehicle, or

(c) such other device as may be authorised by special instructions.

(2) A pilot, i.e., a train used for collecting or distributing vehicles in sidings, when working in a block section or proceeding to a siding 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, during the period, the train is in the block section. No train shall be permitted to proceed into the block section until the Guard or other railway servant authorised under special instructions to work a pilot train certifies that he has left no vehicle obstructing the block section in which he has been working.

(3) In emergencies only, and under special instructions in each case, a red flag may be used in lieu of a tail board or an unlit tail lamp with the prior approval of Sr.DOM/DOM.

(4) Light locomotives, single or coupled, must carry in the rear a red flag by day and two red marker by night lights by night.

(5) The Guard (if available) or in his absence the SM on duty at the station, from where the train originates is responsible for seeing that the tail light / tail board etc. as the case may be, are correctly exhibited.

(6) Use of Electric Flashing Amber light on EMUs/MEMUs/DMUs by Guard- In case of any stoppage out of course or a stoppage of more than one minute at a station, the Guard shall switch 'on' the Electric flashing Amber light whether by day or by night and shall also switch it 'off' when the train is on the move.

(7) Whenever an Inspection carriage or SLR is not the last vehicle on train, the built in electric red light should be switched 'off'. It is the duty of the Guard or in his absence Loco pilot to ensure that Tail Lamp / Tail Board is affixed only in rear of the last vehicle.

11.14 Means of communications for passengers in the train with train crew (alarm chain):-

(1) No passenger carrying train shall be despatched from any station, unless every passenger carriage is provided with means by which communication can be made by the passengers with train crew.

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

(a) passenger or mixed trains in case of complete or partial failure of vacuum/air pressure; and

(b) such particular trains as may be exempted by the Railway Board.

(3) If a railway administration is satisfied that mischievous use of the means of communication referred to in sub-rule (1) is prevalent, it may, notwithstanding anything contained in that sub-rule, direct the disconnection, for a specified duration, of the means of communication provided in all or any of the passenger carriages in any such train.

(4) A goods vehicle in which passengers are carried is not a "passenger carriage" within the meaning of this rule.

(5) (a) On observing a drop in the Vacuum/ Brake Pipe Pressure, the Loco pilot must at once bring his train to a stop as quickly as possible and he must, at the same time sound prescribed whistle and/or communicate with the Guard of the train on approved means of communications. The Guard shall show a red flag by day and a red light by night indicating that he understands the situation.

(b) If it is noticed that the alarm chain has been applied at a place which will necessitate the train being stopped on a bridge, viaduct, tunnel, cutting, spring points or another spot considered unsuitable for stopping the train, the Loco pilot may recreate vacuum/air pressure and work the train on to a safe place to stop, giving prescribed whistle code and advising the Guard on approved means of communications that he is doing so.

(c) Commercial staff and/or security staff travelling on train shall assist the Guard in ascertaining the cause of chain pulling and the person by whom the chain has been pulled. They shall attend to the requirements of the passenger who used it as well as assist in setting right alarm chain apparatus. In case the alarm chain has been mischievously pulled or for an unjustifiable cause action shall be taken as per instructions inforce.

(d) Before restarting the train, the Loco pilot and Guard should also satisfy themselves that the correct amount of vacuum/air pressure is available in the train.

(6) Automatic Vacuum Brake/Air Brake Rules for working-

(a) When an assisting locomotive is attached in rear of the train, the Loco pilot of the assisting locomotive and the Guard (if available) shall be responsible to ensure that the hose pipes/air pressure pipes between the assisting locomotive and the train are coupled.

(b) When an automatic vacuum cylinder or air brake cylinder or gear on a vehicle is out of order, the cylinder must be put out of action. This must be done in case of vacuum cylinder by disconnecting the siphon pipes from the release valve and dummying the loose end of the siphon pipes with a wooden plug and in case of air brake vehicle by by-passing the particular vehicle.

(c) If on any goods train, less than three fourth (75%) of the total number of vehicles are equipped with effective automatic vacuum cylinders, the train is to be treated as an un-braked train.

(d) In the event of failure of vacuum/air brake, during the journey, the Loco pilot must take his train cautiously up to the next station, where the defective vehicle or vehicles can be detached or where the defect can be rectified. The Guard (if available) must be prepared to assist the Loco pilot in controlling the load by applying the hand brake in the brakevan.

(7) Whenever shunting is done on a train at an intermediate station where train examining staff are not available, the Loco pilot and Guard of the train shall jointly examine the vehicle(s) which is attached or detached to see their cylinders are effective to the extent that the percentage of effective cylinders on the entire train does not go below 75% in any case. The Loco pilot and Guard shall ensure that the prescribed amount of vacuum/air pressure is available in the locomotive and the brakevan before starting the train.

(8) The Loco pilot, after starting the train from the originating station or an intermediate station where shunting has been performed on his train, shall apply the vacuum/air brake to test its efficiency without actually stopping the train.

11.15 Guard's and Loco pilot's competency certificate and equipment:-

Each Guard, Loco pilot and Assistant Loco pilot shall have with him, while on duty with his train, competency certificate and the equipments as under:-

(1) Guard’s Personal equipments: -

(a) Torch cum Tri-colour Hand signal Lamp (Flashing or steady);
(b) Two red flags and one green flag mounted on stick;
(c) Detonators in a Tin case (10 No’s);
(d) Flashing tail lamp;
(e) Guard’s Rough Journal;
(f) Guard’s memo book;
(g) Guard’s certificate Book;
(h) Padlocks (3 No’s);
(i) WTT in force with Appendices;
(j) Carriage Key (For Guards of passenger carrying trains only);
(k) ACP resetting Key (For Guards of passenger carrying trains only);
(l) One whistle (For Guards of passenger carrying trains only);
(m) Complaint and suggestion Book (For Guards of passenger carrying trains only);
(n) Detachable air pressure gauge and/or vacuum pressure gauge with adapters (For Guards of Goods trains only).

Note:- Under special instructions, Guard may be exempted from carryings items (g) & (m) provided that the same are being carried by train conductor and/or train superintendent.

(2) Brakevan Equipments for Coaching Trains: -

Guard of passenger carrying trains must see that their brakevans are provided with the following equipments:

(a) Portable Control Telephone (For trains running over electrified/non-electrified sections with switch to turn from electrified to non-electrified sections and vice-versa) (To be provided by S&T Department);

(b) One Portable Train Lighting Equipment (To be provided by Electric Department);

(c) Two Wooden Wedges/Skids (To be provided by C&W Department);

(d) One Stretcher(To be provided by C&W department);

(e) Two fire extinguisher (to be provided by C&W Department.

(f) First Aid Box(To be provided by C&W department);

Note:- (i) A proper arrangement in the form of closed cupboard would be provided in the SLR by mechanical department for keeping brake van equipments in locked condition.

(ii) Equipments would be loaded and run on end to end basis and will be kept in the cupboard provided in the brake van in locked condition by universal key.

(iii) In order to ensure safety of equipment and proper handing over and taking over, the brake van equipments shall be loaded by respective staff, shown to the Guard at originating station and acknowledgement taken from him.

(iv) Each Guard while taking over charge en-route, will acknowledge availability or otherwise, of brake van equipments in the relieved Guard' rough journal book.

(v) At the terminating station, equipments shall be handed over by Guard to the staff of respective departments. At stations where staff of C&W and other departments are not available, the respective equipment will be handed over to authorised representative of SM who will also be responsible for its loading in return direction, taking acknowledgment form the Guard.

(vi) In case of any consumption en-route or any defect noticed during journey, it will be advised in writing to relieving Guard by the relieved Guard. At the terminal station, same shall be advised in writing to SM on duty, who in turn will advise the supervisor incharge of concerned department to recoup the shortage. However, responsibility to ensure full complement of brake van equipment in working condition will lie with the primary maintenance depot.

(3) (a) Loco pilot's personal Equipments:-

(i) Torch cum Tri-colour Hand signal Lamp (Flashing or steady);

(ii) Two red flags and one green flag mounted on stick;

(iii) Detonators in a Tin case (10 No.s);

(iv) Loco pilot's Hand Book;

(v) WTT in force with Appendices;

(vi) Key for resetting ACP valve for air braked coaches;

(vii) Head light/cab light, marker light and tail light bulbs(spare);

Note: The personal equipments to be carried by the Guard/Loco pilot of MEMU/DEMU/EMU shall be prescribed under special instructions.

(4) Locomotive Equipments-

(a) Rubber washers for hose pipe/air hose coupling (10 No.).

(b) On locomotive/ EMU/DMU/MEMUs, two fire extinguishers and in Electric locomotive two fire extinguishers in each of the two driving cabs must be provided.

(c) Emergency field telephone/portable field telephone/ Mobile Radio set etc. as specified under special instruction.

(d) Four wooden wedges.

(e) One spare hose pipe for vacuum braked trains and one spare feed pipe/brake pipe for air braked trains.

(5) "First Aid" equipment on trains and at stations -

(a) The Guard's of Military special trains and Material Trains, Train Superintendants/Train Conductor shall be supplied a First-Aid Box by the medical department. First aid box shall be maintained by medical department.

(b) If the Guard/Train Superintendants/Train Conductors uses the first aid box during the journey, he will note this in his journal, and must also submit a report to the Medical Superintendent giving the following information:-

(i) Train number and date;

(ii) Name and address of the person to whom first aid was rendered. (In the case of passengers, details of tickets held will also be recorded);

(iii) Serial number of the item used from first aid box;

(iv) Sickness/Nature of injury;

The Guard/Train Superintendants/Train Conductors must also enter the relevant particulars on the case card within the box under the appropriate columns.

(c) When the First Aid box has been used as mentioned in para (2) above, the C&W depot incharge/ Guard/Train Superintendants/Train Conductors shall have the same replenished.

(d) All stations shall be provided with duly equipped first aid boxes by medical department.

11.16 Manning of locomotive in motion:-

(1) Except when otherwise exempted by special instructions, no locomotive shall be allowed to be in motion unless the Loco pilot as also the Assistant Loco pilot are upon it except in case of EMU/MEMU/DEMU/other trains and Shunting Locomotives worked with single loco crew where only the Loco pilot has to be in the cab.

(2) If a Loco pilot becomes incapacitated while the locomotive is in motion, the Assistant Loco pilot, if duly qualified, may work the train to the next station cautiously,

(a) On arrival at next station, if it be a passenger train, the Loco pilot of the first arriving Goods or Material train, or the Loco pilot of any other train as ordered by the Controller, shall work the train onwards;

(b) If it be a Goods train it shall be worked cautiously by the Assistant Loco Pilot either upto next station. In such cases, the speed of the train shall be restricted to 30 kmph subject to other speed restriction(s) in force.

11.17 Permission before entering on or crossing a running line - No Loco pilot shall take his locomotive on or across any running line until he has obtained the permission of the SM on duty and has satisfied himself that all the correct fixed signals have been taken 'OFF' and Hand signals are being shown wherever required.

11.18 Driving a train:-

(1) Only certified Loco Pilots shall be allowed to drive a locomotive or single unit/multiple unit train on any part of the running line.

(2) No person must be allowed to work as Loco Pilot unless he is duly qualified in initial/refresher training (both transportation and technical) and holds valid certificate of competency for transportation, and technical issued by competent authority prescribed under special instructions. The booking official is responsible for complying with this rule.

(3) To train up Assistant Loco Pilots, Loco Pilots may allow them to drive the locomotive under their direct supervision on certain section of the division as specified by Sr.DEE (TRS/Operation) and/or Sr.DME/ DME.

(4) If a Loco Pilot has not driven an Electric/ Diesel Locomotive or single unit/multiple unit train for six months, he shall not be allowed to drive again until he is re-examined after a refresher course and his certificate of competency endorsed accordingly.

(5) Record of all competency certificates issued to Loco Pilots shall be maintained in the office of the Sr.DEE (TRS /Operation) and/or Sr.DME/ DME.

(6) Staff under training for driving a locomotive, when specially authorised by the Sr.DEE (TRS /Operation) and/or Sr.DME/ DME may drive such locomotives under the supervision of a certified Instructor. While the trainee is under these conditions, the Supervising Instructor shall keep a continuous watch over the trainee and keep himself in readiness to take any action that may be required to control the locomotive in an emergency.

(7) No unauthorized person shall manipulate any apparatus contained therein.

(8) 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.

(9) In case of leading driving compartment being defective trains shall be worked as per special instructions.

11.19 Riding on locomotive:-

(1) No person other than the locomotive crew shall be authorised to ride on the locomotive except those who are permitted under special instructions;

11.20 Brake-vans:-

(1) No train shall be allowed to enter a block section, unless at least a brake-van or hand braked vehicle of approved design is attached to it, except in emergency or as provided for under sub-rule (3) below;

Provided that reserved carriages or other vehicles as permitted in this rule may be placed in rear of such brake-van or hand braked vehicle.

(2) This rule does not apply to rail cars, light locomotive or locomotives coupled together and trains equipped with EOTT or similar such device.

(3) Working of trains without brakevan/Guard and brakevan and Guard both:-

(a)In operational exigencies when brake-van is not available a goods train can be run without brake-van with the prior approval of SR.DOM/DOM. In such cases, the following instructions shall be followed-

(i) The record of running of such trains shall be maintained in a separate register in the control office and train starting station.

(ii) Running of such goods trains is prohibited during total failure of communications.

(iii) The Guard if available or in his absence Loco pilot shall ensure that the train's brake system has a continuous vacuum/ air pressure from train

locomotive to the last vehicle with effective and adequate brake power, including four rear most pistons in working order.

(iv) Continuity test shall be conducted by the Loco pilot at locomotive and the Assistant Loco pilot in rear if Guard is not available.

(v) The Guard or in his absence the competent railway servant nominated by the SM on duty shall fix a tailboard or tail lamp during day/ night as the case may be on the last vehicle and shall also ensure that couplings are secured before starting. The Guard if available shall travel on the train locomotive and frequently look back to ensure that train is running in safe manner.

(vi) Method of accountal and return of tail board/tail lamp shall be prescribed under special instructions.

(vii) Tail board /tail lamp shall be provided by SM on duty of the train originating station if Guard is not available. In case tail board/tail lamp is not available, during day such train shall pass at a restricted speed of 25 kmph. from the stations to verify the last vehicle number and during night the train shall be stopped at each station for verification of last vehicle number.

(viii) The Loco pilot and Guard (if available) shall be issued with a Caution Order at the starting station specifying the last vehicle number and its type.

(ix) The SM on duty of the station from where such train originates shall intimate the Controller on duty, (on controlled sections) the number and type of last vehicle and number of the train duly supported by Private Number. The Controller, in turn must alert the SM(s) on duty enroute by repeating the number and description of last vehicle.

(x) SM on duty while asking/granting Line Clear must clearly repeat the number and description of last vehicle under exchange of separate Private Numbers in addition to recording of usual Private Number obtained/given for Line Clear. These Private Numbers, should be recorded along with last vehicle number and its description in the 'Remarks' column of TSR.

(xi) At stations worked with end cabin(s) incharge of cabin(s)/Gateman of traffic L C Gate must be advised of last vehicle number and its description by the SM on duty under exchange of Private Numbers.

(xii) The number and description of last vehicle shall also be repeated by each SM on duty to the station in advance and to Controller while giving 'Train entering Section' signals.

(xiii) Whenever a tail board by day or a tail lamp by night has been fixed on the brackets provided on the last vehicle, the train shall run at prescribed speed and be treated at par with trains running with the brake-vans fitted with tail lamp or tail board.

(xiv) Whenever a tail board by day or a tail lamp by night has not been provided, before closing the block section, SM on duty must verify the last vehicle number from the incharge of cabin/Gateman of traffic L C Gate under exchange of Private Number or through the competent railway servant nominated by him for this purpose who shall record the number of the last vehicle in the register maintained for this purpose. He should tally it with the last vehicle number obtained from station in rear/ Controller. In case, last vehicle number does not tally, the train shall be

stopped at station in advance to confirm the last vehicle number; meanwhile closing of the block section should be withheld treating it as train passed without tail board/tail lamp.

(4) Attaching of vehicles outside brake-van-

(a) In case of trains worked with continuous vacuum/air pressure throughout, not more than two eight wheeler wagons and/or coaches or their equivalent (four four-wheelers) may be attached in the rear of the rear brake-van(s), subject to the condition that the vehicle(s) is fitted with vacuum/ pressure brake in good working order;

(b) In case of goods trains and passengers carrying trains, an additional inspection or officer's carriage may be attached in rear, provided it has its own hand brake(s).

(c) In case of short distance passenger carrying trains (say about 150 kms) three coaches in front and rear of SLR may be attached to avoid reversal of SLR subject to the condition that these coaches have working brakes with vacuum/air pressure right upto the end of the train and two of the outer most coaches on either side are anti-telescopic.

(d) Attaching of Generator Van-

(i) In case of only mixed trains and goods trains having continuous air pressure/ vacuum, not more than two Generator Vans in place of two eight wheeler wagons or coaches or four four-wheelers may be attached in the rear of the brake-van provided the conditions prescribed for the carriage of inflammable goods are complied with.

(ii) No passenger coach shall be marshalled between the rear brake-van and the generator van, which will be the last vehicle on a train.

(e) Attaching of damaged vehicle- Certified as fit to run and accompanied by concerned competent railway servant(s) may be attached in the rear of the rear brake-van of a goods train, during day light hours only.

(f) In all cases where vehicle(s) is attached behind the rear brake-van, the last vehicle must carry a red tailboard during daytime and a red tail lamp by night. The built in electric tail lamp of the Brake-van must be extinguished by the Guard at night.

(6) Attaching of goods wagons to Passenger Trains-

(a) Goods wagon(s), duly certified 'fit to run on passenger trains' by train examining staff, can be attached to run on passenger trains (except Mail and Express trains) with strict adherence of marshalling order for mixed trains.

(b) The maximum speed of such trains should not exceed the lesser of the maximum permissible speed of good wagon(s /passenger train/ section. The Loco pilot of such a train must be apprised about attaching of goods wagon(s) by issue of a Caution Order instructing him not to exceed the above speed limits.

(c) Goods wagon(s) must be attached next to the train locomotive unless the contents are livestock, explosive, dangerous or inflammable freight in such case these should be attached in the rear.

(d) On Metre Gauge section having gradients of 1 in 100 or steeper the mixed trains should be marshalled with the coaching vehicles next to the train locomotive and goods wagon(s) attached in the rear of coaching vehicles.

(e) Vacuum/air-braked piped vehicle(s) is not permitted to be attached behind the rear brake-van of a fully vacuumed/ air-braked train. It may, however, be attached inside the rear brake-van, provided there is no interference to

electric connection. The last three vehicles including the brake-van must however be with effective vacuum/air brake and operative cylinders.

(f) SEs (C&W) at all stations where coaching and goods trains are examined shall examine all goods wagon(s) attached to passenger train(s), even though the train to which it is attached is not ordinarily examined at that station. At such station(s), this examination will be confined to the goods wagon(s) only.

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

(7) Working of trains with EOTT or similar such device:-

Trains shall be worked as per Railway Board instructions.

11.21 Guards:-

(1) Except where exempted under special instructions or in an emergency, every running train shall be provided with Guard(s).

(2) The Guard of a running train shall travel in the brake-van or hand braked vehicle except-

(a) in an emergency, or

(b) As permitted under rule 11.20(2) and (3).

11.22 Working of Mail, Express and other Passenger Trains when diverted via alternate routes:-

(1) Whenever 'Mail, Express and other Passenger Trains are diverted via alternate routes due to any reason, the following procedure shall be followed in booking/ providing locomotive crew and Guard for such diverted trains:-

(a) Rajdhani, Shatabdi and similar trains should be worked by mail/express Loco pilots and Guards, if need be by withdrawing them from their regular scheduled links.

(b) Mail/Express trains shall be worked by passenger Loco pilots and Guards, if required by withdrawing them from their regular scheduled links.

(c) Passenger trains shall be worked by empanelled goods Loco pilots as per para (2) below.

(2) A panel consisting of adequate number of goods Loco pilots, including number of vacancies of mail/express and passenger train Loco pilots drawn from the goods Loco pilots and Guards holding grade 'A' cards shall be available in all divisional, sub divisional control offices and crew/Guard booking lobbies/points. The Loco pilots and Guards from such panel should be deployed to work passenger trains. This panel should be updated quarterly beginning from each calendar year.

(3) LI or a competent railway servant in lieu must accompany the Loco Pilot on the foot plate when an empanelled goods Loco pilot as per item (d) above is not available.

(4) In case competent crew as specified above is not available for running a particular type of locomotive, then efforts be made so that the locomotive is changed with the type for which competent crew is available.

11.23 Couplings:-

(1) No vehicle that is not fitted with a coupling or couplings of approved pattern shall be attached to any train.

(2) Coupling of vestibule stock -

(a) The vestibule connections of coaches and other stock so equipped must be carefully coupled together so that there is no gap between the fall plates.

(b) When a vestibule coach is the last vehicle on a train or is isolated and the vestibule is not in use, the doors of the unused vestibules must be closed and properly secured.

(c) The Guard must not allow a train to proceed without satisfying himself that the vestibule connections are properly secured and that doors, when necessary, are locked and bolted.

D - Vehicles and Cranes

11.24 Cranes: -

(1) Attaching of travelling cranes to trains-

(a) No travelling crane shall be attached to a train until it has been certified by a duly authorised person that it is in proper running order, and with a dummy truck for the jib, if necessary;

(b) Any crane not fitted with buffing gear, spring gear, enclosed axle boxes or not provided with a match truck, will not be considered as a travelling crane and must not be attached to any train without the specific orders of the CME.

(c) Cranes must not be attached to passenger train(s) except in case of emergency when they may be attached to slow passenger train(s) or mixed train(s) under the joint permission of divisional officers of mechanical and operating departments.

(d) Cranes can be attached to all goods trains and should as far as possible, be attached with the dummy truck and the crane itself next to the locomotive.

(e) Broad Gauge - The 140/120/75/65/40 tonne crane are permitted to run at the sanctioned speed or at its sectional speed whichever is less on all sections subject to the observance of all permanent and temporary restrictions that may be in force from time to time.

(f) Metre Gauge - The 35 tonne crane are permitted to run at a speed of 50 kmph. or the sectional speed, whichever is less, subject to the observance of all permanent and temporary restrictions that may be in force from time to time.

(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 rule 16.05 (5) and under special instructions if any, shall be followed.

(3) Working of Crane(s) within Station Limits-

(a) Before commencing the operations, the crane supervisor will notify the SM on duty in writing the nature of the work, the line or lines likely to be fouled during the period of operation and, time required for the work. He will commence the operation only after obtaining the written permission from the SM on duty. On controlled sections where running lines are fouled, the SM on duty will not give the permission except with prior approval of the Controller on duty. Record of such approval and permission asked for and given must be entered in red ink in the TSR.

(b) Once permission is given to the crane supervisor of the crane to commence operation, the SM on duty shall be responsible to see that no shunting or other movements are allowed on such lines which will interfere with the crane working.

(c) Before commencing the work, the crane supervisor shall have the line on which, the crane will work as well as the line(s) which are likely to be fouled in the course of operation blocked and protected by banner flags on both sides.

(d) Crane operations within station limits will be deemed 'obstructions' on the line or lines concerned for purpose of taking off signals.

(e) If during the course of crane operations train movement(s) or other movement(s) is required to be performed on the line blocked or on line(s) which may be fouled by crane working, all crane working shall be stopped by the crane supervisor on getting a written request from the SM on duty to suspend operation. After doing so, the Supervisor will give written memo to the SM on duty that crane working is suspended, that the jib of the crane is parallel to the track and the tail locked and no obstruction is fouling the line(s) where train movement or shunting movement(s) is to take place. On receipt of the memo, the SM on duty will permit movement of the train or perform other movements.

(f) After the crane work is over, the crane supervisor will issue a memo to the SM on duty the effect that the work is over and the lines blocked and/or fouled are clear of obstructions and are safe for the passage of trains.

(4) Crane Operations in block section-

(a) A travelling crane operating in a block section will work under the normal train working rules. The section being blocked for the duration of the work.

(b) When a travelling crane is working on a twin single line/double line/multiple line block section, the Supervisor in charge should see that the adjacent line is not infringed and if any infringement is required, the adjacent line also should be blocked. Trains passing on the adjacent line should be issued Caution Order by the SM on duty of the station immediately in rear and/or nominated stations.

(c) Banner flags should be provided to protect the line on which the crane is working and also the adjacent line in the case of twin single line/double line/multiple line if obstructed. Such banner flags shall be removed only when the jib is turned parallel to the track and the tail locked. The crane supervisor in charge of the crane will show Hand signal to the Loco pilot past the site of crane operations.

(5) Caution Order – Loco pilot of trains passing through stations where any running lines are "blocked" for crane operations shall be issued Caution Order.

(6) Only persons having certificates of competency granted by Sr. DME/DME shall be authorised to operate/supervise crane operations after having been tested, found satisfactory and fully conversant with Crane Working Rules and instructions.

(7) Steam cranes, hand cranes and transportation cranes shall work as per special instructions.

(8) When and wherever special trains are run with steam locomotive, the concerned railway(s) will issue special instructions for their running.

11.25 Loading of vehicles:-

(1) No wagon shall be so loaded as to exceed the maximum gross load on the axle fixed under section 72 of the Act, or such varied carrying capacity, if any, as may have been prescribed by the Railway administration under sub-section (4) of the said section of the Act.

(2) No vehicles shall be so loaded as to exceed the maximum moving dimension prescribed from time to time by the Railway Board unless exempted by them.

(3) When a load on a wagon projects to an unsafe extent beyond the end of wagon, an additional wagon shall be attached to act as a dummy.

(4) The Guard where provided otherwise Loco pilot shall carefully examine the load of any open wagon 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 wagon detached from the train.

11.26 Damaged or defective vehicles:-

(1) No vehicle which has been derailed shall run between stations, until it has been examined and certified by a JE/SE (C&W):

Provided that in case of a derailment between stations, the Loco Pilot in case JE/SE (C&W) is not available, 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 where such vehicle shall be detached.

(2) If a Guard or SM on duty has reason to apprehend danger from the condition of any vehicle on a train before it can be inspected by a JE/SE (C&W), the Loco pilot shall be consulted, and if he so requires, the vehicle shall be detached from the train.

(3) (a) SM, other station staff, Gateman, any other railway servant working on or near railway line etc. are required to observe the condition of vehicles on trains while on run. In the event of noticing hot–axle or any other defect, the railway servant must immediately take steps to attract attention of the train crew so as to stop the train, including using approved means of communication. If the train cannot be stopped, the SM on duty of the next station in the direction in which the train is proceeding, should be promptly advised either through approved means of communications or through public/private phones or other means.

(b) On controlled sections, Controller must be advised to take suitable action.

(c) The SM 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 will bring the train a stop outside the first stop signal before admitting it into the loop line. He will also advise the Loco pilot on approved means of communication to enter loop line cautiously.

(d) The hot axle wagon shall be examined by the C&W staff (if available) or by the Loco pilot after the train has come to a stop at the at the station. At a station other than a train examining station, if an axle box is found running hot, the Loco pilot must take a decision whether the vehicle is safe or unsafe to run and advise the SM on duty and/ or the Guard in writing accordingly. If considered unsafe, the wagon should be detached from the train.

E - Precautions before Starting Train

11.27 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.

11.28 Examination of train before starting:-

(1) When a train is examined by a JE/SE (C&W) at a station, the SM on duty shall not give permission to start the train until he has received a report from such JE/SE (C&W) to the effect that the train is fit to proceed and has the prescribed brake power.

(2) Starting a train from a non-train examination station or a wayside station after being stabled (including for traction change) or after handling in Goods shed or a Siding:

(a) Wherever such a train has to be started from a non-train examination station, the Loco pilot of the train shall create requisite amount of vacuum/air pressure on the locomotive and the train. The Guard or in his absence, competent station staff shall ensure that there is adequate vacuum/air pressure in the last vehicle of the train, and/or the brake van. The Guard and Loco pilot will then satisfy themselves regarding the continuity of vacuum/air pressure in the train. Once continuity along with adequacy is established, the Loco pilot will start the train and conduct the brake feel test enroute.

(b) In case, the vacuum/air pressure is less than the prescribed level, the Loco pilot shall cautiously run the train at a speed at which he can control the train till such time he has conducted the brake feel test and is confident to proceed normally.

(c) The brake feel test shall be conducted at the earliest to ensure that the train has adequate brake power to run in a safe manner at normal speed.

(d) At nominated/prescribed stations/locations the authorized staff, or traffic staff duly trained, will examine the train from both sides before starting, to detect presence of loose or missing fittings etc. that may endanger safety.

(e) In case the brake power certificate is invalid, after ensuring continuity and adequacy of air pressure/ vacuum, the Loco pilot will start the train and run at a cautious speed till he conducts the brake feel test. The train shall be worked up to the next train examination station in the direction of movement.

(3) In case the incoming train has come with a valid BPC, and the rake integrity has not been disturbed beyond permissible limits, the Loco pilot and Guard/Assistant Loco pilot shall ensure continuity and adequacy of air pressure/ vacuum. The Loco pilot shall start his train at a cautious speed, or at a speed at which he can control the train till he conducts the brake feel test and then proceed normally).

Note:-In case the Loco pilot is unable to create adequate pressure to run the train, even at a restricted speed in either of the above situations (2) or (3) above, the Loco pilot along with the Guard/Assistant Loco pilot will conduct a joint Guard/Loco Pilot check at the next station in the proforma T1128(2) given below and a copy of this shall be handed over to the SM on duty.

T1128(2)

Proforma for joint check by the Loco pilot and Guard at _____ station.

1. Date _____
2. Train No. and description-
3. Locomotive No. _____
4. Load of the train _____
5. (a) Total no. of cylinders _____
   (b) No. of working cylinders _____
   (c) Brake power _____ %
6. Air pressure/vacuum available in-
   (a) Locomotive _____
   (b) Brake van _____

Signature of Loco pilot Signature of Guard

Countersigned by SM on duty

11.29 Examination of train by Loco pilot:-

(1) The Loco pilot shall, before the commencement of the journey and after performing any shunting en route, shall ensure -

(a) that his locomotive is in proper working order,

(b) that the coupling and hose pipes between the locomotive and the train is properly secured;

(c) that he has performed continuity test as prescribed, as and when required and

(d) that the head light, flasher light and marker lights as prescribed in sub-rule (1) of rule 11.12 are in good order, and these are kept burning brightly, when required.

(2) Brake continuity test on trains must invariably be conducted in the following circumstances -

(a) At originating station including at station from where stabled load is cleared.

(b) A fresh locomotive or additional locomotive is attached to the load.

(c) Whenever any vehicle is attached / detached or train is re-marshalled.

(d) When brake pipe is disconnected and/or after any brake defect or irregularity, which may affect the continuity of brake power.

(3) The procedure to be observed for the continuity test, by the Loco pilot and Guard or in absence of Guard by the competent railway servant in case of goods train shall be prescribed under special instructions.

11.30 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 and/or pneumatic 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 working order.

11.31 Duties of Guard when taking over charge of a train:-

(1) The Guard when taking over charge of a train shall satisfy himself, before the train is despatched:-

(a) that the train is properly coupled,

(b) that the train is provided with the prescribed brake power,

(c) has performed continuity test as prescribed, as and when required.

(d) that the train carries tail board or tail lamp and that such lamps are lighted and kept burning, when required.

(e) that the appliance, if any, for communication between the Guard and the Loco pilot, is in proper working order, and

(f) generally that, as far as he can ascertain, the train is in a state of readiness for onward journey.

11.32 Starting of trains:-

(1) A Loco pilot shall not start his train from a station without the prescribed authority to proceed. Before starting the train, he shall satisfy himself that –

(a) all correct departing signals have been taken 'OFF' for his train to proceed;

(b) where necessary, Hand signals are being given;

(c) the line before him is clear of any visible obstruction(s) and

(d) the Guard, where available, has given the signal to start.

(2) The Guard, wherever provided, shall give the signal for starting the train only after he has received the permission of the SM on duty to start, in the manner as prescribed under sub-rule (7) (c) below.

(3) Before giving signal to the Guard or Loco pilot (where Guard is not provided) to start a train, the SM on duty shall see, that the train is ready to proceed in all respects.

(4) The permission of the SM on duty referred to in sub-rule (2) may be dispensed with in case of suburban trains or such sections of a railway as may be specified by special instructions.

(5) When permission of the SM on duty to start has been dispensed with under sub-rule (4) above or at a station where no SM is posted, the Guard where available shall see that the train is ready to proceed in all respects.

(6) The SM on duty will give permission to start a train after obtaining Line Clear from the Station ahead, ensuring correct setting of points and taking 'OFF' departing signals for the train to start.

(a) SM on duty shall authorise the Guard of goods train(s) by taking 'OFF' of the starter(s) and/or the Advanced Starter signals on double line/multiple lines or on single line/twin single line where tokenless block instruments are in use. On single line where tangible authority to proceed is in use, the Loco pilot should be given tangible authority in addition to the taking 'OFF' of the Starter and/or Advanced Starter signals.

(b) For passenger trains in addition to sub-rule 6 (a), the SM on duty will give permission to the Guard to start the train either personally or through means of communications provided by administration or by having the station bell rung twice or authorise the Guard to start his train through public announcement system.

(7) (a) The Guard of the EMU/DMU/MEMU is authorised to start the train without SM's permission [rule 11.32(6)(b)], provided he is satisfied that conditions for the train to start are complied with except that the responsibility to see that the correct starting signals have been taken 'OFF' for the train will be that of the Motorman/Loco pilot.

(b) When starting signals are taken 'OFF' and/or authority to proceed is received, the Loco pilot/Motorman will sound prescribed whistle or give two bell codes (where bell signals are provided between Loco pilot/Motorman and Guard) to apprise the Guard of having received the authority to proceed and correct observance of starting signals.

(c) On receipt permission from SM on duty to start the train wherever applicable and when all work in connection with the train is completed, and on receipt of one long whistle or give two bell codes (where bell signals are provided between Loco pilot/Motorman and Guard), the Guard will sound his whistle and display a green flag by day or a green light by night to the Loco pilot to start his train in addition he should apprise the Loco pilot to start his train on approved means communication. In case of EMU/MEMU/ DMU the Guard shall authorise the Loco pilot/Motor Man to start his train by giving two bell code signals. In the event of the bell circuit becoming defective the train should be started by the Guard by means of Hand signals as for other trains.

(d) The Guard of a passenger carrying train must satisfy himself by visual check that passengers have detrained and entrained.

(8) Locking of Guard portion of front SLR of Mail/Exp./ Passenger trains-

(a) The guard portion of the front SLR of passenger carrying trains should be locked by the Assistant Loco pilot.

(b) Assistant Loco pilot working mail/express/passenger trains will be issued a personal lock, which they will carry with them along with other equipments.

(c) At the time of crew changing, the incoming Assistant Loco pilot will remove his lock, and the outgoing Assistant Loco pilot will put his lock instead.

11.33 Guard to be in charge of train:-

After the locomotive has been attached to a train, and during the journey, the Guard or the Head Guard (if there be more than one Guard) shall be in charge of the train in all matters affecting stopping or movement of the train for traffic purpose. Where Guard is not provided, the duties of the Guard shall devolve on the Loco pilot.

11.34 Subordination of Guards in station limits:-

When a train is within station limits, the Guard shall be under the orders of the SM on duty.

11.35 Assistant Loco pilots to obey Loco pilots:-

The Assistant Loco pilots shall obey the lawful orders of their Loco pilots in all particulars.

11.36 Loco pilot to obey certain orders:-

After an locomotive has been attached to a train and during the journey, the Loco pilot shall obey-

(1) the orders of the Guard, in all matters affecting the starting, stopping or movement of the train for traffic purposes, and

(2) all orders given to him by the SM on duty or any railway servant acting under special instructions, so far as they do not infringe the safe and proper working of his locomotive.

F - Duties of Staff Working Trains during journey

11.37 Loco pilot and Assistant Loco pilot to keep a good look-out:-

Every Loco pilot shall keep a good look-out while the train is in motion, and every Assistant Loco pilot shall also do so when he is not necessarily otherwise engaged.

11.38 Loco pilot and Assistant Loco pilot to look back:-

(1) Whenever and where ever possible, 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.

(2) When a train passes a gang working on the line or a manned L C Gate, the Loco pilot and Assistant Loco pilot should look back to ascertain if everything is all right with the train and if any signal is being exhibited warning them of a danger.

11.39 Duties of locomotive crew in respect of signals:-

(1) (a) The Loco pilot and Assistant Loco pilot shall pay immediate attention to and obey every signal pertaining to his train whether the cause of the signal being shown is known to him or not;

(b) The Loco pilot shall, in addition to giving attention to signal(s), be vigilant and cautious.

(2) During bad weather impairing visibility or for any other reason, the view of the signal(s) is obstructed due to any reason; the Loco pilot shall whistle intermittently and take every possible action including reduction of speed as necessary, so as to have the train well under his control and be able to stop short of any possible obstruction on the line.

(3) The Loco pilot and Assistant 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(s) 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.

(4) (a) Before taking up train working duty on a section of the railway, the Loco pilot/ Assistant Loco pilot/ Guard shall acquaint himself with the section for which purpose he shall make three trips for 'learning road' of which at least one should be during night by the class of train which he is normally required to work.

(b) On Automatic signalling territory and ghat sections Loco pilot/Assistant Loco pilot / Guard will do a minimum number of five road learning trips, of which two will be during night.

(c) Loco pilot/Assistant Loco pilot/ Guard shall be deemed to be not acquainted with a section of the railway, if a period over six months has elapsed, since he had last worked on that section and he shall again learn the road by making one trip to refresh his knowledge before working on that section.

11.40 Assistance of the locomotive crew regarding signals:-

(1) The Loco pilot and 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, engineering indicators, and whistle boards to each other.

(2) The Assistant Loco pilot shall, when not otherwise engaged, assist the Loco pilot in exchanging signals as required.

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

11.41 Duties of Loco pilots as to signals when two or more locomotives are attached to train:-

When two or more locomotives are attached to a train, the Loco pilot of the leading locomotive shall be responsible for the observance of and compliance with the signals and the Loco pilot(s) of other locomotive(s) shall watch for and take signals from the Loco pilot of the leading locomotive.

11.42 Exchange of all right signal between Loco pilot, Guard and SM on duty /station staff while a train passes through a station:-

(1) As far as possible, the SM on duty shall himself exchange all right signal with the Loco pilot and Guard (if available). Loco pilot and Guard shall also exchange all right signal between them to ensure that the train passes station safe and intact.

In case a train is booked to run through a line which is away from the station building and the line(s) nearer to station building are occupied by another train or the SM on duty is not in a position to exchange all right signal, the SM on duty shall depute a competent railway servant for exchanging all right signals. The competent railway servants shall be responsible for watching the passing train from the suitable place and to exchange all right signals with the Loco pilot and Guard (if available).

(2) At stations provided with cabin(s), the Cabin SM / Switchman/Cabinman, and traffic Gateman shall also exchange all right signal with the Loco pilot and Guard to ensure that the train passes station safe and intact. At such a station railway servant on duty as prescribed in sub-rule (1) above may not be required.

(3) The Loco pilot and the Guard of a train shall, while running through a station, look out for and, except where exempted under special instructions, acknowledge the 'all right' signals which the SM and/or such other staff at the station shall give if the train is proceeding in a safe and proper manner.

(4) In case the SM on duty or other railway servant as prescribed under sub-rules (1) and (2) above notices any unusual with the train, he shall immediately exhibit danger Hand signal to the Loco pilot and Guard and in addition advice them

through approved means of communication (if available) to stop the train. In case train cannot be stopped at the station, the station in advance should be advised to stop the train and take corrective action.

(5) The Loco pilot and the Guard of a train shall exchange signals with each other as under-

(a) train starts after stopping from a station or outside station limits;

(b) rearmost vehicle clears the last points after starting or passing through a station;

(c) train runs through a station;

(d) as soon as the rearmost vehicle has cleared the speed restriction zone;

(6) Manner of exchange of signals between Loco pilot and Guard and SM on duty/ station staff -

(a) The Guard's signal shall be given to the Loco pilot by approved means of communication and by waving a green flag by day or a green light by night and during bad weather impairing visibility.

(b) The Loco pilot's signal shall be given by the approved means of communication and by the Loco pilot himself or on his behalf by a Assistant Loco pilot by showing towards the Guard a green flag steadily by day or a green light steadily by night and during bad weather and impairing visibility.

(c) On a straight road, these signals shall always be given on the left hand side of the train and, on a curve, on that side from which they can best be seen.

(7) While running through a station the Loco pilot/Assistant Loco pilot shall whistle continuously.

(8) Action to be taken by SM on duty in case the Loco pilot fails to whistle and /or Loco pilot and/or Guard fails to exchange "all-right" signal-

(a) The SM on duty should immediately ascertain the cause of not exchanging all right signal from the Loco pilot and/or Guard through approved means of communication, in case he is unable to contact the Loco pilot and/or Guard, he will advise the Station in advance under exchange of Private Numbers. The Controller will also be advised.

(b) The SM on duty in advance on receiving such advice shall ascertain the cause of not exchanging all right signal from the Loco pilot and/or Guard through approved means of communication. In case he is not able to contact the Loco pilot and/or Guard through approved means of communication, he shall stop the train and ascertain the cause. The SM on duty may use danger hand signal to stop the train.

(9) Action to be taken by Loco pilot and/or Guard when SM on duty fails to exchange "all-right" signal-

In case the Loco pilot and the Guard do not receive such signals from the SM/ station staff on duty, the Loco pilot and/or Guard shall advise the SM on duty at the next station through approved means of communication. In case they fail to give such advice the next stopping station shall be advised. The SM on duty receiving such information shall apprise the Controller on controlled sections and to the SM on duty at whose station all right signal were not exchanged.

11.43 Guard to keep a good look-out:-

(1) 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 or tail lamp on his train are in position and that the train is complete in every respect and is proceeding in a safe and proper manner.

(2) If any vehicle(s) is attached in rear of his brake-van the Guard shall ensure that the train is complete with such vehicle(s), on the run.

(3) When passing a manned L C Gate or railway staff working on track, the Guard shall look back to see if any signal is being given by them, to indicate that something is wrong with the train.

(4) Guards of running trains will be responsible to watch any train passing on the adjacent line on double line/multiple line/twin single section and to attract the attention of the Guard or the Loco pilot of the latter train through approved means of communication and/or by exhibiting danger hand signal, should they notice any condition which may endanger safety of that train.

11.44 Trains held up at first stop signal:-

(1) The Loco pilot shall immediately advise the SM on duty through approved means of communication and sound prescribed whistle intermittently, in case he is unable to contact SM on means of communication or get satisfactory reply from the SM on duty. He shall advise the guard of the fact and depute the Assistant Loco pilot (except in case of train(s) worked with single Loco pilot/Motorman) to proceed to the station or cabin to warn the SM /cabin after waiting for 10 minutes. The Assistant Loco pilot proceeding to the station or cabin shall show a stop Hand signal towards the station.

(2) The Guard where provided shall, as soon as the train is stopped at the first stop signal, check up that the tail lamp or tail board is correctly exhibited and shall be vigilant in rear of the train. After fifteen minutes or such less time as prescribed by special instructions, the Guard where available shall proceed to protect the train in rear in accordance with instructions laid down in rule 12.05 (1) when cause is not apparent.

11.45 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, the Guard shall exhibit stop Hand signals to attract the attention of the Loco pilot and also advise the Loco pilot on approved means of communication.

(2) In the absence of means of communication, Guard desiring to attract the attention of Loco pilot, shall apply his hand brake sharply and release it suddenly and repeat the process till he is able to catch the attention of the Loco pilot.

(3) When the attention of the Loco pilot has been attracted, the necessary Hand signals shall be shown.

(4) The Guard may, in case of emergency, apply vacuum/air pressure brake gradually to stop the train.

11.46 Assistance from Guard's hand brake:-

(1) When the Loco pilot requires the assistance of Guard's hand brake, he shall sound prescribed whistle, if necessary repeatedly, or, if a brake whistle is provided, sound such whistle, and shall also use approved means of communication. The Guard shall apply the brakes promptly. Loco pilot, however, must not rely on assistance from Guard’s in controlling his train when approaching a stopping place, but must call for such assistance as an emergency measure only.

(2) When a train is travelling down a steep incline, the Guards shall, if necessary to steady the train, assist the Loco pilot with brake van hand brakes.

(3) When for any reason, a train is brought to a stand for a period longer than 15 minutes rule 13.23 shall be followed.

11.47 Permission of Guard to detach locomotive from train:-

(1) When a train has been brought to a stand outside station limits or anywhere on a grade, the Loco pilot shall not detach his locomotive from the train without the permission of the Guard who, before giving such permission, shall satisfy himself

that the hand brakes have been applied and take such other measures as may be necessary or prescribed by special instructions. Provided that detaching of locomotives from trains in such cases may be prohibited altogether under special instructions wherever considered necessary in the interest of safety.

(2) On the ghat sections, locomotives must not be detached from trains between stations.

11.48 Starting and stopping of train:-

The Loco pilot shall start and stop his train carefully and without a jerk.

11.49 Sounding of locomotive whistle:-

(1) Except under special instructions, the Loco pilot shall always sound the whistle of the locomotive according to the prescribed code of whistle-

(a) before putting an locomotive in motion;

(b) when entering a tunnel; and

(c)When approaching a manned for unmanned level crossing; and

(d) at such other times and places as may be prescribed by special instructions.

(2) Locomotive whistle code shall be as under-

The signals below by '0' stand for a short whistle and '—' for a long whistle

S.No.	Whistle Code	Indication(s)
1.	_____ (long)	(a) Before starting- (i) Indication to Loco pilot of assisting/ banking locomotive and acknowledgement by the Loco pilot of assisting/ banking locomotive to leading locomotive that the Loco pilot of leading locomotive is ready to start. (ii) Locomotive ready to leave/go to loco yard. (iii) Vacuum/ pressure recreated on ghat section, remove sprags and/or Guard to release brakes. (iv) Before starting a train from station/mid-section. (b) On run- (i) indication to Loco pilot of assisting/ banking locomotive and acknowledgement by the Loco pilot of assisting/ banking locomotive to leading locomotive that the Loco pilot of leading locomotive is that assistance is not required. (ii) Passing stop signal at 'ON' on proper authority. (iii) Passing an Automatic stop signal. (iv) Passing an IBS at 'On' when telephone provided on the signal posts is out of order and the Loco pilot is unable to contact the station in rear. (v) Acknowledgment of Guard's signal. (vi) Call for Guard's signal. (vii) Signals not exchanged by Guard/Station staff. (viii) Lower/Raise Pantograph to be acknowledged by loco pilot of assisting locomotive.
2.	_____ (Continuous long)	(a)Before starting- (i) Recall railway servant protecting train in rear. (ii) Material train ready to leave. (iii) Main Line Cleared after backing into siding. (c) On run- (i) Approaching level crossing or tunnel or area of

		restricted visibility or curves or cutting or site of accident. (ii) Running through a station. (iii) Approaching a stop signal at 'ON' (iv) Detained at a stop signal. (v) In consequence of bad weather impairing visibility or any other reason the view of signals is obstructed. (vi) Apprehension of danger. (vii) Danger signal to the Loco pilot of an approaching train whose path is fouled or obstructed for any reason. (viii) While working on a single line section during total failure of communication or when single line working is introduced on a double line section. (ix) Moving in wrong direction on a double line or against the signalled direction in the Automatic Block signalling territory or against the established direction in the Automatic Block signalling territory on single line.
3.	O O _____ (Two short one long)	(a) Alarm chain pulled. (b) Insufficient vacuum/ air pressure in locomotive. (c) Guard applies vacuum/ air brake. (d) Call for Guard to check vacuum/ air pressure/ come to locomotive.
4.	OOO(Three short)	(a) Train is out of control, Guard to assist Guard to apply brakes. (b) Guard to apply brakes. (c) Train cannot proceed ahead on account of accident/ failure/ Obstruction or any other exceptional cause. (d) Protect train in rear.
5.	____ O ____ (One long, one short one long)	(a) Token not received. (b) Token missed (c) Train entered block section with wrong 'authority to proceed'. (d) Train parting. (e) Train arriving incomplete. (f) Fouling mark not cleared. (g) Signal arm lowered but light extinguished. (h) Signal arm improperly/ insufficiently taken 'OFF'. (i) Signal defective.

11.50 Bell signals between Loco pilot and Guard:-

(1) Bell signals code shall to be used between the Motormen (Loco pilots) and Guards of EMU/MEMU/DMU trains –

S. No.	Code of bell signals	Indication	Acknowledgement
1.	0	Stop Train	0
2.	00	Start Train	00
3.	00 Pause 00	Passing automatic signal at 'ON'	00 Pause 00
4.	000	Guard required by the Loco pilot	000
5.	0000	Protect train in rear	0000
6.	00000	Brake Power Continuity testing by Loco pilot and Guard	00000
7.	0 Pause 0	Zone of speed restriction over-resume prescribed speed	0 Pause 0
8.	000 Pause 000	Guard's warning when the Motormen exceeds the speed prescribed	000 Pause 000

(2) In the event of failure of bell code communication between the Motorman and Guard of EMU/MEMU/DMU, the horn shall be sounded and the Guard/Motorman shall make use of the corresponding Hand signal(s) wherever prescribed and/or communicate through approved means of communication.

11.51 Assistance to Passengers:-

Guard and on board staff (such as Train Superintendent, Ticket checking staff, Coach attendants, Electrical and Carriage maintenance staff etc.) shall render all possible assistance to passengers during the journey of the train as well as in emergencies. At stations, station staff will also give necessary assistance to the passengers.

G - Duties of Staff on Arrival

11.52 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.

11.53 Guard to see that train is stopped clear of fouling marks:-

(1) When a train comes to a stand at a station, the Guard, where provided, shall see that, the last vehicle of the train is standing clear of the fouling mark. If not, he shall inform the SM on duty through approved means of communications and exhibit stop Hand signal(s) to prevent any movement on the fouled line.

(2) He shall also advise the Loco pilot to draw his train forward to clear the fouling mark through approved means of communications and/or by showing 'Proceed with caution' Hand signal as prescribed in rule 3.25 towards the Loco pilot. The Loco pilot will move ahead up to the starter/stop board/ fouling mark if space is available to clear the rear fouling mark. In case, the rear fouling mark cannot be cleared by moving the train forward or till the fouling mark is cleared, the Guard shall again advise the SM of the fact through approved means of communication or through some railway servant (if available) and shall continue to exhibit stop Hand signal to prevent any movements over the fouled line. He shall also personally inform the SM, if the train has reached the terminal station when he signs 'off duty'.

(3) When a goods train being worked without the Guard or with EOTT or similar such device, clearance of fouling mark shall be confirmed by incharge of the cabin at an end cabin/competent railway servant of operating department/traffic

Gateman, to the SM on duty personally or through approved means of communication (The responsibility to ascertain clearance of fouling mark in case of train worked without Guard or with EOTT or similar such device should be clearly specified in SWR of each station).

11.54 Drawing a train ahead: –

If a train after it has stopped at a station/yard and requires to be drawn ahead for any reason beyond the starter signal, the SM on duty shall advise Guard and Loco pilot of the train through approved means of communication or in writing, the reason for doing so and issue shunting order (T633) to pass the starter signal at 'ON'. The Loco pilot will draw his train ahead on receipt of "all right" Hand signal from the Guard/station staff. The Starter signal, may be taken 'OFF' for drawing the train ahead.

11.55 Detaching locomotive:-

Wherever a train has been brought to a stand, and it is necessary for the locomotive, with or without vehicle(s), to be detached from the rest of the train, the Guard or where Guard is not provided, the Loco pilot shall, before the locomotive is uncoupled, satisfy himself that the hand brakes have been put on securely and take such other measures as may be prescribed by special instructions.

11.56 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 locomotive is clear of the fouling mark. If not, he shall take steps to inform the SM on duty at once and exhibit stop Hand signal to prevent any movement on the fouled line.

11.57 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 move his train only after receipt of Hand signals of the Guard. Before giving the signal to the Loco pilot the Guard shall ensure safety of the passengers.

11.58 Duties of Guard on completion of journey/duty: -

(1)A Guard on completion of his journey shall report himself to the SM on duty, and shall not leave the station until he has made over his reports, all journals and documents kept up by him in connection with the running of his train and correctly made over all packages, way bills, etc., to a railway servant nominated for this purpose or to a relieving Guard.

(2)The Guard shall sign off duty on a register maintained for the purpose.

11.59 Loco pilot not to leave locomotive 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 Assistant Loco pilot 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 applied and locked the hand brake.

11.60 Reporting of poor visibility of signals:-

(1)Should a Loco pilot or a Guard observe that a signal is rendered imperfectly visible by branches of trees or by any other cause, or that a signal light is partially obscured or not burning brightly enough to give a clear aspect, he shall report the matter to the SM on duty at the next station at which the train stops.

(2)When such report is made by a Loco pilot or a Guard, the SM on duty shall take immediate steps to advise the SM on duty of the concerned station who in turn shall inform the concerned authority to get it rectified.

H - Working of Material Trains

11.61 Working of a material/ departmental train in a block section:-

(1) A material/ departmental train shall be worked only under block protection with the permission of SM on duty.

(2) Such trains must not be worked at night or in bad weather impairing visibility, except under special circumstances with the permission of the Sr.DOM/DOM.

(3) Persons who are not connected with the working of material train(s) should not be permitted to travel by such train without the prior sanction of the Sr.DOM/DOM. Material coolies are permitted to travel by such train.

(4) When running through between block stations with locomotive leading, the speed of the material train must not exceed the speed that prescribed for similar goods trains.

(5) (a) Should the work has to be carried out between stations, the Guard must advise the SM on duty of the station immediately short of the place where the work has to be done in writing of the intended stoppage in block section and its duration. He will be responsible to ensure that this time is not exceeded.

(b) (i) On a single line such train may work between two stations and return to the station from where it started. In such cases, the Loco pilot and Guard must obtain a written permission from the SM on duty in addition to the usual 'authority to proceed' to be allowed to push back into the station.

(ii) On the return of the train, the Guard shall intimate that the whole of the train has returned to the station complete from the section and return the 'authority to push back' to the SM on duty which must be cancelled by the latter. Thereafter the SM on duty will give 'obstruction removed' signal and endorse remarks in the TSR 'train pushed back' against the entry of the train.

(iii) The SM on duty at a station where the train starts and pushes back must advise the station in advance on the approved means of communications and also the Controller on controlled section that the train will push back to his station. He will then obtain the acceptance of the 'is Line Clear signal for a train stopping in the section from the station in advance and then give the 'train entering section' signal in the usual way.

(iv) When it has been arranged for a train to push back from the section, it must always do so and not go through to the station in advance.

(v) Before starting, a green flag must be tied to a convenient fixture in front of the locomotive and also at the back of the rear brake-van to indicate to men working on the line that the train will push back.

(vi) When a material train is required to be pushed back into the station yard, the Loco pilot should bring it to a stop outside the first stop signal and sound the prescribed code of whistle. The signals may then be taken 'OFF' for the admission of the train.

(c) On the double line, material train must not be pushed back but must run on to the next station, where the locomotive can be run round. In emergency a material train may be pushed back with prior permission of Sr.DOM/DOM.

(6) When the locomotive is pushing the train or is placed in an emergency or in exceptional circumstances somewhere in the middle of the train and the brake-van is leading;

(a) the speed must not exceed 25 Kmph on straight and 15 Kmph on curve/ cutting etc.;

(b) the Guard must travel in the leading brake-van and must exhibit Hand signals to the Loco Pilot;

(c) the train crew must keep a good lookout especially in the direction in which the train is moving and must be prepared to stop short of any obstruction; and

(d) when approaching turnout, the Guard must satisfy himself that the points are correctly set, all non-interlocked points are clamped/cotter bolted and locked.

(7) When the locomotive is pushing the train or is somewhere in the middle of the train and the brake-van is not leading:

(a) the speed must not exceed 15 Kmph;

(b) the Guard (if possible) must travel on the leading vehicle and exhibit Hand signals to the Loco pilot; and

(c) Sub-rules (5) (c) shall be applicable.

(8) Precautions to be observed while working material train-

(a) Material trains are on no account to be divided when working outside station limits. Vehicles should not to be detached and/or separated from the rest of the train for convenience of loading or unloading when the train is working outside the station limits.

(b) Wagons of the material train must not be unloaded while in motion except in the case of specially constructed wagons and under the orders of the Engineer in-charge.

(c) Guards of the material train are responsible for their safe working both in traffic and engineering sidings and must personally supervise all shunting operations.

(d) Before entering a section on which a material train is required to stand on a grade of 1 in 50 or steeper, the locomotive should be so attached that when the train is standing, the locomotive is at the downhill end of the train.

(e) The engineer incharge will arrange for the protection of the train by danger signals, which must be supplemented by detonators in the manner prescribed in rule 12.05(1).

(f) Goods trains may, under the special permission of the Sr.DOM/DOM may be stopped once between stations to load or unload materials, in these cases, they will work under the rules applicable to material train.

11.62 Workers on material train/departmental: -

The Guard of a material train shall, before giving the signal to start, see that all the workers are on the train and warn them to sit down.

11.63 Protection of material train/departmental 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 and the SM on duty 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 cotterbolts and are locked, and

(c) the keys of such locks 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 as under-

(a) that the train is berthed clear of fouling marks, at each end of the line on which it is stabled;

(b) that the points leading to the line on which the material train is stabled are set against that line and locked in that position with cotter bolts or clamps and padlocked; and

(c) that the hand-brakes are applied on a sufficient number of wagons, and brake van(s) and that a sufficient number of wheels are locked by safety chains and padlocks.

(d) When a material train is stabled on a siding, outside station limits, the Guard shall ensure that it is berthed clear of fouling marks and traps and without obstructing the running line. He shall apply the hand-brakes on a sufficient number of vehicles and brake van(s) and the wheels of sufficient number of wagons are secured by means of safety chains and padlocks.

11.64 Working of maintenance machines and tower cars:-

(1) Track laying or on track tamping or track maintenance machines, tower cars and OHE maintenance trains shall be worked only under block protection with the permission of the SM and in accordance with rules for working of trains.

(2) These machines shall be worked as a train under the system of working applicable and shall be treated as a train as defined in rule 1.05 (86) for the purpose of working on open line.

I - Private Locomotives and Vehicles

11.65 Private locomotives and vehicles:-

No locomotive or other vehicle, which are the property of a private owner, shall be allowed to enter upon the railway, except in accordance with special instructions.

CHAPTER XII
AUDIO VISUAL AIDS

12.01 Audio Visual Aids:-

Audio Visual Aids are audio and/or visual appliances which after approval of the Railway Board shall be provided by railway administration which may be either used for communicating between control/stations/train crew etc., or may be used to warn the Loco pilot and/or Guard of the conditions which may affect the normal run of train. Some examples of such devices are detonators, walkie-talkie, train radio communication, mobile phones anti-collision device, train protection warning system etc.

A – Detonators

12.02 Description of detonators -

Detonators or fog signals are appliances which are fixed on the rail(s) and when an locomotive or a vehicle passes over them, they explode with a loud report so as to attract the attention of the locomotive crew.

12.03 Knowledge and possession of detonators:-

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

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

(3) All SMs, Guards, Loco pilot, Gangmates, Gatemen, Keyman, Patrolman and all other railway servants on whom this duty is laid by the railway administration, shall keep a stock of detonators.

(4) Such staff who are expected to use the detonators should be tested once in three months by the senior subordinates in regard to their knowledge of use of detonators.

(5) 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.

12.04 Stock of detonators and supply of detonators:-

(1)(a) A case containing 10 detonators shall form part of the equipment when on duty of every Guard, Loco Pilot, P. way Gangmate, Keyman, Gateman, Patrolman, engineering staff deputed at bridges and cuttings and of every push trolly, motor trolly and lorry.

Note- Sr.DOM/DOM may increase the numbers of detonators where so warranted by local conditions on recommendation of concerned branch officer.

(b) The Sr.DOM/DOM on recommendation of concerned branch officer shall prescribe the number of detonators which must be kept in stock at stations, running sheds and SE (P.Way's) office and also the minimum number below which the stock must not be allowed to fall.

(c) SM, Running Shed Incharge/ SE(Loco)/Crew Controller and SEs (P. way) are responsible for seeing that the stock of detonators is never allowed to fall below the minimum. They are also responsible for supply detonators to the staff working under them.

(2) Each SM, Running Shed In-charge /SE (Loco)/Crew Controller and SE (P. way) will maintain record of detonators in the register, showing receipts and use, with

details of railway staff to whom the detonators were issued by him and testing of detonators done by him..

12.05 Placing of detonators -

Placement of detonators under various circumstances are indicated in the table below-

(1) should any train be seen approaching, the person going to protect shall immediately place one detonator on the line, as far away from the disabled train or obstruction as possible, advise Loco pilot of an approaching train through means of communication(if available) and shall continue to show a danger Hand signal to stop the approaching train. If the person has already placed one detonator at 250 mtrs. and he is not in a position to reach at a distance of 500 mtrs., he shall again place one detonator as far as possible away from the disabled train or obstruction;

(2) when the Guard or the other railway servant deputed to place detonators is recalled, he shall leave behind the three detonators, and on his way back pick up the intermediate detonator as prescribed in sub-rule (1) above.

Sub Rule	Circumstances of use	Placement of Detonator from place of obstruction/ signal (metres)			
		1st	2nd	3rd	4th
(1)	Obstruction/ Accident/ Breakdown/ Unusual delay in Absolute Block System, Automatic Block System, Train Following and One Train only System.	250	500	510	520
(2)	Planned works of short duration with intimation to and permission from SM to issue Caution Order and trains required to stop short of work/ obstruction.	Banner flag at 250	500	510	520
(3)	Protection in case of emergency when SM has not been intimated and Loco pilot is not issued with a Caution Order.	500	1000	1010	1020
(4)	Bad weather impairing visibility.	1st 250	2nd 260	Note: The distance of 250 mtrs. shall be from the first stop signal /Gate stop signal of the station/gate.	

12.06 Storage of detonators:-

(1) Detonators must be carefully handled, as they are liable to explode, if roughly handled.

(2) Detonators shall be kept in containers specially supplied. In the container a thin layer of cotton should be kept at the bottom and also at the top. The detonator at the top and bottom should be wrapped in paper. Detonators shall be stored in a dry place and not exposed to dampness.

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

(4) Detonators should not be exposed unnecessarily to sun, as this can be dangerous.

12.07 Method of using detonators-

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

to the rail by bending the clasps attached with the detonators, round the upper flange of the rail.

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

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

12.08 Testing of Detonators:-

(1) Station, Loco Sheds, etc., where stock of detonating signals is kept for issue to Guards, Loco pilots, Fog Signalmen, or other railway servants, SM, the running shed in-charge/ SE(Loco) or other railway persons, in charge of such stock must test at least one detonator from each container issued to the staff. The deficiency in each of these should made up by a detonator or detonators from another container from which one detonator has been tested. Detonators shall be tested under an empty wagon moving at 10 to 15 kms. per hour. The empty wagon must be propelled by a locomotive and not hand shunted.

(2) While testing detonators from its container, the one which is the oldest by the date of manufacture, should be tested.

(3) (a)Excepting the crew of the locomotive employed in the test, no person shall be allowed to remain within a radius of 45 metres of the detonator, which is being tested. The locomotive crew shall also keep themselves well within the cab while passing over the detonator. The official in charge of the testing operation, shall, before commencement of the operation, be responsible for posting sufficient men to ensure that no person encroaches upon the 45 metres safety radius until the test is completed.

Note- If an empty wagon is not available at a station for this purpose, arrangements should be made to take detonators to a convenient station for testing.

(b) Care must be taken to ensure that test is not conducted in a crowded locality or near a level crossing where splinters from detonators may cause injury.

(4) SM/ SE(P. way)/ Loco)/Crew Controller are responsible to ensure that the detonators in possession of railway servants within their jurisdiction are tested once in 12 months.

(5) (a)The life of a detonator is normally 7 years reckoned from the month of its manufacture, it can be extended by one year by the TIs, SM, Running Shed Incharge/SE (Loco) and SE (P. way) provided there is no apparent damage to the detonators based on outward appearance. It can, however, be extended further from 8 to 10 years provided that detonators which are more than 8 years old are effective. For this purpose, two detonators of each batch/lot should be tested at the end of 7 years and if the result of these tests are satisfactory, life of the detonators of that batch should be extended by a 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 10 years from the month of manufacture.

(b) Where, however, the tests indicate that the performance of the detonators is not satisfactory; the whole of the stock of the particular batch/ lot should be withdrawn and replaced by fresh stock. Such tests should invariably be conducted by a person not lower than the rank of a Supervisor.

12.09 Method of destroying the detonators:-

(1) Unused detonators which are more than 10 years old and others considered unfit for use shall be destroyed by the following methods: -

(a) By soaking them in light mineral oil for 48 hrs 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.

(2) Destruction of time barred detonators should be arranged in the presence of a railway servant who should preferably be a gazetted officer and in no case below the rank of a senior subordinate. He should ensure that during destruction, every care is taken to see that the splinters of detonators do not cause any injury to life and damage to property.

Note:- In no case the detonators should be buried or thrown in water at such places where they could be recovered.

(3) Detonators bearing any sign of rust on the surface or appearing unsatisfactory in any way, or those failing to explode during test or in actual working shall be promptly returned to the issuing officer for replacement.

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

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

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

12.10 Duties of locomotive crew on exploding detonator: -

(1)When his locomotive explodes detonator(s), the Loco pilot shall immediately bring his train to a stop, inform the Guard if available) through approved means of communication and be guided by the Hand signal(s) that he may receive or if no Hand signal(s) or other signal(s) are visible to him;

(a) the Loco pilot after stopping for 30 seconds by day and one minute by night shall proceed cautiously at a restricted speed of 15 kmph and be prepared to stop short of any obstruction for 500 mtrs. keeping a sharp look out;

(b) after proceeding 500 mtrs. from the place where the detonator was exploded if the Loco pilot does not explode any more detonators or does not receive any Hand signal(s) or warning of an obstruction, he shall resume his authorised speed.

(2)During bad weather impairing visibility after exploding detonators outside first stop signal, the Loco pilot shall take action to stop his train at the first stop signal and further, be guided by aspect of the signal.

(3)The Loco pilot shall report the incident to the next station or cabin through approved means of communications.

B- OTHER AUDIO VISUAL AIDS

12.11 Other audio visual aids:- Every railway shall frame rules under special instructions for working and use of such devices, depending on the device which are provided and are on use on their system.

CHAPTER XIII
FAILURES, UNUSUAL OCCURRENCES AND ACCIDENTS

A - Defective or damaged points etc.

13.01 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 SM on duty.

(2) The SM on duty, on becoming aware of such defective or damaged points etc., shall –

(a) immediately inform the railway servant responsible for maintenance and have the defect rectified.

(b) arrange to ensure the safe passage of trains over such points, and

(c) keep the signal or signals concerned at 'ON' until the defect is rectified.

(3) Points shall be treated as defective when-

(a)They fail to respond correctly to the operation of the device which controls their operation, such as lever, slide or a switch etc. from normal to reverse and vice-versa.

(b) They fail to respond correctly to the operation of the device for locking the points.

(c) Electrical indication regarding setting and/or locking fails to appear.

(d) Any component or part of the point layout is damaged or missing.

(4)When the points become defective, the SM on duty should inspect them personally or get them inspected through competent railway servant of operating department (to be specified in SWR):-

(a) In case the defect is caused by an obstruction between the switch and stock rails, the obstruction should be removed and the point(s) tested again to see whether it functions satisfactorily.

(b) (i) In case the defect is due to other causes the SM on duty or a competent railway servant (to be specified in SWR) must decide whether the points can be set correctly and clamped/cotterbolted and padlocked in one position or the other for the movement of trains.

(ii) If he can clamp/cotterbolt and padlock them, he may authorise train movement over interlocked points treating them as non-interlocked, at a restricted speed of 15 kmph in the facing direction and 50 kmph in the trailing direction.

(c) Signals controlling the movement of trains over points which are clamped/cotterbolted and padlocked shall be treated as defective and trains shall be worked as prescribed under rule 13.06 and/or rule 13.07.

B - Defective Signals

13.02 Signal Defects: -

(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:

(2) In Semaphore signalling territory, during night or bad weather impairing visibility, if the Loco pilot of approaching trains only, finds the light of a stop

signal extinguished, he shall bring his train to a stop at such a signal. If he finds that the day aspect of such a signal is clearly visible and is in 'OFF' position, he shall sound prescribed whistle code and proceed past it upto the station cautiously at a restricted speed not exceeding 15 kmph, obeying all intermediate stop signals, if any, relating to him, and report the matter to the SM on duty for necessary action. The SM on duty shall make arrangements to relight the signal and inform the Controller.

(3) (a) In case a colour light stop signal changes its aspect from green/yellow to red and vice-versa or is flickering, it shall be considered as showing the most restrictive aspect. If the signal subsequently assumes a steady aspect and remains steady for 30 seconds, the Loco pilot should take further action according to the aspect so shown by the signal. If, however, the signal continues to change its aspects from green/yellow to red and vice-versa or continuous to flicker and does not assume a steady aspect for 30 seconds, the signal should be treated as defective. The Loco pilot shall take further action in accordance with the relevant rules for passing that defective signals at 'ON'. He shall report about such defective signal to the SM on duty.

(b) In case signals become blank due to power interruption, they shall assume same aspect as they were showing before power interruption.

13.03 Duties of SM **generally when a signal is defective:-**

(1) As soon as a SM on duty becomes aware that a 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) take action in accordance with rules 13.06 and 13.07 as may be required for movement of trains past the defective signals; and

(c) report the occurrence to the railway servant responsible for maintenance of the signals, and also to the Controller in controlled sections.

(2) When the SM on duty 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 SM on duty 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 CTC territories, the CTC Operator on becoming aware of such defects shall take action in accordance with the special instructions.

(4) In case of a signal having been taken 'OFF' not returning to the 'ON' position when its lever/switch/button etc. is put back, it shall be replaced in the 'ON' position by disconnecting the wire or by any other means available. At night or in case of a colour light signal during day or night the green light of such a signal shall be extinguished.

(5)(a) At station where signal(s) is defective and position of points is indicated on SM's operating panel or at cabin(s) through mechanical, electric or any other indication approved under special instructions, the SM/Switchman/Cabinman responsible to operate the points shall confirm the correct setting and locking of points through the indication(s) appearing. In such a case clamping/ cotterbolting of facing points is not required. However, reception/despatch of trains shall be arranged as per the procedure prescribed in these rules for reception/despatch of trains on defective signal(s).

(b) In case indication does not appear, the facing points shall be clamped/cotter bolted before reception/despatch of trains is arranged as per the procedure prescribed in these rules for reception/despatch of trains on defective signal(s).

(6) At stations where position of points is not indicated to the SM/ Switchman/ Cabinman on duty concerned through mechanical, electric or any other means approved under special instructions and in case the signal is defective, the concerned points shall be treated as defective and they shall be clamped/cotter bolted before reception/despatch of trains is arranged as per the procedure prescribed in these rules for reception/despatch of trains on defective signals.

(7) Defective interlocking - When interlocking fails or becomes defective at an interlocked station, the relevant signals shall be treated as defective.

(8) In case a shunt signal where provided is defective rule 3.14(10) shall apply and shunting operations will be guided by Hand signals to be given by the person incharge of shunting operations. The person-incharge of shunting operation shall ensure that all relevant points are properly set and facing points locked or are clamped/cotterbolted.

(9) Reporting of defective signals to the signal Maintenance staff-

(a) In case the signal(s) become defective, the SM on duty shall immediately report such defect(s) to the concerned signal maintainer(s) through approved means of communication or in writing. In addition the SM on duty shall advise the JE/SE (Signal), the Controller and other officials concerned. The SM on duty shall also make an entry of the failure immediately in the Signal Failure Register.

(b) On arrival, the signal maintainer shall report to the SM on duty, inspect the defective gear, issue disconnection memo (if required) rectify the faults and certify the failure in the Signal Failure Register.

13.04 Warner or Distant signals defective: -

(A) Without light-

(1)(a) at stations equipped with a colour light signal provided with a 'P' marker or in a semaphore signalling territory a Warner signal on a post by itself or a Distant signal during night or bad weather impairing visibility is found without light or shows an imperfect aspect (other than ‘OFF’ aspect), the Loco pilot shall immediately control his train and shall proceed preparing to stop at the next stop signal and shall be guided further by the aspect of the stop signal; and

(b) inform the SM on duty about the condition of Distant/Warner signal through approved means of communications.

(B) In the 'OFF' position:-

(1) (a) if a Warner signal on a post by itself or a Distant signal is out of order and cannot be kept in the 'ON' position, the SM on duty shall try to put the signal at ‘ON’ position. The light of the Semaphore arm signal shall be extinguished. Having failing to do so the SM on duty shall advice the SM on duty at the station in rear and at nominated station to stop and warn the Loco pilots of all approaching trains through Caution Order that the Warner/Distant signal at his station has failed in ‘OFF’ position. On receipt of such Caution Order the Loco pilot shall take action as prescribed under rule 13.04 (A) (1) (a).

(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 the light of the Warner signal shall be extinguished.

(2) If the Warner or Distant signal of an IBP/IBH is defective and cannot be kept in the 'ON' position, the IBP/IBH signal shall also be kept at 'ON' and treated as defective and action taken as per rule 13.08.

(3) If the Warner/Distant signal of L C Gate stop signal has become defective in the 'OFF' position and cannot be kept at 'ON', signal light shall be extinguished and the Gateman shall intimate this fact to the SM on duty of the station having telephonic communication with L C Gate. The SM on duty, on receipt of this information shall advise the SM on duty of the station immediately in rear of the L C Gate under exchange of Private Numbers. SM on duty in rear of the L C Gate shall take action as prescribed under rule 11.08(3) (B) and 11.08(3) (C), and till such time the first train is notified by the notice station stop all trains and issue Caution Orders to the Loco pilot of each train to pass the defective Warner/Distant signal cautiously and further act on the aspect of the L C Gate stop signal ahead.

13.05 Warner not to be used when stop signal is defective -

Whenever an approach stop signal is defective or ceases to work properly at a station provided with Warner signal(s), the Warner signal applying to the line to which the defective stop signal applies shall be kept at 'ON' until the defective stop signal is rectified.

13.06 Duties of SM **when an approach stop signal is defective:-**

(1) (a) In the event of an Outer or Home, second and subsequent Home or routing Home becoming defective, the SM on duty shall advise the station in rear and/or the nominated station (to be notified in WTT) under exchange of Private Numbers, in case prescribed authority to pass the defective signal {T1306(1)} is required to be issued from station in rear or nominated station.

(b) If a Calling-on signal or a signal post telephone is provided on the defective signal advice as mentioned in sub rule 1 (a) above is not required.

(c) In colour light signalling territories if light of approach signals are extinguished due to any reason, the SM on duty shall take action as prescribed under rule 4.31 (6).

(d) If prescribed authority to pass such defective signal {T1306(1)} is issued from station in rear or from nominated station, he shall depute a railway servant to exhibit proceed hand signal at the foot of the defective signal (other than Outer signal).

(2) The SM on duty in rear or at nominated station as referred to in sub-rule (1) (a) on receiving the advice of the defective signal, shall immediately acknowledge it and advise the SM on duty 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) If a Loco pilot has not been authorised to pass defective signal as prescribed in sub-rule (1) above, the SM on duty of the station where the signal has become defective shall, before authorising a train to pass the defective signal ensure that the conditions for taking off that signal have been fulfilled. He shall then authorize the Loco pilot to pass the defective signal at 'ON' in one of the following manner-

(a) by conducting a check that the condition for taking 'OFF' the Calling on signal is fulfilled and then by taking 'OFF' the Calling-on signal where provided or

(b) by authorizing the Loco pilot to pass the defective signal at 'ON' over the signal post telephone where provided, in accordance with special instructions or

(c) by authorizing the Loco pilot to pass the defective signal at 'ON' through approved means of communication where permitted under special instructions. While authorising, the SM on duty shall repeat the name of his station along with a Private Number and train number to the Loco pilot of the train which is authorised to pass defective signal at 'ON'. The Loco pilot shall repeat the number of his train to the SM to confirm the receipt of Private Number before passing such defective signal; or

(d) authorizing the Loco pilot to pass the defective signal at 'ON', by a prescribed written authority {T1306(2)} to be delivered at the foot of the defective signal through a competent railway servant.

(e) in case an approach stop signal goes to 'ON' in face of an approaching train, the Loco pilot of the train shall report the incident to the SM on duty through approved means of communication. The SM on duty after satisfying himself that the route for the signal which was taken 'OFF' shall authorised to pass the concerned signal(s) or to continue his journey if he has already pass the signal(s) as provided under sub-rule (c) above.

(4) In case of two aspect signalling territory, when the Home signal is 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 except that after the train has come to stop at Outer, the Loco pilot may be authorised by station manager on duty on approved means of communication to pass the Outer signal at 'ON' and stop at Home signal and then pass the same as provided under rule 13.06(1) to (3). Under such circumstance(s), line beyond Home signal shall not be obstructed.

(5) In case the gate boom of a traffic LC Gate at a station worked with panel/RRI/SSI is broken which leads to failure of either the gate signal or of the gate/approach signal(s) and where alternative arrangement of closing the LC Gate through chain or otherwise is available but locking arrangement is not available by which signals can be taken 'OFF', the SM on duty shall take following action –

(a) SM on duty will confirm from the gateman that he can ensure closure of the gate by a chain or otherwise when advised to do so;

(b) advise the railway servant of S&T department on duty in writing to disconnect the signal from the boom locking arrangement and to confirm disconnection of the signal from boom locking arrangement through disconnection memo (S&T 405);

(c) advise the SM of station in rear and/or SM of the notice station to issue Caution Order to the Loco pilot(s) to pass the defective gate cautiously at a restricted speed not exceeding 15 kmph;

(d) advise and ensure from the gateman that the LC Gate has been closed by chain or otherwise under exchange of Private Number before taking 'OFF' the concerned signal protecting the LC Gate which has been disconnected by the railway servant of S&T department.

(e) ensure clearance of line and setting of route by observing the position of the track circuit of the section ahead beyond the gate signal or of the gate/approach signal(s) on panel/RRI/SSI or through physical check.

(f) when gate boom is put right, the railway servant on duty of S&T department will again reconnect the disconnected gear of gate boom with signal(s)

concerned and issue reconnection memo (S&T 405). Thereafter, the normal working shall be resumed.

13.07 Duties of SM when a departure stop signal is defective:-

(1) In the event of a Starter and/or Intermediate Starter becoming defective, the SM on duty may authorize the Loco pilot to pass such signal after the train has been brought to a stand at the defective signal -

(a) by taking 'OFF' the Calling-on signal, if provided under sub-rule (2) of rule 3.13, after ensuring that the conditions for taking 'OFF' the departure stop signal above it have been fulfilled; or

(b)(i) By authorising the Loco pilot through prescribed authority on Form T1307 to pass the signal at 'ON' after verifying the correct setting and locking (in the case of mechanical signalling) of the route. A competent railway servant shall also be deputed to exhibit proceed Hand signal at the foot of Starter signal. The competent railway servant shall verify the correct setting and locking of the point in the route nearest to the location of the signal before exhibiting Hand signals.

(ii) In case more than one Starter signal(s) are provided and become defective competent railway servant shall exhibit hand signal at the foot of first Starter signal. SM on duty shall make a remark on the prescribed authority (T1307), authorising the Loco pilot to pass other Starter signal(s) without exhibition of Hand signals.

(c) When a Starter signal is the last stop signal, sub-rule (2) below shall also be applicable.

(2) In the event of an Advanced Starter becoming defective, the SM on duty shall authorize the Loco pilot to pass such signal by a prescribed written authority (T1307). In addition on single line authority to proceed (token/tablet or paper Line Clear ticket) and on double line PLCT (Form T 629 Up or T629 DN as the case may be) shall also be handed over to the Loco pilot.

Provided that on double line when Line Clear has been obtained on block instrument/block proving by axle counter or other such device, only prescribed authority to pass the Advanced Starter signal at 'ON' on Form T1307 shall be handed over to the Loco pilot with remark that Line Clear has been obtained mentioning the Private Number obtained from the station in advance.

Provided further that where, under approval of Railway Board, an Advanced Starter protects any points, a competent railway servant shall also be deputed to exhibit proceed hand signal at the foot of such Advanced Starter signal.

(3) At stations worked with IBP (or at stations from which IBP is controlled)-

(a) In case Advanced Starter signal is defective and IBP is working: - all the trains must be stopped at the station. The SM on duty after ensuring that the block section between Advanced Starter and IBP is clear with the help of clear indication of axle counter/track circuit or similar such device, shall issue an authority to the Loco pilot to pass the Advanced Starter signal at 'ON', on prescribed form T1307 by filling the number of defective Advanced Starter in the proper column and also endorse his Private Number in the column prescribed for the purpose and with remarks that 'You are authorised to proceed up to IBS and further guided by its aspect'.

(b) Advanced Starter and IBP both are defective:- In the event both Advanced Starter and IBP are defective, both block sections shall be treated as a single block section. All trains must be stopped at the station and an authority, to pass Advanced Starter signal and IBP at 'ON' on form T1307 shall be handed over

to the Loco pilot, clearly mentioning in the authority that 'Line Clear' has been obtained from the station in advance and quoting the Private Number received from the station in advance, in the space provided.

(4) If a train stands with locomotive beyond Starter and has to be started from that position, the SM will take 'OFF' the Starter signal (if interlocking permits) and advise Loco pilot of the train on approved means of communications or in writing to start. In case the Starter signal cannot be taken 'OFF' due either to occupation of tracks circuited section or interlocking not permitting, the SM on duty will issue a written advice to the Loco pilot to start his train. The SM on duty, before issuing such advice, shall ensure that everything is all right, for the train to be started. The SM shall advise the Guard (if available) of the fact through approved means of communication. The Loco pilot shall give prescribed whistle to appraise the Guard that he has received written advise from the SM to start.

(5) In case the gate boom of a traffic LC Gate at a station worked with panel/RRI/SSI is broken and the it not possible to close and lock the LC Gate which renders failure of departing signal(s) other than the last stop signal, sub-rule (5) under rule 13.06 shall be applicable except that the SM on duty at the station where such defect has occurred shall issue a Caution Order.

13.08 Duties of SM of controlling station when IBP stop signal is defective:-

(1) If the SM on duty of the controlling station on being advised by the Loco pilot on telephone (provided at IBP post or through approved means of communication) of the fact that the IBP stop signal is at 'ON' and/or defective, he shall obtain 'Line Clear' for the train from the station in advance and authorize the Loco pilot to pass the IBP stop signal at 'ON', and enter the block section ahead. He shall also advise the Loco Pilot of the Private Number under which he had received the 'Line Clear' from the station in advance. The Loco pilot will record this Private Number in his handbook and thereafter proceed further at the normal speed observing other speed restrictions in force, if any.

(2) The SM on duty of the block station working the IBP stop signal on becoming aware that such a signal is defective shall, before dispatching a train, treat the entire section upto the block station immediately ahead of the IBP as one block section. He shall take action as prescribed under rule 13.07(3)(b). The Advanced Starter controlling entry of trains in block section between the block station despatching the train and Intermediate Block stop signal may be taken 'OFF'.

13.09 Closing of Intermediate Block Post -

If the block instruments provided at the block stations on either side of an IBP or the track circuit provided beyond the last stop signal, or the axle counters or any other device for obtaining/granting Line Clear provided at either end of block section have become defective, the Intermediate Block stop signal shall be treated as defective. The IBP shall be closed and the section between the block stations on either side of the IBP shall be treated as one block section. Trains shall be worked as prescribed under rule 13.08(2).

13.10 Intimation to officials when defects remedied -

As soon as a defective signal has been put into working order, the SM on duty shall intimate the fact to the officials who were advised of the defect.

13.11 Duties of Loco pilot when an approach stop signal is defective -

(1) The Loco pilot of a train shall not pass an Outer, Home, second and subsequent Home or routing Home signal that refers to his train, when it is 'ON' or defective unless-

(a) he has, at a previous/nominated station, received a prescribed written authority on form T1306(1) specifying that the signal is out of order and he also receives a proceed Hand signal from a railway servant at the foot of such signal; or

(b) after coming to a stop, he is either authorised by:-

(i) a Calling-on signal in the 'OFF' position;

(ii) the SM over the signal post telephone or through approved means of communication supported by a Private Number as prescribed under rule 13.06(3)(c);

(iii) being given a prescribed written authority on form T1306(2) duly signed by the SM on duty to proceed past such signal at the foot of the defective signal.

(iv) in case an outer signal at 'ON', the Loco pilot after stopping at outer signal, may pass it at 'ON' as prescribed in rule 13.06(4) and proceed upto the home signal.

(c) after being authorised to pass the defective signal the Loco pilot shall not pass the same at a speed exceeding 15 kmph.

(d) in case he is advised through Caution Order from the station in rear/notice station regarding failure of LC Gate boom and to pass approach/ gate signal, he shall pass the concerned signal(s) cautiously after ensuring that the LC Gate is closed, at a restricted speed not exceeding 15 kmph.

13.12 Duties of Loco pilot when a departure stop signal is defective -

(1) The Loco pilot of a train shall not pass a Starter and or an Intermediate Starter signal that refers to him at 'ON' or in defective condition, unless his train has been brought to a stop at the station where the defective signal is situated and authorised to do so as prescribed under rule13.07 (1) (a) or (b).

(2) In the case of a last Stop signal, he shall not pass such signal, at 'ON' or when defective, unless he is also in possession of an authority to proceed under the system of working in addition to authority to pass such defective signal at 'ON' as prescribed under rule 13.07 (2).

(3) in case he is advised through Caution Order to pass signal(s) (other than last stop signal) interlocked with traffic LC Gate and is advised of failure of or damage to gate boom, he shall pass the concerned signal(s) cautiously after ensuring that the LC Gate is closed, at a restricted speed not exceeding 15 kmph.

13.13 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. After stopping if he finds that the Calling-on signal is taken 'OFF' or has been taken 'OFF' in advance as permitted by special instructions under rule 4.27, he shall, draw ahead with caution and be prepared to stop short of any obstruction. The Loco pilot of an approaching train must draw his trains ahead close upto the foot of the stop signal below which a Calling-on-signal is provided.

13.14 Passing of Intermediate Block Post stop signal at 'ON' –

(1) When a Loco pilot finds an IBP stop signal at 'ON', he shall stop his train in rear of the signal and contact the SM on duty of the controlling station on the telephone, if provided, on the signal post or on approved means of communications if telephone is not provided or out of order and act further as per instructions of SM on duty as prescribed under rule 13.08.

(2) If the Loco pilot is unable to contact the SM on duty of the controlling station, he shall after waiting for two minutes or for such lesser time as prescribed under

special instructions (which shall not be less than 30 seconds**)** at the signal, advise the Guard of the fact by sounding prescribed code of whistle and/or through approved means of communication. After exchanging all right signals with the Guard, he shall pass the IBP stop signal at 'ON' and proceed cautiously into the block section ahead and be prepared to stop short of any obstruction, at a speed not exceeding 25 kms. an hour if he has a good view of the line ahead, otherwise at a speed not exceeding 15 kmph. The Loco Pilot shall be extremely vigilant and cautious and be on the look out for any possible obstruction right upto short of the first stop signal of block station in advance and shall act upon indication only after he has reached to the foot of that signal. He will report the failure to the SM on duty at the block station ahead.

13.15 Passing of a L C 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 unless he sees that the gate ahead is closed, bring his train to a stop in rear of the signal.

(2) (a) if the L C Gate stop signal is provided with a 'G' marker, the Loco pilot shall wait at the signal for 30 seconds 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 and/or gate is closed proceed further past the gate cautiously, or

(c) if the gate is not closed, 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 Gateman, the Assistant Loco pilot or Guard (in case of trains being worked with single Loco crew) shall hand signal the train past the L C gate.

(3) If the Loco pilot finds, after stopping at the signal that there is no 'G' marker, he shall proceed further only in accordance with the procedure laid down under special instructions.

(4) The Guard and Loco pilot shall report the occurrence at the next block station.

C - Failure of instruments or other equipments for obtaining/ granting Line Clear and other signalling equipment

13.16 Failure of instruments or other equipments for obtaining/granting Line Clear and other signalling equipment:-

(1) (a) As soon as the block instrument or other equipments for obtaining/granting Line Clear and other signalling equipment fails, the SM on duty must place a placard bearing the words 'Block Instrument Failed' on the instrument to indicate visually that it has failed. Line Clear shall be obtained through one of the means of Communication as specified in rule 6.24(1)(b)to(h) for obtaining /granting Line Clear. SM on duty will thereafter issue a PLCT to the Loco pilot on form T 1316 (Up) or T 1316 (Down).

(b) Failure of telephone attached to instrument for obtaining/granting Line Clear or block instrument has become defective, the instrument for obtaining/granting Line Clear or block instrument shall not be treated as defective. The SMs on duty shall at both ends of concerned block section shall communicate with other means of obtaining/granting Line Clear as prescribed under rule 6.24 (1) (c) to (h).

D - Temporary single line working on a double line section

13.17 Working of trains temporarily on single line on a double line section:-

(1) Whenever an accident to a train or track or any other obstruction prevents the use of one of the lines on a double line section the traffic may temporarily be worked on clear line as single line under one of the following systems: -

(a) by obtaining 'Line Clear' on one of the means of communication as specified in rule 6.23(1)(b)to(h) or;

(b) by installing single line block instruments and SLBs demarcating the block section in the wrong direction, if the affected line is likely to remain out of use for a substantial period.

(2) On receipt of information in writing or on approved means of communication that one line is clear, the SM on duty receiving such information shall take steps to introduce temporary single line working on that line in consultation with the Controller and the SM on duty of the station at the other end of the section.

(3) If there is reason to suspect that the line over which temporary single line working is to be introduced, is also fouled or damaged, temporary single line working must not be introduced until a responsible engineering official of the rank not less than that of PWS has inspected that section and certified that the track is safe for passage of trains.

(4) Single line working shall be introduced between the nearest stations provided with crossover between up and down lines on either side of the obstruction. If there is an IBH or IBP between the above two stations, the same shall be closed.

(5) 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 and locked in that position with SM's key throughout the period single line working is in force. In cases where there are no commutators as in case of BPAC, a placard saying 'Block Instrument out of use' shall be put on the Block Instruments. If the train is running on 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.

(6) After ascertaining that one of the lines is clear for the passage of traffic, the SM on duty proposing single line working and the SM on duty at the other end of the affected section shall exchange messages containing the following information under exchange of Private Numbers on Form No. T 1317(1).

(a) Cause of introduction of single line working,

(b) The line by which the single line working is proposed,

(c) Place of obstruction,

(d) Names of intermediate stations, if any, which would be out of use,

(e) The number and the timings of the last train, which arrived or left the block station issuing the message.

(7) Loco Pilot of each train shall be handed over an 'Authority for Temporary Single Line Working on Double Line Section' on Form No. T1317(2) after obtaining 'Line Clear' as prescribed under sub-rule (1) above. T1317(2) shall include:-

(a) The line on which the train is to run;

(b) The kms. between which the obstruction exists;

(c) Speed restriction(s) if any on the section;

(d) Authority to pass the last stop signal in '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.

(e) In case of first train proceeding in wrong direction, a Caution Order to the Loco Pilot of the train shall be given asking him to inform all Gatemen and Trackman on the way about the introduction of temporary single line working and specifying the road on which the trains will run. This information may also be conveyed through the Loco Pilot of a subsequent train(s), if considered necessary.

(8) The speed of the first train proceeding in wrong direction during temporary single line, will be restricted to 25 kms. per hour. Subsequent trains may run at their booked speed, subject to observance of speed restrictions. However, an Accident Relief Train/Medical Relief Van may be run at the normal speed subject to speed restrictions in force on the section, provided the approval of the Controlling Officer of the Accident Relief Train / Medical Relief Van is obtained and Controller is informed accordingly.

(9) In the case of a train proceeding on the right line the approach stop signals, if any, of the station in advance of the affected section, may be taken 'OFF'.

(10) In the case of a train proceeding on the wrong line-

(a) The train shall be piloted out of the station on written authority prescribed under sub-rule (7) 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 SM on duty of the station in advance shall depute railway servant at the foot of the signal (whichever the train would encounter first) who shall pilot the train into the station on a written authority T 1317(3).

(d) If the Loco pilot finds that no railway servant has been deputed at the foot of the signal to pilot the train into the station, rule 11.44 shall be observed.

(11) All interlocked cross over points in the facing direction, over which the train shall pass, while temporary single line working is in force shall be locked where interlocking permits. Otherwise such facing points and those non-interlocked facing points over which the train will pass shall be clamped/cotterbolted and padlocked.

(12) Resumption of normal working-

(a) On receipt of a written certificate from engineering official not below the rank of PWS that the obstructed track is free and safe for passage of trains, the SM will issue a message on Form 1317(4) to the other station(s) under exchange of Private Numbers and decide, in consultation with Controller, the train after passage of which, the normal working shall be introduced.

(b) When double line working is re-introduced, the Block Instruments and all fixed signals, including those of IBH/IBP which were treated as closed, shall be brought into use immediately. An entry shall also be made in the TSR 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 be given a Caution Order asking him to inform all Gatemen and Trackman on the way about the resumption of normal working.

Note:-If there is a flow of trains in the proper direction, i.e. signalled direction, temporary single line working can be cancelled and trains in proper

direction worked as per normal train working. Temporary single line working may again be re-introduced for passing of trains in the wrong direction.

E - Working of Trains during bad weather impairing visibility

13.18 Duties of SM and Loco pilot in case of bad weather impairing visibility:-

(1) When the SM finds that visibility has deteriorated, to an extent that he is unable to see the prescribed Visibility Test Object, he shall –

(a) arrange to light signal lamps in case of semaphore arm signals.

(b) arrange and depute fog signalman with hand signal lamp/torch and detonators to place detonators as prescribed under sub rule (4) of rule 12.05.

(2) the visibility test object as prescribed in sub rule (1) shall be-

(a) a post erected for the purpose and lighted at night and placed at a distance of not less than 180 metres or at a lesser distance, if expressly sanctioned by the Railway Board, from the centre of SM's office in either direction. It shall be painted alternatively black and white and will have a fixed white light during night;

(b) the arm by day and the light or the back-light by night of a fixed semaphore signal specified in the SWR; or

(c) the light of a colour light signal both by day and night specified in the SWR.

(3) The SM on duty shall ensure that fresh supplies of detonators are sent to the men in replacement of those used.

(4) 'Station Detonator Register' must be maintained at each station. The SM on duty will obtain the signature or left thumb impression of all men deputed and/or posted to his station as fog signalmen, as an acknowledgement that they understand the rules relating to placement of detonators in this register.

(5) In bad weather impairing visibility, SE/JE (P. way) or P. way Gangmate must promptly arrange for regular Trackman to be deputed to place detonators on the rails, 250 mtrs away from the first caution signal in each direction when cautious driving is necessary due to repairs of the line or other works being in progress vide rule 14.09.

13.19 Duties of fog signal man during bad weather impairing visibility:-

(1) Each of the fog signalman shall carry a lighted hand signal lamp/torch in addition to detonators as prescribed under SWR of the station. The fog signalman shall place two detonators as prescribed in rule 12.05(4).

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

(3) When the railway servant referred to sub-rule (1) above has placed one or more detonators on the line, he must withdraw beyond the safety radius of 45 metres from the detonator(s) before they are exploded by an approaching train. He shall be responsible for warning as far as circumstances permit, any person in the vicinity to stand beyond the safety radius.

(4) On single line sections for trains leaving a station, the fog signalman deputed to place detonators shall show to Loco pilot a 'Proceed' (Green) Hand signal in accordance with rule 3.25, if he is unable to remove the detonator before passage of the train.

13.20 Duties of Loco pilot during bad weather impairing visibility:-

Depending upon the visibility, the Loco pilot shall work his train at such reduced speed as the situation warrants. The Loco pilot shall follow rule 12.10(2).

F - Train Stopping, Delayed, Unable to proceed and Incapacitated in Block section etc.

13.21 (A) Protection of trains stopped between stations on account of accident, failure, obstruction or any other cause on sections other than those worked under Automatic Block System: -

(1) If the train is stopped between stations for any reason, the Loco pilot shall switch 'ON' the flasher light of his locomotive immediately to warn oncoming train.

(2) If the train cannot proceed ahead, the Loco pilot shall immediately take following action--

(a) try to warn Loco pilot(s) of the approaching trains about possible infringement of adjacent line through approved means of communication.

(b) apprise the Guard (if available) of the fact by sounding the prescribed code of whistle or through approved means of communications and exchange Hand danger signals with him. The Guard shall confirm from the Loco pilot that protection of line(s) in front is being done.

(c) the Guard shall immediately switch 'ON' flasher/blinker light, if provided, in the rear of the last vehicle of the train, exhibit hand danger signal towards the rear and check that the tailboard or tail lamp/tail light is correctly exhibited.

(3) The Loco pilot and the Guard thereafter shall take the following action-

(a) on a single line section or on double/twin single line/ multiple line section when temporarily worked as a single line section;

(i) the Loco pilot shall depute the Assistant Loco pilot or any other competent railway servant to protect the train in front as prescribed under rule 12.05(1).

(ii) the Guard shall either himself go back or send a competent railway servant to protect the train as prescribed under rule 12.05(1) and Notes in rule 12.05.

(iii) in absence of communication system between Guard and Loco pilot, the Guard shall go to the Loco pilot personally to ensure protection of line(s) in front before proceeding to protect the line(s) from rear;

(iv) when the Guard has himself gone back to protect the train, he shall, after protecting the train as prescribed in sub-rule (3) (a) (ii) above, depute a competent person, if available, to show a Hand signal to stop any approaching train until he is recalled.

(b) on double/twin single line/ multiple line section where the trains approach from the opposite and/or same direction on any of the adjacent line-

(i) the Assistant Loco pilot or any other competent railway servant going to protect the line(s) in front, shall first protect the adjacent line on which he sights a train approaching and thereafter protect the other adjacent line(s), if any, and then the line on which the disabled train is standing as prescribed under rule 12.05(1).

(ii) the Guard or a competent railway servant going to protect the train in rear shall first protect the adjacent line on which he sights a train approaching and thereafter protect the other adjacent line(s), if any, and then the line on which the disabled train is standing as prescribed under rule 12.05(1) and take action as per Notes in rule 12.05.

Note:- (1) Rules regarding protection of line(s) on a particular section having multiple directional traffic may be prescribed under special instructions.

(2) In case the cause of stoppage is known to the Loco pilot and Guard and whenever adjacent line(s) is not obstructed, action as specified under sub-rule (A) (1) and (A)(2) above is not required.

(B) **Accidental train Parting: -**

If any portion of a train should, while in motion, become detached-

(i) The Loco pilot shall use his judgment to keep the front portion in motion, if possible, until the rear portion has been brought to a stand so as to avoid the chance of a collision between the two portions; and apprise the Guard (if available) and the Loco pilot of a banking or assisting locomotive(s), if any, about parting of the train by sounding prescribed code of whistle and through approved means of communications.

(ii) the Guard (if available) in the rear portion shall do all he can to prevent a collision with the front portion, and promptly apply their hand-brakes, where provided.

(iii) The Loco pilot of a banking or assisting locomotive(s), if any shall bring the rear portion to a stand and attract the attention of the Loco pilot in the front portion by sounding prescribed code of whistle and through approved means of communication.

(iv) As soon as the rear portion of a train has been brought to a stand, the Guard (if available) of the train shall take steps to secure the vehicles in stationary position by applying hand brakes and wherever necessary and prescribed by special instructions by use of wooden wedges/skids etc.

(v) The Guard shall indicate and/or acknowledge parting of the train, by waving green flag in repeated up and down motions by day, or a white light up and down vertically as high and as low as possible by night and through approved means of communication.

(vi) When both portions of a parted train are brought to 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 (iv), if the two portions cannot be coupled, Loco pilot and Guard will take action as prescribed under rule 13.21(C) (ii) to (xiii).

(vii) 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 SM on duty as also the railway servant in charge of a cabin, if passed on the way, of the parting by sounding prescribed code of whistle and through approved means of communication 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.

(viii) When a portion of train is left on the line in the block section, no other train must be allowed to enter the section on same line until the remaining portion of the train has been brought to the station and block section cleared.

(ix) When the Loco pilot is sent back to bring the portions left behind, he should be given an 'APWLC' in addition to the token or expired Line Clear ticket already in his possession.

(C) **Working of train in two or more portions due to loco unable to haul the load or for any other reason:-**

(i) In consequence of the inability of the locomotive to take the whole train forward or due to an accident or any other reason, when a train stops in the block section and is unable to proceed further, the Loco pilot shall apprise the Guard, if available, by sounding prescribed code of whistle or through approved means of communication.

(ii) The Guard shall protect the train in rear as per rule 12.05(1).

(iii) If the locomotive is capable of proceeding either with or without vehicles, the Guard shall before uncoupling, apply the hand brakes of 1/3rd of the load or at least of 10 vehicles whichever is higher keeping in mind the gradient to ensure it remaining stationary and to prevent it from rolling.

(iv) When the Guard has taken action as provided for in sub-rule (iii), he shall give a prescribed written authority on (T 1321C) 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.

(v) During night or bad weather impairing visibility, the Guard shall protect the remaining portion from front as per rule 12.05(1).

(vi) On single line sections where token/tablet working is in force, the Loco pilot shall before leaving any portion of his train in a block section, hand over the token/tablet to the Guard from whom he shall obtain a written receipt. The Guard shall retain the token/tablet until the block section has been cleared of all vehicles of his train.

(vii) When the front portion of the train is taken forward, no tail lamp or tail board shall be placed on the rear vehicle of the portion of the train but the Guard shall give its number in full in the prescribed written authority referred to in sub-rule (iv) above.

(viii) While entering the station, Loco pilot shall immediately warn the SM on duty of the fact the block section in rear is obstructed. 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 through approved means of communication (if available) and/or by sounding prescribed code of whistle.

(ix) On reaching the block station ahead, the Loco pilot shall hand over the written authority to the SM on duty who, after verifying that the front portion of the load has arrived intact, shall get it placed in the station yard.

(x) When under written instructions referred to in sub-rule (iv), the locomotive is to be brought back, the Guard shall, until the arrival of the locomotive 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.

(xi) The Loco pilot shall not bring his locomotive, with or without vehicles, back on the same line unless he has received written instructions on written authority (T 1321C) as referred under sub-rule (iv) from the Guard to do so and authorised by the SM on duty.

(xii) The SM, before authorising the Loco pilot on T 1321C, shall obtain necessary assurance as under exchange of Private Numbers from the SMs

of stations having diversion facilities and also inform the Controller of the circumstances.

(xiii) On a double or multiple line sections, the Loco pilot may, under instructions from the SM on duty, take the locomotive 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 locomotive shall work the train to the station to which he is directed.

(xiv) 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.

(xv) On arrival at the station ahead, the Loco pilot and the Guard must jointly certify the complete arrival of the train and clearance of the block section.

(D) Working in case of accident or obstruction: -

(i) When report of any accident or obstruction is received by the SM on duty, he shall see that all necessary precautions are taken by the most expeditious means possible, for the protection of traffic.

(ii) If an accident happens to a train, the SM on duty shall arrange for all necessary assistance to be sent to the train in accordance with special instructions.

(iii) On a single line section, in case of an accident resulting in complete blocking of running line(s), if it is considered necessary to run a train out to the site of the accident for relief or other purposes, such a train may be despatched into the obstructed section by issuing to the Loco pilot an APWLC on the prescribed form No. T1321D. However, before issuing such an 'Authority' the SM on duty must obtain written permission to the effect from the operating/ engineering /mechanical official regarding marshalling of train to be despatched as well as authorisation for despatching of the train.

(iv) The APWLC given to the Loco pilot shall be the authority, to proceed up to the point of obstruction and return back to the station. On this authority, shall be recorded, the kms up to which the Loco pilot shall proceed into the obstructed block section.

(v) While proceeding into or returning from the obstructed section with locomotive leading, the speed of the train must not exceed 25 kmph during day when the view is clear and 15 kmph during night or when the view is not clear or when the brake-van is leading. When the Brake van is leading the Guard or the other railway servant performing the duties of the Guard for the time being shall travel in the leading brake-van showing necessary hand signals to the Loco pilot. When proceeding at restricted speed of 15 kmph the locomotive whistle must be constantly sounded.

(vi) It shall be clearly stated on the APWLC whether the train is to return after completion of the work or wait at the place of obstruction for the arrival and return of a following train which may be required to be sent out. The Loco pilot of the second train shall also be given an APWLC and an endorsement will be made on this form, that another train has gone into the obstructed section at _____ hours.

(vii) While proceeding into the obstructed section the speed of the train shall be restricted to 15 kmph and a Caution Order to this effect shall be issued to the Loco pilot of the second train.

(viii) On the double line section, if both the lines are blocked, trains can be despatched, if required, on both the lines, in accordance with sub-rule (iii) & (iv) above. If only one of the two lines is obstructed, then a train may be sent out into the section on the obstructed line in accordance with the instructions in sub-rule (iii) & (iv) above.

(ix) The SM on duty shall, as soon as practicable, report each accident as prescribed under special instructions.

13.22 Sending advice of accident or break down and assistance to stranded passengers:-

(1) If the train is unable to proceed due to accident, obstruction, break down or for any other reason, the Guard or in his absence the Loco pilot, shall convey, by the most expeditious means to the nearest station and/ or Controller in control sections, stating the location, nature and cause of the accident or break down and the type of assistance required.

(2) In case of a passenger train, on board staff on train shall immediately assist the stranded passengers. Guard, Assistant Loco pilot after protecting the train as prescribed under rule 12.05(1) shall assist the stranded passengers.

(3) The SM on duty on receiving the information that the train is disabled, must at once inform the Controller and other Officials concerned who shall make arrangement for relief locomotive/assistance to clear the block section. On non-controlled section, the SM on duty shall be responsible to arrange for the requisite assistance.

13.23 Trains unusually delayed:-

(1) If a train carrying passengers does not arrive within 15 minutes or if a goods train does not arrive within 30 minutes after allowing for its normal running time from the station in rear, the SM on duty at the station in advance shall immediately advise the station in rear and the Controller of the fact and shall make efforts to contact the Loco pilot and the Guard on approved means of communication. On single line section in addition one of the staff should be deputed to proceed in the block section and obtain information about the whereabouts and condition of the train and nature of assistance, if any, required. On double/twin single line/multiple lines, the SM on duty 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 asking the Loco pilot to ascertain the whereabouts and the condition of the delayed train and nature of assistance required and informed the SM on duty at the next station.

(2) The action mentioned above shall be taken earlier, should the circumstances so require.

(3) The Controller, on receipt of such an advice, shall immediately warn the nearest station where Medical Relief train or Accident Relief Medical Equipment is located that, it should be kept in readiness to be despatched on receipt of further advice.

(4) Precaution when a train stops on the gradient-

(a) When, for any reason, a train is brought to a stand for a period longer than 15 minutes, the hand brake of the locomotive shall be applied in addition to the application of vacuum/air brake. If such stoppage happens to be of train having

vehicles with roller bearings on a section with a grade of 1 in 400 and steeper and train having vehicles other than roller bearings on a section with a grade 1 in 260 and steeper, the precautions laid down below shall be taken by Guard against run away.

(i) On passenger carrying trains, the Guard shall apply hand brakes in the brake-van and sprags or wedges to the wheels of two vehicles.

(ii) In case of Goods trains, loco compressors become totally or partially ineffective due to reasons like accidents, OHE break-down etc. and the requisite air pressure in main reservoirs of the locomotive and in the brake pipe (and also in feed pipe if the train is being worked on twin pipe system) upto the brakevan, cannot be maintained, the Loco pilot through Assistant Loco pilot shall arrange to apply the hand brakes of at least one third of the wagons on the train or 10 wagons behind the locomotive and the Guard shall apply the hand brakes of 5 wagons inside the brakevan whichever is more, in addition to the application of Guard's hand brake in the brakevan. In case of goods trains worked without Guard or trains worked with EOTT or such similar device, the Assistant Loco pilot shall perform the duties of Guard after completing his/Loco pilot's duties.

(b) When the train is expected to start again, the Loco pilot shall re-create proper vacuum or recharge air pressure, as the case may be, and apply vacuum brake/air brake before the hand brakes are released. Thereafter the vacuum brake/air brake may be released to start the train. In case of goods trains worked without Guard or trains worked with EOTT or such similar device, the Assistant Loco pilot shall perform the duties of Guard before performing his/Loco pilot's duties.

(5) The following procedure should be adopted to restart the train-

(a) Loco pilot to recreate adequate vacuum/air pressure gradually.

(b) Release train brakes fully with loco brake 'On'.

(c) Notch up the loco by a few notches in forward direction in case of up gradient or reverse direction in case of down gradient.

(d) Release the wagons hand brakes and remove wooden wedges both in front and in rear.

(e) Guard to release hand brake of his brakevan.

(f) Exchange 'All Right' signal with Guard.

(g) Release hand brake of locomotive.

(h) Gradually release loco brake and start.

(i) Re-check brake power through a brake feel test at the first opportunity.

13.24 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 a proper authority to proceed, he shall immediately stop the train and switch 'on' the flasher light.

(2) The train shall be treated as an obstruction in the block section and protected as such, in accordance with rule 12.05(1).

(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 SM on duty to whom the occurrence has been reported.

(4) The SM of the station shall inform the Controller on duty on controlled section and SM on duty at the other end of the obstructed block section about the circumstance.

(a)If there is no other train in the block section the train shall be allowed to proceed to the next station authorising the Loco pilot on approved means of communication or in their absence through a written advice to be sent by the SM on duty to the Loco pilot through the railway servant who had come to station with advise of stoppage of train in block section.

(b) In case Line Clear has been asked or given for another train standing at his station intended to be moved towards the obstructed block section, the train must be stopped at the station by all possible means.

(c) If the block section is occupied by another train, all possible steps including disconnection of OHE, advise to Loco pilots through approved means of communications shall be taken so as to avoid a collision.

(5) 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 SM on duty.

G - Report of conditions likely to affect running of trains

13.25 Report of conditions likely to affect running of trains to Controller or CTC Operator: -

(1) Loco pilots, Guards and SMs shall advise the Controller or the CTC Operator of any known conditions or unusual circumstances likely to affect the safe and proper working of trains.

(2) The Controller or the CTC Operator, on becoming aware of such defect or failure shall convey the same to the railway servant responsible for the maintenance of such asset and concerned railway officials.

13.26 Train operation in case of Loco Pilot and/or Guard experiencing any abnormal condition in the track, information of sabotage or likely sabotage to the track/bridge/fixed installation and obstruction on adjacent line(s):-

(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, he will take action as under:-

(a) Stop his train at next block station without clearing the block section and inform the SM on duty through approved means of communication not to permit any train in the affected block section. In case of IBS and automatic block territories, the Loco pilot must inform the SM and Loco pilot(s) of trains in rear as far as possible through approved means of communication to stop movement of trains. On receipt of such information the SM on duty shall also as far as possible inform the Loco pilot(s) of trains already left the station in rear through approved means of communications to stop movement of trains and if need be by getting OHE switched off;

(b) Proceed further, only after satisfying him that SM on duty has clearly understood not to permit further movement over the line. He will then again stop at the station at a convenient place so as to deliver the written memo to the SM on duty;

(c) On receipt of such a memo the SM on duty must issue a message addressed to the SM of the block station at the other end of the block section, and to Controller JE/SE(P. way), AEN, Sr.DEN/DEN, CTNL and Sr.DOM/DOM;

(d) Engineering official if available shall be sent on the next train, which shall be given a Caution Order instructing the Loco pilot to stop before the affected kms and after satisfying himself or after being certified by the accompanying engineering official about the condition of track pass over the track in

question at 15 kmph or at such speed as certified by the accompanying engineering official, if he finds the line unsafe to pass, return to station in rear. If the Loco pilot/engineering official accompanying is not able to detect anything unusual, subsequent trains shall be dispatched with a speed restriction of 15 kmph till the track is certified to be safe by engineering officials.

(e) If the condition as reported earlier is confirmed by the Loco pilot/engineering official accompanying, no train movement shall be allowed till certified 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 approved means of communication about the occurrence, after which the Loco pilot shall take action as mentioned in sub-rule (1) (a). In the event of Guard unable to contact the Loco pilot, he should take action to stop the train and inform the Loco pilot.

(2) As soon as information of sabotage or likely sabotage, bomb blast explosion etc. on the track, bridges or other fixed installation is received, the SM on duty who becomes aware of it, will stop movement of trains in the affected block section as well as on adjacent lines on twin single line/double /multiple line sections and will take action as per sub-rule (1) (d) in consultation with the Controller. Except that SM on duty shall arrange to dispatch trolly/motor trolly/RRV/rail maintenance machine/tower car/light locomotive or in their absence a train locomotive(s) accompanied by an engineering official with a Caution Order to stop dead sufficiently short of the reported 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. The engineering official will advise the condition of the track and any restriction of speed to be imposed to the SM on duty personally or through written memo which may be sent through the Loco pilot.

Note- In electrified section, JE/SE (OHE) or any other railway servant not below the rank of lineman if available may also be sent to certify fitness of OHE.

(3) In the event of the Loco pilot and/or Guard experiencing any obstruction or any other unsafe condition, on or near the track adjacent to the line over which his train has passed and which in his opinion is detrimental to safe train running, will take the following remedial action:-

(a) immediately switch on the flasher light of his loco;

(b) inform the on duty SM (s) concerned/control through the approved means of communication, and concurrently;

(c) stop his train and proceed with danger hand signals to protect the line in question in terms of rule 12.05(1);

(d) thereafter, he will continue journey to the next station cautiously keeping flasher light on; and

(e) be prepared to stop any incoming train approaching on the affected line by communicating on approved means of communication and exhibiting danger Hand signal;

(f) on arrival at the next station he shall inform the SM on duty through a written memo about the occurrence;

(g) on receipt of such information the SM on duty must take action as per sub-rule (1) (c) to (e).

(4) Explosion on line or train or information of damage, sabotage or blast on or near the line -

(a) On hearing an explosion, the Loco pilot and Guard (if available) must stop the train immediately, and if possible examine the line at the site of explosion to ascertain the extent of the damage or else inform the nearest SM on duty, Controller, JE/SE (P.Way), {JE/SE(OHE) in case of electrified sections} through approved means of communication, who will then arrange to examine the line.

(b) The Loco pilot shall also examine the train along with the Guard (if available). If little or no damage has been done to the train and if the train is safe to proceed, the train will be taken ahead cautiously to the next block station. The Loco pilot and Guard (if available) will jointly report the occurrence to SM on duty.

(c) If the damage to the line is so serious as to render the line unsafe, the Loco pilot and/or Guard (if available) shall take action to protect the line as per rule 12.05 (1) as the case may be.

(d) On receipt of a report from the Loco pilot and/or Guard, the SM on duty shall immediately advise the SM on duty at the other end. The on duty SMs at both ends of the reported section must stop all trains on the affected line(s). The SM on duty must immediately advise the Controller and the JE/SE(P. way), {JE/SE(OHE) in case of electrified sections}, who will proceed to the spot, inspect the line and take such action as necessary to put the line right and impose speed restrictions, if necessary. On receipt of fitness certificate from the JE/SE (P. way), {JE/SE(OHE) in case of electrified sections},the SM will advise the Loco pilots and Guards (if available) through Caution Order of the speed restriction(s) if imposed. If damage to locomotive or train is reported, JE/SE (Loco and C &W) may also be advised to examine the locomotive and/or train.

(e) Whenever information of damage, sabotage or blast on or near the line is received, the SM and Controller should arrange to stop all train movement over the section reported. The SM and Controller should then arrange for inspection and testing of the line.

H - Working in case of failure of communications

13.27 Working trains in case of failure of communications:-

In case of failure or interruption of communications, or in an emergency, trains shall be worked between stations prescribed as under-

(A) Rules for working of trains during total interruption of communication on double line section-

(1) In the event of total failure or interruption of communications occurring between two stations on a double line section, i.e., when Line Clear cannot be obtained by anyone of the means of communication under rule 6.24(1), the following procedure shall be adopted for train passing-

(a) 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 SM on duty.

(b) On a section where total interruption of communications has occurred, no train shall be worked without Guard; if Guard is not available a competent railway

servant of operating department not below the rank of Pointsman shall be deputed to perform the duties of Guard.

(c) The SM on duty shall give an authority on form no. T1327A to the Loco pilot of each train which shall include:

(i) APWLC;

(ii) A Caution Order restricting the speed to 25 kmph during day and 15 kmps. per hour during night or when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, bad weather, or any other cause, to keep a sharp look out ahead and use locomotive whistle freely;

(iii) An authority to pass the last stop signal in the 'ON' position.

(d) 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.

(e) A clear interval of 15 minutes shall be ensured between the train about to leave and the train, which has immediately preceded.

(f) While entering a tunnel if there is any doubt, the train should be piloted by Assistant Loco pilot by exhibition of Hand signals. Before entering a tunnel, the headlights, tail lights and other lights (where provided) shall also be lit.

(g) The Guard (or other railway servant performing the duties of Guard) shall keep a sharp look out in the rear and be prepared to exhibit a danger Hand signal to stop any train from the rear and to protect his train, if necessary.

(h) When a train is stopped in the block section the Guard or other railway servant performing the duties of Guard shall immediately exhibit a danger Hand signal towards the rear and check up that the tailboard or the taillight 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 prescribed code of whistle and/or apprise the Guard or other railway servant performing the duties through approved means of communication of the fact whereupon the Guard shall protect the train as prescribed under rule 12.05 (1).

(i) No train shall be backed. In exceptional circumstances when it becomes necessary to back the train, it shall be backed only after providing protection by placing detonators as prescribed under rule 12.05(1) in rear of the point up to which the train is to be backed.

(j) When a train is detained outside signals, action should be taken as prescribed under rule 11.44 except that the detonators shall also be placed as prescribed under rule 12.05(1).

(k) When approaching the station ahead, the Loco pilot must bring his train to a stop outside the first stop signal and sound continuous whistle and advise the SM on duty through approved means of communication. If signals are not taken 'OFF' or no one from the station turns up within 10 mnts, the action shall be taken as prescribed in sub- rule (j) above.

(l) A record of all trains passed over the block section on 'form no. T1327A shall be maintained in the TSR at both the stations concerned.

(m) Trains must continue to work on this system until any one of the means of communications, mentioned in under rule 6.29(1) is restored.

(n) As soon as anyone of the approved means of communications has been restored the SM on duty must exchange message with the SM on duty at the other end of the section on the form no. T 1327A(2).

(o) Line Clear shall not be obtained or given by means of communications restored until both the stations are satisfied that all trains despatched from their stations have arrived complete at the other station. The number of last train despatched shall be communicated to the other SM on duty of the next station and their arrival shall be ensured under exchange of Private Numbers before restoring to the train working on approved means of communication. Thereafter intimation about this shall be given to Controller also, as soon as communication with Controller has been restored.

(B) Rules for working of trains during total interruption of communication on Single line:-

(1) In the event of total failure or interruption of communications occurring between two stations on a single line section, i.e., when 'Line Clear' cannot be obtained by anyone of the means of communication under rule 6.24(1), the following procedure shall be adopted for train passing:

(a) The SM on duty who has a train to despatch through the affected block section shall open communication by establishing contact with the SM on duty of the block station at the other end of the affected block section by sending an locomotive or self propelled vehicle or any other vehicle, enumerated below, in the order of preference laid down-

(i) Light locomotive;

(ii) Train locomotive (after detaching from the train);

(iii) Any self propelled vehicle such as RRV, Tower car, Motor trolly etc. or moped trolly/cycle trolly/push trolly duly accompanied by a Guard or a competent railway servant of operating department not below the rank of Pointsman;

(vi) Diesel car/Rail Motor Car/EMU/DMU/MEMU rake after ensuring that all passengers have detrained.

Note:- (1) Sub-rule(A)(1)(b) shall be applicable.

(2) Hereafter, the vehicle sent for the purpose of opening communication as per sub-rule B(1)(a) above shall be called vehicle for the purpose of this rule.

(b) Before the vehicle is sent into the affected block section to open communication, the Loco pilot/Motorman/ Guard/ competent railway servant of operating department being sent to do so shall be advised by the SM on duty of the circumstances in which and the purpose for which he is being sent and their signature on form No. T1327B'.

Note:- The Loco pilot/Motorman/Guard/ competent railway servant of operating department here after shall be called as In-charge for the purpose of this rule.

(c) Before despatching the vehicle, the SM on duty shall hand over following authorities to the In-charge who is being sent to open communication:-

(i) Form No. T1327B'Authority for opening communication during total interruption of communication on single line section', which includes:-

- APWLC.
- A Caution Order, specifying the speed upto which the vehicle referred to in para (f) below may run through the affected block section.
- An Authority to pass the last sop signal in the 'ON' position in case there is a last stop signal at the station.

- A Line Clear Enquiry Message addressed to the SM on duty 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.
- A Conditional Line Clear Message to the SM on duty of the block station at the other end of the affected block section permitting him to return the vehicle by itself or attached to a train or loaded in a train waiting to be despatched from his station.

(ii) The Line Clear Enquiry Message on form No. T1327B(1) asking Line Clear for the train(s) to be despatched through the affected block section (if Line Clear is asked for more than one train after return of vehicle).

(d) In case a light locomotive or an locomotive and brakevan 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 communication, the Loco pilot of locomotive or the locomotive and brake van, shall be given the Form No.T1327B with 'Line Clear Enquiry Message and Conditional Line Clear Message' for its return journey crossed out. Such engine(s) or locomotive and brake van shall be issued only the APWLC, the Caution Order and the authority to pass the last stop signal in the 'ON' position. Should it be necessary to despatch another light locomotive or another locomotive and brake van or vehicle in the same direction, a time interval as mentioned in sub-rule (A) (1) (e) above shall be allowed to elapse before it is despatched.

(e) The last stop signal shall not be taken 'OFF', while permitting a vehicle to proceed to the next station on T1327B'.

(f) When the vehicle is proceeding on form 'T1327B' the Loco pilot shall switch on the Flasher light, wherever provided and shall proceed at a speed as mentioned in sub-rule (A)(1)(c)(ii), making free use of locomotive whistle or horn of the self propelled vehicle.

(g) While entering a tunnel the train should be piloted by the Assistant Loco pilot on foot, equipped with Hand signals and the headlights, tail lights and other lights (where provided) shall also be switched 'on'.

(h) No obstruction of the line beyond the outermost facing points shall be allowed until the return of the vehicle.

(i) In the event of vehicle, proceeding on 'T1327B' meets another vehicle sent from the other end in the section, the two in-charges shall, take 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. and decide to which of the two stations, the vehicle should proceed. Before proceeding, vehicles shall, if possible, be coupled. If the vehicles cannot be coupled up they should run at a safe speed and adequate distance apart. The vehicle may return by itself or attached to each other or by loading Motor Trolly/Push Trolly/Cycle Trolly/Moped Trolly in the other vehicle.

(j) On sighting the station, the vehicle(s) shall stop outside the first stop signal of the station. The vehicle following the leading vehicle shall stop at a safe distance behind the leading vehicle. The SM on duty shall be advised of the stoppage outside the first stop signal either by using the locomotive whistle /horn of the vehicle, or through approved means of communications or by sending a man if necessary. They shall not enter the station till permitted by the SM on duty to do so either by taking 'OFF' the relevant signals or otherwise.

(k) When the vehicle(s) has been admitted into the station, the T1327(B) shall be delivered to the SM on duty, who shall keep this document in his safe custody.

(l) On the authority of the Conditional Line Clear Message for the return journey, the SM on duty shall make out a Conditional Line Clear Ticket on form No. T1327(3) and hand it over to the In-charge. The incharge shall then return to the block station from where he came with the vehicle either alone or attached to a train if one is waiting to proceed in that direction.

(m) In case of vehicle returning to the station from which he was sent without reaching the next station, the form T1327B shall be taken back by the SM on duty of the station from which this was issued and cancelled.

(n) SM on duty before despatching the vehicle, on the return journey shall hand over to the In-charge, 'Conditional Line Clear Reply Message' on form no. T1327B(2) for the 'Line Clear Enquiry Message', giving Line Clear for the train waiting at the other station, thereby authorising the SM on duty at that station to start the train waiting there on complete arrival of the vehicle at his end. The particulars of the vehicle returning by itself or attached to a train or loaded in a train as may be applicable shall be correctly filled in on form No. T1327B(2) 'Conditional Line Clear Reply Message'.

(o) On the return journey, the vehicle either running by itself or attached to a train may run at booked speed observing speed restrictions in force.

(p) On reaching the station, the vehicle either running by itself or attached to a train shall again stop outside the first stop signal of the station and thereafter be guided by the instructions from the SM on duty, who may arrange to receive it by taking 'OFF' the relevant signals or otherwise.

(q) On arrival at the station the 'Conditional Line Clear Reply Message' shall be handed over to the SM on duty who shall record it in the TSR and on its authority issue a Conditional Line Clear Ticket on form T1327B(3) for the waiting train.

(r) If there be an even flow of trains in both directions, Enquiry and Conditional Line Clear Messages for each succeeding train may be sent through the Guard of the preceding train.

(s) The arrival and departure time of all trains, Trollys etc. which are passed under the above rules must be carefully recorded in the TSR and also in the counterfoil of the form T1327B.

(t) If the SM on duty 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 first available locomotive 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 an interval as prescribed under sub-rule (A)(1)(e) above. 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 SM on duty 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 SM on duty shall give similar information to the Guard also in writing. The speed of trains shall be as mentioned in sub-rule (A)(1)(c)(ii). 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 that 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.

(u) When a train is stopped in the block section, sub-rule (A)(1)(h) above shall be followed.

(v) When trains follow one another no train shall be backed. In exceptional circumstances, it shall be protected as laid down under sub-rule (A)(1)(i) above.

(w) Trains must continue to work on this system until anyone of the means of communications, mentioned in rule R 6.24(1) is restored by the competent authority.

(x) As soon as anyone of the means of communications has been restored, the SM on duty must send a message to the SM on duty at the other end of the section, on the form No. T1327B(4).On receipt of the above message, the SM on duty at the other end of the section must acknowledge in the form T1327B(4).

(y) Line Clear shall not be obtained or given by the restored means of communication, until both the on duty SMs are satisfied that all trains despatched from their stations have arrived complete at the other station.

Even if the communication is restored immediately after the departure of the vehicle referred to in sub-rule (a) sent with T1327B(3), normal working should not be resumed until vehicle reaches the next station and both the on duty SMs are satisfied under exchange of Private Numbers that no vehicle is in the section. Intimation about this shall be given to Controller also when communication with Controller has got restored.

Note: -(1) If Line Clear is granted for a train or trains, no other train should be despatched from the opposite end until the arrival of the train or trains on the cancellation of Line Clear.

(2) These instructions shall also be followed whenever during total interruption of communications, an accident to a train or track or other obstruction precludes the use of one of the lines on a double line section, or whenever total interruption of communications occurs during single line working on a double line section.

(C) Rules for single line working on double line during total interruption of communications-

(1)(a) Whenever an accident to a train or track or other obstruction, precludes the use of one line on a double line section during total interruption of communications, single line working shall be introduced as prescribed under rule13.17 only after a responsible official of the engineering department, not less than PWS has certified that the other line on which single line working is to be introduced is free and safe for passage of trains. Such engineering official shall give the certificate only to the SM on duty of the station at that end of the affected section for which the unobstructed line shall be the signalled line for despatching trains. On receipt of this certificate the SM will follow the rules prescribed in rule 13.27(B) for opening of communications and rule13.17 (7) to (12) shall be applicable.

(b) Resumption of normal working-

(i) If after the introduction of single line working, communications are restored between two affected stations, the trains will continue to run under these rules until action is taken in accordance with the instructions contained in rule 13.27(B) (x) & (y) for the cancellation of the procedure. Thereafter, trains will be run as per procedure prescribed under rule 13.17.

(ii) If, however, before communications are restored, the other line is released for the passage of traffic, trains shall be worked, in accordance with the rules for running of trains on double line section during total interruption of communications prescribed under rule 13.27(A).

J- Vehicles escaping from station

13.28 Vehicles escaping from station:-

(1) If any vehicle escapes from a station, the SM on duty shall take immediate steps to warn the other stations, Gateman, Controller and persons concerned, as far as practicable, to prevent an accident, the SM on duty must-

(a) immediately advise the station in the direction in which the vehicle has escaped by sending the emergency danger signal on the block instruments, where provided, and also advise him on the telephone, or on approved means of communication. If the escaping vehicle contains passengers, this information must also be given.

(b) put back all signals to 'ON' and stop any train proceeding in that direction until it has been ascertained that the line is clear.

(c) on a double line/twin single line/multiple line section, if the vehicle has escaped stop trains proceeding from both directions, until it has been ascertained that the escaped vehicle is not fouling either of the lines.

(2) The SM on duty who has received the signal must act promptly as follows -

(a) He must immediately place all signals at 'ON' to stop any train proceeding in the direction from which the vehicle has escaped, until it has been ascertained that the line is clear.

(b) If there is an approaching train in the section in front of the runaway vehicle, he should admit the train in front immediately, if a line is clear, and then take steps to stop or divert the runaway vehicle.

(c) On a double line/twin single line/multiple line section, if the escaped vehicle is approaching on the wrong road, he must detain trains proceeding in that direction until it has been ascertained that the runaway vehicle is not fouling the adjacent line.

(d) He must also take such measures as may be most expedient under the circumstances for stopping the escaping vehicle by covering the rails heavily with earth or small stones for as long a distance as possible or turning the runaway vehicle into a clear loop or siding or derailing it.

(e) As far as possible, the vehicle containing passengers should not be derailed or turned into a derailing siding. If the block section ahead is clear and the line is not on a falling gradient, the vehicle may be allowed to run through the station.

(f) If the SM on duty is unable to stop the runaway vehicle, he must repeat the emergency danger signal to the next station in the direction in which the vehicle is escaping.

(g) If a portion of a train or a brakevan has run away, the SM must place three detonators on the track to attract the attention of the Guard.

(3)The SM on duty at both ends of the section will depute competent railway servants to make a search for the vehicle and after it is ascertained that the vehicle has come to a stand and has been secured, send assistance into the block section to bring the vehicle as prescribed in rule 13.21(B) (ix).

K – Fire

13.29 Fire: -

(1) A railway servant noticing a fire 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/signalling equipment, the railway servant shall, if he is competent in handling electrical/signalling equipment and specially trained for the purpose, have the affected part immediately isolated from its source of supply of electrical energy.

(a) In the event of a fire on a part of any electrical traction equipment, the affected part shall be first be completely isolated from the distribution system, if this has not been done automatically. 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 approved type extinguishers provided or by throwing dry sand. The TPC shall be informed immediately of the nature of fire and the extent to which it has affected supply.

(b)(i) If a person who is not qualified to handle electrical fires notices a fire on adjacent to traction electrical equipment, he shall make no attempt to extinguish the fire but shall report the occurrence to the TPC by means of emergency telephone, or to the nearest SM, Cabin In-Charge. In the event of a Trackman noticing fire on or adjacent to traction electrical equipment, he shall, in addition, inform the crew of any passing train or incharge of the trolly.

(ii) SM on duty, cabin in-charge, on receipt of such information shall immediately, inform the TPC. The TPC shall arrange for the isolation of the affected portion of the equipment. If necessary the SM on duty should prevent the movement of trains towards the affected section.

(3)(a) In the event of fire on electric locomotive/EMU stock, the Loco pilot/Motorman shall immediately switch off the circuit breaker and lower the pantograph. The train shall then be brought to a stop at once.

(b) After switching off electric supply to the affected circuits, the Loco pilot shall take necessary action to extinguish the fire.

(c) If the fire cannot be extinguished by the above means, the Loco pilot shall advise the TPC through approved means of communications to arrange for switching off to the affected section of the OHE.

(d) In case of EMUs when the fusing or arcing or burning has stopped, the defective coach will, if necessary, be isolated from the rest of the train. Should the coach affected be the leading motor coach, the Loco pilot will operate the train as prescribed under rule 11.18(11).

(e) The Guard shall give all possible assistance to the Loco pilot in extinguishing the fire.

(4) Ordinary fire extinguishers or water from a hosepipe or bucket shall, on no account, be used to extinguish fires on live electrical equipment. If the services of the fire brigade are required, the fire brigade shall not be allowed to commence operation until all electrical equipment in the vicinity of the fire have been made dead.

(5) Vehicle on Fire-

(a) Should any portion of a train be on fire, the train should be brought to a stand and the burning vehicle(s) separated from the rest of the train. Every possible effort should be made to put out the fire with the least possible delay.

(b)When fire is noticed in a Passenger train, the safety of passengers must be first attended to; and when a postal van or carriage is on fire, every effort must be made to save the Government mails.

(6) The occurrence of a fire shall, in every case, be reported to the SM on duty of the nearest station by the most expeditious means, who shall take such action as may be prescribed by special instructions.

CHAPTER XIV
P. WAY AND WORKS
A - Railway servants employed on the P. way or works

14.01 Condition of P. way and works:-

Each JE/SE (P. way or works) shall be responsible for the condition of the P. way and works under his charge.

14.02 Maintenance of line:- Each JE/SE (P. way or works) -

(1) shall see that the length of line or works in his charge are efficiently maintained;.

(2) shall promptly report to the engineer-in-charge all accidents 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;

(3) shall on receipt of any report of abnormal condition in the track, or information of sabotage or likely sabotage to the track/bridge/fixed installation, immediately inspect the track and take all possible measures to remove the defect. Until the repairs are completed, he shall take such precautions for protection as are necessary.

14.03 Keeping of material: -

Each JE/SE (P. way or works) shall ensure –

(1) the security of all rails, sleepers, and other material in his charge, and ensure that such of the said articles as are not actually in use are properly stacked clear of the line so as not to interfere with the safe running of trains.

(2) that loose P. way material, tools, etc. are not left by the side of the line where they can cause obstruction. Such material must be collected at gate lodges or gang huts and subsequently taken to the station(s) at the earliest opportunity. This does not apply in the case of remodelling of yards, doubling, relaying etc. where special watchmen are engaged.

14.04 Inspection of P. way or works -

(1) Every portion of the P. way shall be inspected daily on foot by Keyman or a competent railway servant appointed in this behalf by railway administration:
Provided that the interval between such inspections may be increased suitably, by railway administration, in the case of lines with light and infrequent traffic.

(2) All bridges, tunnels and any other equipment affecting the safety and working of trains shall be inspected regularly in accordance with the schedule as prescribed by railway administration**.**

(3) The Keyman of each gang must walk over his length of track at least once daily in each direction. He shall proceed along one rail and returning along the opposite rail inspecting the P. way and bridges. He must tighten or replace any loose keys or fastenings and generally examine the state of the track. If he finds that the line is unsafe for the normal passage of trains he must immediately exhibit danger signals, protect the line as prescribed under rule 12.05(1) and must either stop trains or allow them to proceed cautiously as circumstances may require. He must report the matter without delay to the SM on duty of the nearest station and the P. way Mate either personally or through approved means of communication if provided by the railway administration or telephone provided at L C Gate. The SM on receipt on such information, in addition to taking such other action as necessary must immediately communicate the same to the Controller and SE (P. way).

14.05 Patrolling of lines:-

(1) In addition to the inspection referred to in rule 14.04, whenever any portion of a railway is likely to be endangered by abnormal conditions such as heavy rains, breaches, floods, storms, cold/hot weather and civil disturbances, the line shall be patrolled in accordance with the schedule as prescribed by railway administration.

(2) Patrolling of line during the monsoon months -

(a) The line is to be patrolled from the commencement until the close of the monsoon. The date of commencement and termination as well as the time from which the patrolling is to be done will be decided by the PCE of the railway.

(b) Patrol charts, prepared by Divisional Engineers for the different sections, will be distributed to the Assistant Engineers, Loco shed Foreman/Crew Controller, JE/SE (P. way) and the Controller and a copy of the relevant portion of the chart will be supplied to each SM with instructions to:-

(i) record timings of arrival and departure of patrolmen in the patrol books and initial them, and

(ii) record timings of arrival and departure of patrolmen and their names in the station diary.

(c) (i) The patrolman will present the patrol book in his possession to the SM on duty, who will enter there-in the date and time of arrival and departure of the patrolman and sign the book and return it to him. Thereafter, the patrolman will walk over his beat and handover the patrol book to the patrolman of the next beat, and so on. The SM on duty on arrival of patrolman will enter the date and time of arrival of the patrolman in the book and hand it back to the patrolman for re-transmission to station at other end.

(ii) If a patrolman, on arrival at the end of the beat, does not find the next patrolman waiting to take over his book, he must not wait, but must walk on until he meets him and should report the absence of any man from his beat, to the Gangmate.

(iii) Where stations are close together, the patrol books may be passed through one or more intermediate stations before it is returned to the original station. The SM on duty of each intermediate station will enter the date and actual time of arrival and departure of the patrolman and sign the book.

(d) Patrolman Overdue- if a patrolman does not turn up within 15 minutes of his scheduled arrival, the SM on duty will take the following action -

(i) stop trains from proceeding into the block section.

(ii) advise the SM on duty at the other end of the block section to take similar action and also advise the Controller.

(iii) start trains after issuing a Caution Order to all trains proceeding into the block section advising the Loco pilot and the Guard(if available) to be on the alert and specify a speed restriction of 50 kmph during the day when the visibility is clear, and 15 kmph during the night or during the day in bad weather and impairing visibility until the patrolman has arrived and reported that the line is safe for passage of trains.

(iv) initiate action to ascertain the reason for the patrolman not turning up through Gateman and Loco pilot and/or Guard(if available) of the train.

(e) Whenever danger is apprehended or when damage is observed, the patrolman should protect the line, as indicated below -

(i) In case of single line section place a red flag by day and red light by night in a prominent position to warn the Loco pilot of a train approaching or from the direction from which the train is expected first and proceed to protect the line as prescribed under rule 12.05(1) on the other side. There after return to the affected point and protect the other side with detonators similarly.

(ii) In cases of double-line section place the red flag by day and red light by night in a prominent position, on one of the line so as to warn an approaching train and then run along the other track and place detonators, as prescribed under rule 12.05(1). There after run back and protect the other line under rule 12.05(1) on which the red light was placed. In case he sees any train approaching during the process of protection, he shall try to stop the approaching first by showing danger Hand signal and also on approved means of communication (if available).

(iii) After protecting the line, where two patrolmen are employed, one of the patrolmen shall report the occurrence to the SM on duty who will advise the SM on duty at the other end of the block section and stop all trains from entering the block section. Where one patrolman is there he shall remain at the place where he has fixed three detonators and send word about the danger through a railway servant or any other person he is able to contact at the spot itself or through approved means of communication (if available) to the nearest SM on duty.

14.06 Work involving danger to trains or traffic: -

(1) A gang shall not commence or carry on any work which will involve danger to trains or to traffic without the prior permission of JE/SE (P. way and works), or a competent railway servant appointed in this behalf by special instructions; and the railway servant who gives such permission shall himself be present to oversee such work, and shall see that the provisions of rules 14.08 and 14.09 are observed:

Provided that, in case of emergency, when the requirements of safety warrant the commencement of any such work before the said railway servant can arrive, the Gangmate may commence the work at once and shall himself ensure that provisions of rule 14.09 are observed.

(2) In case of work on the permanent way, the JE/SE (P. way) will advise the SM on duty through a written memo containing details of the place where repairs are to be carried out, the nature of work, speed restrictions if any, and the time the work will be commenced and completed and obtain his acknowledgment on the record foil. After completion of the work and after ensuring that the track is safe for the passage of trains, a memo to this effect will be sent to SM on duty and his acknowledgement shall be obtained in writing.

(3) On receipt of such an advice, the SM shall advise the Controller and on obtaining his permission, authorise JE/SE (P. way) to commence the work. SM on duty shall treat the points (if any), involved as defective and arrange to have them clamped/cotterbolted/ locked. If signals are involved, these shall be worked in accordance with the procedure prescribed for defective signals. If

there is speed restriction, the SM on duty shall also take action to ensure that Caution Order(s) is issued as prescribed under these rules

14.07 Work during night and bad weather impairing visibility: -

(1) During night and bad 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 case of emergency.

(2) When such work has to be undertaken in an emergency, the site of work shall be protected as provided under rule 14.09(1) (a). However, in place of banner flag, a red light shall be displayed.

14.08 Precautions before commencing operations, which would obstruct the line:-

(1) No person employed on the way or works shall change or turn a rail or commence any other operation which would obstruct the line until stop signals have been exhibited and line is protected as per rule 12.05 (1); and if within station limits, he has also obtained the written permission of the SM on duty 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 a distance not less than 180 mtrs. 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, engineering official not below the rank of JE/SE (P. way) undertaking such operations shall first bring the train to stop and advise the Loco pilot of the train about the need to stop the train through a written memo. The engineering official shall simultaneously arrange to send a message to the SM on duty for the need to block the track and obtain written confirmation of the same. In such emergent cases, work shall be commenced only after advising the Loco pilot and bringing the train to a stop.

(4) Works, which require more than a day to be completed shall be executed as per instructions given in TWO issued by the division.

(5) Blocking the line on approved means of communication-

When for special reasons it is decided to permit blocking of the line on approved means of communication following procedure will be followed-

(a) Blocking of the line on approved means of communication shall not be permitted unless specifically mentioned in the TWO.

(b) Only the SE (P. way) of the section concerned is permitted to obtain the block on approved means of communication. Cancellation notice for the block should be given by the same person who has obtained the block.

(c) Sr. DOM/DOM will issue a Private Number sheet and a code list specifying the TWO for which they are to be used to the SE in-charge of the work and the Chief Controller which shall be used at the time of obtaining and cancelling the blocks. On completion of the work the Private Number sheet and the codes list must be returned to the Sr. DOM/DOM both by the SE (P. way) and the Chief Controller.

(d) Before leaving the station for the site of work, the SE (P. way) in-charge will consult the Controller who will advise him the approximate time and nominate the last train after which the block will be allowed.

(e) After the passage of the nominated train from the site of work the SE in-charge will arrange to protect the place of obstruction in accordance with the instructions laid down in the TWO and after having satisfied himself that the obstructed area is properly protected, will call the Controller on approved means of communication and request him for imposition of the block giving reference number of TWO under which the work is being carried out.

(f) The Controller will then call the SM on duty at each end of the block section and ascertain from them if the block section is clear of all trains and obtain from them Private Numbers, in support thereof.

(g) The Controller will then tally the code word to confirm that the correct person is asking for the block.

(h) The SM on duty concerned will acknowledge the Controller's message supported by Private Numbers. The Controller will record these messages in the control diary recording the names of the SE in-charge and SMs on duty and the Private Numbers received from them. Brief remarks shall also be recorded in the remarks column of the control chart.

(i) On receipt of the above message from the Controller, the SM on duty will arrange to block the line concerned in accordance with the provisions of detailed in TWO and will issue a message to the SE (P. way) and the Controller on the approved means of communication.

(j) The SE in-charge will then commence the work. He will also depute a competent person to remain in constant touch with the Controller on the approved means of communication.

(k) On completion of the work and after the track is made safe for the passage of train, the SE incharge will contact the Controller on the approved means of communication and advise him of the completion of work. The Controller will call the SMs on duty at both ends of block section and SE in-charge will then issue a message supported by Private Number.

Note:-The SE in-charge of work will also send a written confirmation copy of this message to the SM on duty of the nearest station by the quickest means possible.

(l) On receipt of the above message, the Controller will issue a message to the SMs on duty concerned and authorise them to cancel the block and resume normal working and obtain their acknowledgements supported by Private Numbers. The SM on duty concerned shall restore the block instruments to normal and make necessary entries in the TSR.

(m) In the event of SE in-charge is unable to contact the Controller for cancellation of block after completion of work and after making track safe for passage of train, he will proceed to the nearer of the two stations and hand over the written copy of cancelation massage personally to SM on duty.

(6) In an emergency, due to damage to the track, bridge etc., when an official of the engineering department considers it necessary to suspend train working or impose a speed restriction while repairs are being carried out, he shall take the following measures -

(a) arrange to protect the site of the obstruction in accordance with rule 12.05.

(b) advise the SM on duty at the nearer end of the affected block section in writing to suspend train working or issue Caution Order.

(c) on receipt of this advice, the SM on duty will take the following precautionary measures-

(i) stop all trains from proceeding into the block section from his station or allow them to proceed only after issue of Caution Order (if permitted to do so by the official of the engineering department);

(ii) advise the SM at the other end of the block section to take similar action and obtain his Private Number in token of having done so;

Note: -If SM on duty finds that a train has already entered the block section from the other end, he should advise the engineering official accordingly and ask him to return post haste to the site of obstruction and to ensure that it is being properly protected.

(iii) advise the Controller;

(d) on completion of the repairs to the track, signal interlocking equipment, etc., official of the engineering department not below the rank of PWS shall issue the fit-certificate to the SM on duty prescribing the speed limit, if any, to be observed by the trains while passing over the site of obstruction.

(e) on receipt of written memo from the official of the engineering department mentioned above, the SM on duty shall cancel the block/ restriction of speed , if it had been imposed advising the SM at the other end and the Controller.

(7) When the line is required to be completely blocked (traffic block) it shall be done observing the following procedure: -

On receipt of written advise from JE/SE(P. way) or other official authorised to obtain full block under TWO, the SM on duty shall obtain permission of the Controller for granting full block and shall take action as under-

(a) Single Line worked with token/ tablet block instrument, the SM on duty at either end of the section shall extract the token/tablet from the block instrument after exchanging Private Number and making necessary entries in red ink in the TSR, will keep the token/tablet locked in the safe custody. Where the last Stop signal is controlled by a cosserat key transmitted by the SM on duty, the same should also be extracted and kept in safe custody.

(b) Where single line is worked with other than token/tablet block instrument or on double line, the block instrument or equipment for obtaining/granting Line Clear shall be locked in 'Train On Line' position or through other means such as by extracting SH key (if provided) after exchanging Private Number and making necessary entries in red ink in the TSR.

(c) Where the system of working is by the other than Block Instruments, the line shall be blocked through approved means of communication under exchange Private Numbers and making necessary entries in red ink in the TSR. (Procedure for obtaining/granting full block at such stations shall be prescribed in SWR)

(d) After blocking the line in the manner prescribed under sub-rule (a), (b) or (c) above, the SM on duty shall advise Controller and there after shall advice JE/SE in-charge of the work in writing.

14.09 Action to be taken to warn the Loco pilot when line is under repair or obstructed due to any other reason: -

(1) Whenever due to lines being under repair or due to any other obstruction it is necessary to advise to the Loco pilot through a Caution Order that he has to stop or proceed at a restricted speed, the following signals shall be shown on a double line in the direction from which trains approach, and on single line in both directions by the railway servant(s) of engineering department –

(a) When the train is required to stop and the restriction is likely to last only for a day or less - Protection shall be done as prescribed in rule 12.05. In addition, banner flag shall be placed at a distance of 30 mtrs. from the place of obstruction and stop Hand signals shall be exhibited at a distance of 250 mtrs. from the place of obstruction and at a distance of 45 mtrs from the 3rd detonator. When a train passes over the detonators the flagman shall at once replace the detonators and again exhibit the danger Hand signal. One of the railway servant at the place of obstruction shall give proceed with caution Hand signal to Loco pilot and when the train has passed the place of obstruction, he will give proceed Hand signal to indicate to the Loco pilot to resume authorised speed.

(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 mtrs. from the place of obstruction and a Caution Indicator placed at a distance of 800 mtrs. from the place of the obstruction. In addition, Termination Indicators shall be provided at the place where a Loco pilot may resume the authorised speed. In case of multiple speed restrictions, Speed Indicators and Stop Indicator shall be placed as prescribed under special instructions.

(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 mtrs. and again at a distance of at least 800 mtrs. from the place of obstruction. The railway servant at the place of obstruction shall give proceed Hand signal to indicate to the Loco pilot when he may resume authorised 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 Stop Indicator shall be exhibited at a distance of 30 mtrs. from the place of obstruction and a Caution Indicator at a distance of at least 800 mtrs. from the place of obstruction. In addition, Termination Indicators shall be provided at the place where a Loco pilot may resume the authorised speed. In case of multiple speed restrictions, Speed Indicators shall be placed as prescribed under special instructions.

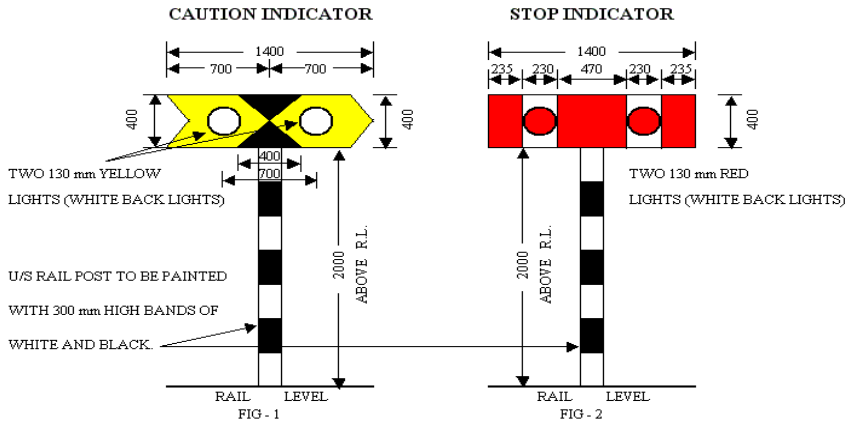
(2) In case the place of obstruction is within station limits -

(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(s). However, provisions of Stop Indicator/Speed Indicator as provided in sub-rule (1) above shall be applicable.

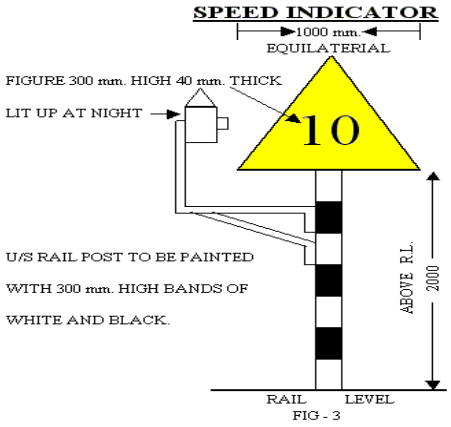
(b) if the affected line on which obstruction exits, falls in the path of an approaching train, approach signals shall not be taken 'OFF' for a train unless the train has been brought to a stop at the first Stop signal, except

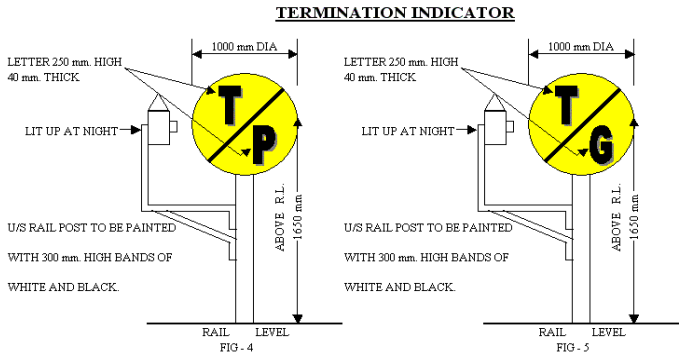
in cases where the Loco pilot has been issued with a Caution Order at a station in rear, informing him of the obstruction and the details thereof.

(3) The shapes and sizes of the indicators are as given below:-



NOTE: ALL DIMENTIONS SHOWN IN M.M.





NOTE: ALL DIMENTIONS SHOWN IN mm.

NOTE: ALL DIMENTIONS SHOWN IN M.M.

(4) Responsibility of Loco Pilot and Guard (if available)-

(a) The Loco pilot of a train on approaching the Caution Indicator, must reduce speed as necessary and pass the train at the prescribed speed. In case of a Stop Indicator, he should bring his train to a stop in rear of the Stop Indicator. The engineering flagman posted at the Stop Indicator shall, after the train has come to a stop, hand over his Restriction Book for signatures of the Loco pilot.

(b) The Loco pilot must fill in the date, train number and time and affix his signature in full in the columns provided for this purpose and return the book to the flagman. Thereafter, the flagman must exhibit a proceed with caution Hand signal to the Loco pilot. The Loco pilot must then re-start and proceed cautiously at a speed not exceeding 15 kmph. The Loco pilot after his train has cleared the restricted length, may resume normal speed.

(c) The Guard (if available) must be on the lookout for signals and be prepared to help the Loco pilot to keep the train under proper control while passing

over a speed restriction. The Guard must also exhibit the roceed Hand signal to the Loco pilot after the last vehicle has cleared the restricted length.

14.10 Assistance in protection of trains etc.: -

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, or to a disabled train and to stranded passengers.

14.11 Gangmate in each gang: -

Each JE/SE Engineer (P. way works) shall see that in every gang employed in his beat of line there is a competent Gangmate.

14.12 Supply and Knowledge of signals and equipment of gang: -

Each JE/SE (P. way) shall see that every gang employed in his beat of line is supplied with a P. way gauge, two sets of red and green flags, two hand signal lamps and ten detonators, in addition to such other tools or equipments as may be prescribed by the Railway administration. Also that, every Gangmate and Trackman employed under him has a correct knowledge of the use of Hand signals and detonators and such other signals and equipments as provided to him.

14.13 Inspection of gauges, signals, tools and equipments: -

(1) Each JE/SE (P. way) shall at least once in every month inspect the P. way gauges, flags, signal lamps, detonators, tools and equipments supplied to the gangs under rule 14.12 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.

14.14 Responsibility of P. way Mate as to safety of line. Each P. way Mate shall:-

(1) see that his length of line is kept safe for the passage of trains ;

(2) that the equipment supplied to him under rule 14.12, are kept in proper order and ready for use;

(3) that the each person in his gang has correct knowledge in use of hand signals and detonators,

(4) make efforts to prevent any trespassing by persons or cattle on his beat of line or within the fences thereof, and

(5) 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 action as prescribed in rule 14.09 is taken.

14.15 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.

14.16 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.

14.17 Duties of P. way Mate and Trackman when apprehending danger:-

If a Gangmate or a trackman considers that the line is likely to be rendered unsafe, or that any train is likely to be endangered in consequence of any defect in the way or works or due to abnormal rain or floods or any other cause, 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 situation may require; he shall as soon as possible report the circumstances to the nearest SM and the JE/SE (P. Way).

B - The Working of lorry, trolly, motor trolly and rail dolly

14.18 Distinction between trolly, lorry, motor trolly and rail dolly:-

(1) A vehicle which can be lifted bodily off the track by four or less persons 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) Cycle Trolly is a trolly which is propelled by pedalling instead of pushing and moped trollys can either be driven by a motor or by pedals. Cycle Trollys and moped trollys should be so designed as to be capable of being removed from the track by two men. Seats should also be provided in Cycle Trollys and Moped Trollys for at least one person other than the person(s) pedalling or driving to sit facing towards the rear continuously to give adequate warning of approaching train. Cycle Trollys and Moped Trollys shall be treated as Trolly in all respects for the purpose of these rules except where otherwise provided for.

(4) An equipment moving on single rail, which can be easily removed off the line by single person, shall be deemed to be a rail dolly.

(5) A trolly shall not, except in cases of emergency, be used for the carriage of P. way or other heavy material; and when a trolly is so loaded, it shall be deemed, for the purposes of these rules, to be a lorry.

14.19 Equipment of trolly, lorry or motor trolly:-

Each trolly, lorry or motor trolly shall have the following equipment-

(1) two hand signal lamps/tricolour torches;

(2) two red and two green Hand signal flags;

(3) sufficient number of detonators;

(4) a chain and a padlock;

(5) a copy of the WTT and all amendment slips and appendices, if any, in force on that section of the railway over which the trolly, lorry or motor trolly is to run;

(6) a motor horn and a search light (for motor trolly only);

(7) two banner flags (for lorry only);

(8) an oil feeder with oil and cotton waste for trollys and lorries not having ball bearings; and

(9) such other articles as may be prescribed by the railway administration in this behalf.

Note: (1) 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.

(2) rule 11.64 (2) shall also be applicable for motor trollys.

14.20 Red flag or light to be shown on a trolly, lorry or motor trolly:-

Every lorry or trolly when on the line shall show a red flag fixed to a staff placed perpendicular in a socket so as to be conspicuously visible by day and a red light similarly placed showing red in the direction from which trains are to be expected on double line/twin single line/multiple line and white in the other direction and on a single line, red in both directions, during night and bad weather impairing visibility or in a tunnel. When within station limits, the lights displayed at night shall be red in both directions.

14.21 Efficient brakes -

No lorry or trolly shall be placed on the line unless it is fitted with efficient brakes.

14.22 Competent 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 under charge of a competent person appointed in this behalf. Such competent person should be in possession of a valid competency certificate as prescribed by the railway administration.

(2) Such competent person shall accompany the lorry or trolly, and shall be responsible for its proper working and protection as prescribed under sub-rules (3) and (4) below.

(3) A trolly must not be placed on the line in such a manner or at such time, as will interfere with the passage of trains. It is obligatory for the official-incharge to ascertain the whereabouts of train(s) that is likely to be encountered in the section from the SM on duty before starting the journey.

(4) No railway employee is permitted to work a trolly and/or a lorry unless he has passed the competency examination for working of trolly/lorry and obtained certificate for the same. Such certificates, after due examination in the relevant rules shall be issued by officer(s) so nominated by GM for head quarter officers and staff and by DRM for divisional officers and staff. Such certificate shall be valid for a period of three years from the date of its issue and thereafter it shall be renewed again for three years after the person concerned has been examined again.

14.23 Attachment of lorry or trolly to train prohibited:-

No lorry, trolly or motor trolly shall be attached to a train

14.24 Conveyance of non-railway officials by lorry or trolly:-

(1) A trolly shall not be used for the conveyance of persons other than railway officials. In special cases, Magistrates, Civil, Military and Medical Officials or a person requiring medical aid may be conveyed by trolly by order of the Sr. DOM/DOM.

(2) GRP/RPF personal may be conveyed by trolly in case of emergency in connection with the investigation of crimes within railway limits on a requisition being made in writing to the SE (P. way) of the section concerned. In such a case the requisition for a trolly must be made by an official of the GRP/RPF not below the rank of Sub-Inspector. The SE (P. way) of the section shall comply with such requisitions provided urgent railway work is not neglected.

14.25 Working of trolly/motor trolly/OHE ladder trolly and rail dolly:-

(1) Subject to their being certified competent, the following officials are permitted to use push trolly/cycle trolly/ moped trolly/ lorry-

(a) Push trolly/cycle trolly/moped trolly shall be provided by branch officers to the officials of their department with the approval of DRM.

(b) Motor Trolly- All officers of the engineering, S&T and operating and safety departments and such SE(s) and motor trolly driver(s) as may be permitted by the DRM.

(c) Private Trolly is permitted to work in private siding only, provided the trolly incharge is in possession of a permit issued by the DRM and the trolly is accompanied by a Head Trolly man duly certified by Sr.DEN/DEN.

(d) Each push trolly/cycle trolly/moped trolly/ladder trolly/lorry/ motor trolly and rail dolly shall be marked with a number, code initials of the headquarters station and the designation of the official-in-charge.

(e) A push trolly/cycle trolly/moped trolly/ladder trolly/lorry/ motor trolly and rail dolly shall always be pushed and not pulled. Use of sails or any other aid for their propulsion is strictly prohibited.

(f) A trolly shall be manned by at least four trolly men, a lorry by a least six lorry men and a motor trolly by at least four trolly men including the motor trolly driver. This does not include any flagmen who may be required in addition for the protection of trollys/lorrys under special instructions. Out of six men employed for working a lorry, two shall control the brakes and two

shall walk alongside the lorry. The duties of flagmen shall be invariably entrusted to trained men experienced on the working of lorry/ trolly and who have passed the vision test.

(g) The number of men that may be carried on a trolly/ motor trolly shall not exceed ten on the Broad Gauge; and eight on the Metre Gauge and Narrow Gauge.

(h) When the view of the line is obstructed due to curves or cuttings or other causes, "observation posts" shall be established at such sites that command the best view in both directions for the use of flagmen who shall convey Hand signals to the trolly on the line.

(i) In track circuited territories, trollys when used shall be insulated.

(j) A material lorry should not be placed on the line without the permission of the SM on duty.

(2) A ladder trolly is prohibited to be placed on track and moved/worked independently except under traffic block in sections open to traffic.

(3) Working of push trolly/cycle trolly/moped trolly/ladder trolly/lorry/ motor trolly and rail dolly under traffic block-

(a) Before placing ladder trolly/ lorry/ motor trolly/ rail dolly on the line for working beyond the station section during day or night or a push trolly/ cycle trolly/ moped trolly is to work during day, the official-incharge, should ascertaining from the SM on duty whether the line can be blocked for a given period, Material Notice No. 1 on form T1425(3).

(b) If the period during which the trolly/lorry is required to be placed on the line does not interfere with movement of trains, the SM on duty must block the line as provided under rule 14.08 (7) and -

(i) Take 'off' the last stop signal, on double line where interlocking permits otherwise block the line and thereafter issue T1307 and PLCT to the official-incharge of the push trolly/cycle trolly/moped trolly/ladder trolly/lorry/ motor trolly or rail dolly in addition to T1425(3). The SM on duty must make an entry of the time the section is to be cleared and also obtain signature of incharge of trolly/lorry on the counterfoil of notice in form T1425(3).

(ii) The official in-charge of the push trolly/cycle trolly/moped trolly/ladder trolly/lorry/ motor trolly or rail dolly is responsible for clearing the section within the specified time and at the end of the section specified on T1425(3). While approaching a level crossing, the official-incharge of the lorry is responsible to look out for road traffic, use the whistle, horn or hooter (if provided) and stop before level crossing.

(iii) The SM on duty must be prepared to receive the push trolly/cycle trolly/moped trolly/ladder trolly/lorry/ motor trolly or rail dolly either by taking 'OFF' signals or by issuing an authority or by displaying Hand signals from the foot of the first stop signal of the station.

(4) Running of a trolly on a section specified under special instructions where the view is frequently, restricted-

(a) The incharge of the trolly must advise the SM on duty in writing to issue Caution Order to Loco pilots of train(s) entering the block section concerned ordering them to keep a sharp look out for trolly and to whistle frequently when the view is obstructed. The incharge of the trolly shall specify the period(s) during which the Caution Order is to be issued and shall obtain a written acknowledgement from the SM on duty.

(b) The SM concerned shall, before giving the acknowledgement, pass on the information to the SM on duty of the other end of the block section concerned under exchange of Private Numbers. There after both SMs on duty shall be responsible for issuing the prescribed Caution Order to the Loco pilot(s) of all trains which will run on the line on which the trolly is working until the trolly has cleared the section.

(c) The precautions laid down under sub-rule (1)(h) above shall also be followed.

(d) On arrival at station, the incharge of trolly shall give in writing that his trolly has cleared the block section and no obstruction is left behind in the block section. Thereafter the SM(s) shall discontinue issue of Caution Order after exchange of Private Numbers.

(5) Working of motor trolly-

(a) A motor trolly is normally permitted to run on Line Clear only. It may, however, be permitted to follow a fully vacuum/Air braked train or another motor trolly in the same block section during day light hours only and in clear weather except when prohibited on sections specified in the WTT which are having sharp curves, cuttings, tunnels, bridges etc.. For this purpose, the official incharge of the motor trolly shall obtain a 'Motor Trolly Permit' on from T 1425(3) from the SM on duty concerned before entering the block section. The 'Motor Trolly Permit' shall be prepared in duplicate. One copy must be retained by the SM on duty issuing the permit and other will remain in the custody of the official incharge of the motor trolly till the block station in advance is reached where this permit shall be handed over to the SM on duty. Regular message, supported by Private Number should be exchanged between the two SMs on duty concerned and suitable entries made in the TSR of the stations. The message regarding entering block section and clearing block section for the preceding train/motor trolly and the following motor trolly shall be sent separately and recorded in the TSR. The line must not be closed until the following motor trolly also has cleared the block section.

(b) SM who has signed a trolly permit is personally responsible to see that he neither asks nor gives Line Clear for a train over the section on which the trolly is running until it clears the block section. The SM who has signed for 'Motor Trolly Permit' shall not change over his duty until the trolly has cleared the block section.

(c) Reception of a motor trolly at a station when following a train– When a motor trolly is following a train, or another motor trolly, the signals taken 'OFF' for the preceding train, or motor trolly shall not be restored to 'ON' position until the following motor trolly has been also passed such signals. In such cases, the motor trolly shall be admitted on the same line as the preceding train/motor trolly. If, in any case, motor trolly which is following a train/motor trolly fails to arrive at the next station within a reasonable time after the arrival of the preceding train/motor trolly, and is also not in sight, the SM on duty may put back the reception signals to 'ON' to perform any shunting, conduct other movement or to open a level crossing previously closed for the train/motor trolly movement but shall not, in any case, obstruct the block section in the face of the approaching motor trolly. In such cases the motor trolly will be received as mentioned in para (d) below-

(d) At stations where electric reversers are provided, or where the reception signals automatically go back to 'ON' position with the passage of the train, the person incharge of the motor trolly shall proceed cautiously upto the Home signal on the double line and upto the opposite SLB or the advanced starter signal in the opposite direction on a single line section. The SM on duty shall depute a competent railway servant with Hand signal at the Home signal to Hand signal the trolly. The trolly shall be guided by such Hand signals. In such cases all levers/switches/buttons including signal levers/ switches/ buttons, which were operated for the reception of the preceding train, must not normally be reversed till the motor trolly has arrived. If, however, for any reason, they have to be reversed to perform any shunting, conduct any other movement or open a level crossing previously closed for the train/motor trolly movement, the SM on duty will not allow obstruction of the block section in the face of the approaching motor trolly.

(e) It will be the personal responsibility of the person incharge of the motor trolly to ensure that, before he goes across any level crossing, the L C Gates are closed against the road traffic.

(f) Motor trolly breakdown- In the event of the complete breakdown of a motor trolly (i.e. it cannot be propelled even manually) the official incharge shall have it removed from the line at once. If the breakdown occurs between stations and the motor trolly is running on an "Authority to proceed" or 'Motor Trolly Permit', the official-in-charge shall at once use the quickest means at his disposal to advise the nearest station including approved means of communications supported by his name and designation or in writing that the trolly has been removed from the line. On single line worked with token/tablet Block Instruments, the authority to proceed and the 'Motor Trolly Permit' (in case of motor trolly following) shall be return to the SM on duty of nearest station along with a written advice. SM on duty receiving this advice/ shall immediately inform to the SM on duty at the other end of the section, "Motor Trolly which left yours (or mine) at .... hrs. has failed in the block section, and has been removed from the track; Private Number.....A copy of this message shall be recorded in the TSR. Following this, the station towards which the trolly was proceeding or, in the case of Token/Tablet Black Instruments working, the SM on duty who received the token/tablet, shall give the "Train Out of Section" signal for the trolly in the usual manner. In case advice of removal is received through approved means of communications, the Loco pilot of first train entering in the section shall be issued a Caution Order to keep a sharp look out and proceed cautiously.

When the motor trolly has been made fit to run, whether by manual propulsion or under its own power, the official-in-charge shall advise the nearer SM on duty through approved means of communications or in writing that the Motor Trolly is fit to run to the station to which he wishes to proceed, and shall give the estimated time will be taken for the journey and will ask for the "Authority to proceed" or Motor Trolly Permit. The SM on duty receiving the message will inform the SM on duty at the other end of the block section concerned accordingly and will then give or obtain the permission to proceed to the destination and send it to the official-in-charge.

(g) Motor trollys running together - When two motor trollys are running together in the same direction, sufficient distance of about 100 mtrs. must be kept

between them so that the rear motor trolly can be stopped within a safe distance from the front motor trolly.

(6) When a trolly is removed from track it should be ensured that it does not foul any running line.

(7) Working of rail dolly for transporting rail(s)-

(a) Rail dolly must not be placed on line during night, bad weather impairing visibility.

(b) No rail dolly/dollies will be placed on line unless it is protected by Hand signals and manned by a qualified person not less than the rank of a P. way Mate. The exhibition of Hand signals should be at the same as prescribed under rule 14.27(2)(c). Further a movable whistle board should be displayed at an adequate distance, from the rear flagman so that the Loco pilot may whistle freely to warn the workmen so that the rail dolly/dollys can removed from the track in time.

(c) When rail dolly/dollies are required to move on long bridges/cuttings in curves/tunnels and steep gradients additional flagmen must be deployed to warn the workmen of the approaching train(s).

(d) Additional whistle boards should be erected in the approach of tunnels/long bridges and along curves cuttings to enable the Loco pilots to start whistling before entering such stretches. The Loco pilots also should be on the look out of movable whistle boards and on seeing such whistle boards they should continuously whistle till the removal of rail dolly/dollies from the track.

(e) All rail dollies must be insulated to ensure that there is no failure of track circuits while working on track-circuited sections/portions.

14.26 Protection of trolly on the line: -

(1) 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 available for sufficient distance -

(a) on a single line, in both directions, or

(b)on a double line, in the direction from which trains may approach take such precautions for the protection of his trolly as prescribed under rule 14.27(2)(c).

(2) When it is necessary to place a trolly on the line at night or during bad weather impairing visibility the trolly must be worked under block protection.

(3) When after placing the trolly on line without block protection, the visibility becomes reduced to less than 800 mtrs., the trolly must be immediately removed from line.

14.27 Working of lorry on the line:-

(1) Whenever it is proposed to place a lorry, whether loaded or empty on the line, if it is possible to block the line without interfering with the working of trains, it should be blocked under the rules for working of trains.

(2) On sections (except those exempted under special instructions), a lorry (loaded or empty) accompanied by an engineering officials not below the rank of PWS may be worked during day time only with following stipulations –

(a) the SM on duty of the obstructed block section is advised and his written permission obtained, who shall give such permission only after taking approval of Controller and advising the SM at the other end of the block section.

(b) a Caution Order shall be issued to Loco pilot of train(s) entering the block section till it is cleared by the lorry.

(c) the lorry shall be protected as under –

(i) On single line in both directions and on double line in the direction of train movement, by two persons at a distance of 400 mtrs., carrying a banner flag across the track and another person plainly showing a stop Hand signal at a distance of not less than 800 mtrs. from the lorry.

(ii) Each person so following or preceding the lorry at a distance of 800 mtrs. shall be provided with detonators and place three on the line, 10 mtrs. apart, as soon as 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.

(iii) The person(s) carrying the banner flag shall fix the banner flag across the track as soon as the lorry comes to a stand or a train is seen approaching, and continue to display the stop Hand signal.

(iv) In all cases where the person carrying flag in advance or in rear cannot be kept in view from the lorry, additional intermediate person carrying flag shall be posted to relay the signals.

(v) The stop signals and detonators shall not be removed until the person(s) carrying flag has received the orders to withdraw them from the official-in-charge of the lorry.

(3) If the section is not cleared by lorry before sun set or the visibility worsens the line will be treated as blocked for trains and no train shall be allowed to enter the block section until it is cleared by the lorry.

(4) A lorry (loaded or empty) shall not be worked during night and bad weather impairing visibility. In case of an emergency if a lorry (loaded or empty) is required to work during night or bad weather impairing visibility, it shall work under block protection.

(5) Working of lorries on partial block (during day hours only)-

(a) When the line cannot be blocked for the whole period for which the lorry is required to work, the official-incharge must give Material Lorry Notice No. 2 on Form T 1427(5) to the SM on duty. The official-incharge while issuing the Form T 1427(5), shall make an endorsement of the 'Gradient 1 in 200 and steeper in the Up/Down direction' if any and also record the kms. between which it is located.

(b)(i) The SM on duty receiving such notice will obtain partial block and despatch the lorry and train(s) during partial block in the manner as prescribed for the station in SWR.

(ii) If the SM, receiving the Form T 1427(5) notices thereon on the top, an endorsement 'Gradient 1 in 200 and steeper in Up/Down direction', additional speed restriction shall be recorded on the Caution Orders to be issued to the Loco pilot of goods/ material trains to proceed with a restricted speed of 40 kmph on Broad Gauge, 30 kmph on Metre Gauge/Narrow Gauge.

(c) On the double line, lorries must invariably go out on the signalled line and if it is necessary to return, they must be pushed back on the same line.

(d) When working in partial block, the official-incharge of the lorry will be responsible for protecting it as laid down in rule (2) (c) above and must not, on any account, transfer a lorry from one line to another. Loco pilots must keep a sharp lookout and sound their whistles freely and reduce speed if specifically mentioned on the Caution Order.

(e) When approaching a station, the leading flagman must promptly report the arrival of lorry to the SM on duty, who will make immediate arrangements for

the safe reception either by taking 'OFF' the approach signals or by piloting of the lorry from the first stop signal.

(f) When a material lorry has to work on running line(s) within the station section, the official-incharge of the lorry must obtain the SM on duty'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 period does not interfere with the movement of trains, the SM on duty will issue a memo to the official-incharge authorising him to work after consulting Controller for the period specified and record the fact by a suitable entry in the TSR. The official-incharge will be responsible to remove lorry at the specified time.

14.28 Time of running of a lorry:-

(1) A lorry shall ordinarily be run only by day and when the weather is sufficiently clear for a signal to be distinctly seen from a distance, which shall never be less than 800 mtrs..

(2) When it is necessary to run a trolly or a lorry during night, or in bad weather impairing visibility, when it is loaded with rails, girders or specially heavy materials which will cause delay in unloading, the official-incharge must work the vehicle under the system of working trains and take precautions to prevent any unavoidable risk of accident.

(3) When a trolly is required to work under abnormal circumstances, e.g., failure of communications etc., the official incharge should, in addition to normal precautions, take such extra precautions as are considered necessary to ensure safety.

(4) A material lorry is not permitted to work in a block section where there is total interruption of communications. However, in an exceptional emergency, when it becomes necessary to send out material lorry into the block section, it must be worked on the same system as for working trains during total interruption of communications.

14.29 Lorries and trollys 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.

14.30 Rules for movement and working of track maintenance machines:-

(1) Track maintenance machine(s) here in referred as machine(s) means self propelled machine(s) used for maintenance/ laying/ replacing sleepers/ rails/ ballast and other structure(s) related with permanent way, points and crossings, works and bridges etc.. They shall be treated and work as a train as defined under sub-rule 1.05 (86) while moving from one block station to another.

(2) JE/SE (TM) means the operator/driver of the track maintenance machine. He shall be at par with Loco pilot as defined under sub-rule 1.05 (48) for training, competency, medical and learning road.

(a) in case the JE/SE (TM) is not having road learning and machine is required to move from one block station to another block station, an Assistant Loco pilot shall accompany the JE/SE (TM).

(b) while working between stations JE/SE (P. way) shall be responsible for safe working, movement of machine(s) and for observance of rules prescribed under these rules.

(3) Following information shall be available with each machine(s)-

(a) Designation of controlling officer.

(b) Allotted to division with name of zonal railway.

(c) Machine(s) No. with model.

(d) Maximum permissible speed when self propelled and when attached with a train.
(e) Maximum dimension of machine(s) in closed condition.
(f) Maximum dimension of machine(s) in working condition.
(g) Classification of O.D.C. if applicable.

(4) Equipments of machine(s)(s) :-
(a) Two red and one green hand signal flag.
(b) Two tri-colour Hand Signal lamps.
(c) Two banner flags.
(d) Two chains with pad locks.
(e) Two clamps with pad locks.
(f) 10 Detonators.
(g) Flasher light.
(h) One petromax lamp.
(i) Two sets of approved means of communication.
(j) One first aid box.
(k) Two skids.
(l) Fire extinguisher - 01No.

In addition to above, any equipments as prescribed by railway administration may be kept on a machine(s).

(5) While moving for working in convoy/group, machine(s)s can be coupled with each other(if possible) (coupling/uncoupling to be done by the staff attached to the machine(s)), if not, then the lowest speed among all machine(s)s shall be observed by all machine(s)s. Machine shall maintain minimum distance of about 100 mtrs. from each other.

(6) While working the machines shall be accompanied by an engineering official not below the rank of SE/JE(P. Pay). He shall be available on machine, and shall be responsible for obtaining and clearing the traffic block and will issue track safe certificate etc.

(7) Rules for working of machine(s) in block section: -
(a) A maximum of five machines can be coupled together permitted to work in the block section.
(b) While moving in convoy the tail board/ flashing tail lamp should be fixed only in rear of the last machine in the direction of movement.
(c) Machine(s) when allowed to work in block section under traffic block may be allowed to follow a train in a block section having gradients not steeper than 1 in 400 during day time only. The speed of the machine(s) should not exceeding 40 kmph while following a train, and should be restricted 25 kmph where visibility is effected due to curve/cutting/tunnel or any other cause, Whenever a machine follows a train it should be accompanied by JE/SE (P. Way) and another competent engineering supervisor should remain at the station from which the machine(s) enters the block section, till it clears the block section at either end. Such working shall be prohibited during bad weather impairing visibility.
(d) The machine(s) shall work under traffic block. The JE/SE (P. Way) shall give requisition for obtaining the block to SM on duty, indicating the number of machine(s) which will work, the specific location where the machines will work, the duration of block required and whether the machines will proceed to the next station or return to the starting station after completion of work.

The SM on duty shall obtain the permission the Controller before granting traffic block. JE/SE (P. Way) will accompany the machines to its work site.

(8) Single line section -work and proceed-

(a) SM on duty will obtain Line Clear from the block station in advance, take 'OFF' the last stop signal, issue Caution Order indicating, duration, location, clearing station and the number of machine(s)s permitted to work within the block section. Signature of all JE/SE (TM) shall be obtained on the record foil of Caution Order and the Caution Order shall be handed over to the JE/SE (P. Way) along with token/table/PLCT (if applicable). The JE/SE (P. Way) shall travel on the last machine(s).

(b) (i) On competition of work, machine(s) shall be received by taking 'OFF' reception signals, station staff should be deputed to display proceed Hand signal at the foot of first stop signal till the last machine enters the stations.

(ii) On reaching the station in advance, JE/SE (P. Way) shall hand over the token/tablet, if any, on arrival of the last machine at the station. He will also certify that the block section is clear and is free from obstruction as well as certified fitness of track with speed restriction if any for train movement. Thereafter the SM on duty shall close the block section.

(9) Single line section- work and return-

(a) Worked with token/tabled instrument- SM on duty will obtain line clear from station in advance, take 'OFF' last stop signal, issue Caution Order indicating direction, location, clearing station and the number of machine(s)s permitted to work the block section and that the machine(s)s shall return to his station after working. Signature of all JE/SE (TM) shall be obtained on the record foil of Caution Order and the Caution Order shall be handed over to the JE/SE (P. way) along with token/table/PLCT. The JE/SE (P. Way) shall travel on the first machine(s).

On completion of work sub-rule 8(b) above shall be applicable.

(b) Single line worked with token less block instrument/BPAC-

SM on duty shall exchange Private Number with the SM on duty at the station at the other end of block the section on approved means of communication in token of obtaining traffic block, take out the shunting key. For working in the block section sub-rules 8(a) and (b) above shall be applicable except that in place of token/tablet, SH Key shall be handed over to JE/SE (P. Way).

(10) Double line section - work and proceed to next station on the right line-

(a) SM on duty will obtain line clear from station in advance, take 'OFF' departure signals, issue a Caution Order indicating the duration, location, name of the station where block will be cleared, to keep a sharp look at the trains passing on adjacent line, ensure their safety and number of machines permitted to work. Signature of all JE/SE (TM) shall be obtained on the record foil of Caution Order and the Caution Order shall be handed over to the JE/SE (P. Way). Authority to pass Advanced starter at 'ON' (T1307) along with Private Number received from station in advance shall also be given, Starter/Intermediate Starter may be taken 'OFF'. The JE/SE (P. Way) shall travel on the last machine(s).

(b) Sub-rule 8(b) shall be applicable. In addition, JE/SE (P. Way) will also certified that adjacent line is clear and free from obstruction.

(11) Double line section - work and proceed to next station on the wrong line-

SM on duty will take the line clear from station in rear on means of granting/obtaining Line Clear as prescribed under rule 6.24 (b) to (h) indicating the duration, location, station at which section will be cleared. Issue PLCT, a written memo to proceed in wrong direction and a Caution Order indicating the duration, location, name of the station where block will be cleared, to keep a sharp look at the trains passing on adjacent line, ensure their safety and number of machines that will work to the JE/SE (P. Way). Signature of all JE/SE (TM) shall be obtained on the record foil of Caution Order.

On approaching the next station after of the work, the operators shall bring, their machines to stop opposite the first stop signals pertaining to the right line or at the last stop signal pertaining to the wrong line (on which they were working) which ever they come across first. The SM on duty at the other end of the block section shall depute at railway servant at the foot of the signal (whichever the machines would encounter first) who shall stop the machines on danger Hand signal and thereafter pilot them into the station on a written authority issued by the SM on duty. If the operator(s) find that no railway servant has been deputed at the first stop signal to pilot the train into the station, rule 11.44 shall be observed.

JE/SE(P. Way) shall take action as prescribed under sub-rule 11(b) above.

(12) Double line section – work and return on right direction-

SM on duty will block forwarded the line as prescribed under rule 6.32. Issue Shunting Order (T 633) and a Caution Order indicating the duration, location. With a remark that after completion of the work, machine to return back, to keep a sharp look at the trains passing on adjacent line, ensure their safety and number of machines permitted to work to the JE/SE (P. Way). Signature of all JE/SE (TM) shall be obtained on the record foil of Caution Order.

On return after completion of the work, the operators shall bring, their machines to stop apposite the first stop signals pertaining to the right line or at the last stop signal pertaining to the wrong line (on which they were working) which ever they come across first. The SM on duty shall depute at railway servant at the foot of the signal (whichever the machines would encounter first) who shall stop the machines on danger Hand signal and thereafter pilot them into the station on a written memo issued by the SM on duty. If the operator(s) find that no railway servant has been deputed at the first stop signal to pilot the train into the station, rule 11.44 shall be observed.

JE/SE(P. Way) shall take action as prescribed under sub-rule 11(b) above.

(13) Double line section – work and return on wrong direction-

SM on duty will block back as prescribed under rule 6.32 the section. Issue Shunting Order (T 633) and a Caution Order indicating the duration, location, name of the station where block will be cleared, to keep a sharp look at the trains passing on adjacent line, ensure their safety and number of machines permitted to work to the JE/SE (P. Way). Signature of all JE/SE (TM) shall be obtained on the record foil of Caution Order.

On return after completion of the work, the operators shall bring, their machines to stop at the first stop signal. The SM on duty shall arrange to receive the machine(s) either by taking 'OFF' reception signal(s) or by deputing a railway servant at the foot of the first stop signal who will stop the machines on danger Hand signal and thereafter pilot them into the station on a written memo issued by the SM on duty. If the operator(s) find that no railway servant has been deputed at the first stop signal to pilot the train into the station, rule 11.44 shall be observed.

JE/SE(P. Way) shall take action as specified under sub-rule 11(b) above.

(14) Precautions-

(a) The JE/SE (P. Way) incharge of the machines shall be responsible for the protection of the work site and also for protecting of adjoining line in case of infringement on the adjacent line, if any. He shall also be responsible for safety of line after the working of the machines.

(b) Machine(s) working is likely to produce a dust and heavy noise. Temporary whistle board should be fixed near the adjoining line, which can be moved along with machine(s) worksite.

(c) All trains passing over the adjacent line(s) should be issued a Caution Order stating that machine(s) is working on the other line, the Loco pilot should keep a sharp look out, whistle intermittently, be prepared to stop observing Hand signal(s) at the site of work.

(d) The SM on duty as either side shall inform all the Gate man of L C gates equipped with telephone(s) connected with his station about the total number of machine(s)s permitted to work in the block section under exchange of private number. The JE/SE (TM) shall bring his machine(s) to stop before the L C Gate and pass the same only after ensuring that the L C Gate has been closed against the road traffic.

(e) While the machine(s) are moving in the block section in convoy, it will be responsibility of the operators of their machines to remain at a minimum distance of 100 mtrs. of each other. However, while the machine(s) are working the minimum distance between two machine(s) shall not be less than 50 mtrs.

(f) The JE/SE (P. Way) incharge shall be responsible to protect the site as prescribed under rule 12.05 (2).

(15) Stabling of machine(s)- Rule 11.63 shall be applicable.

(16) Procedure for working of Machine(s) in Automatic Block Signalling section-

Machine(s) shall work under the traffic block only. Rules pertaining to Absolute Block System shall be applicable on line and section on which machine is working as prescribed under sub-rule (7) to (14) above.

(17) Procedure for working of machine(s) in Ghat section-

(a) JE/SE(TM) must be in possession of competency certificate for Ghat section working or a Loco pilot having competency of Ghat section where machine(s) has to work, shall be deputed on machine(s).

(b) Brake power, Hand brake and emergency brake(s) shall be tested before starting.

(c) JE/SE(TM) shall not leave driving/working cabin of machine(s) in Ghat section.

(d) Skids/wedges shall be kept ready for use at all times.

(e) While going down the gradient, a locomotive shall be attached/ coupled in front of the machine(s) and it shall control all movements.

(f) While going up the gradient, a locomotive shall be attached/ coupled in rear of machine(s) direction and it shall control all movements as provided under rule 11.11.

(g) For working purpose, machine(s) shall be uncoupled and locomotive shall move along 25 metres away from the machine(s). After completion of work, machine(s) shall be coupled with the Locomotive. When the locomotive is uncoupled at least two trackman with skids/wedges shall be available on each machine to apply the same so as to prevent its rolling.

14.31 Rules for movement of Rail-cum-Road Vehicle (RRV)-

(1) Description- Rail-cum-Road Vehicle herein after referred as RRV is a self-propelled vehicle, which can run on railway track as well as on road. It shall be treated as a "train" as defined under rule 1.05(86) for the purpose of working.

(a) RRV vehicle is meant for maintenance only and will not be used for normal inspection.

(b) RRV will normally run on road, and would run on track only on the section where some maintenance work is required to be done. Its running on track shall be under traffic block only.

(c) In-charge of RRV- The RRV shall run under the charge of the JE/ SE (P.Way) who shall be personally responsible for all safety aspects regarding the movement of the RRV. He shall be responsible for taking block, removing the block, protection of line while the RRV is working as a train and also when it is "On tracked' or "Off tracked".

(d) The driver of the RRV, hereafter to be called the RRV Operator, and other staff on RRV shall work under direct supervision of the JE/SE (P.Way).

(e) While moving between stations, working in the block section and for stabling RRV shall be treated as machine(s) and rule 14.30 shall applicable.

(2) Rules for off/on tracking of RRV in block section-

(a) JE/SE (P.Way) in-charge of RRV shall give in writing to the SM on duty mentioning the L C Gate number at which RRV shall be off tracked/on tracked. SM on duty shall advise SM on duty at the other end of the block section under exchange of Private Number and the Controller before permitting JE/SE (P.Way) in writing for off tracking/on tracking of RRV. Before the off tracking/on tracking of RRV, JE/SE (P.Way) shall ask permission supported by Private Number, from the SM on duty from the nominated (as per the requisition given at the station) level crossing gate telephone.

(i) Where the gate is connected with a cabin, such exchange of information would be between the SE/JE (P.Way) and the Cabinman/ Switchman/ Cabin SM, who in turn shall exchange information with the SM on duty and shall act on the instructions of the SM on duty under exchange of Private Number.

(ii) On double line section SM on duty shall block the adjacent line also before permitting the RRV to be on/off Tracked. After ensuring that there is no train is in movement on other direction on double line section SM on duty shall give his Private Number to the JE/SE(P.Way) confirming his permission to on/off Track the RRV.

(iii) During the off tracking/on tracking procedure the flasher lights shall be switched on.

(iv) As soon as the RRV becomes off track and comes out of level crossing gate, JE/SE (P.Way) incharge of RRV shall give the Private Number to the SM on duty for clearance of track as well as for removal of block. SM on duty will inform the Controller and SM on duty at the adjoining station of the block section under exchange of Private Numbers regarding the clearance of the block.

(v) If the L C Gate telephone of the nominated L C Gate where the RRV is to be off tracked/on tracked has become defective the RRV shall be off tracked at the next manned level crossing gate with telephone, or in the next block section.

(vi) During the on tracking/ off tracking the position of the Gates would be treated as open and precautions/procedure for opening of gates as prescribed under these rules will be followed by the gateman.

(vii) When RRV is to be off tracked/on tracked at a level crossing gate within station section, the same shall be done only at manned gate provided with telephone/interlocked gate.

(viii) Such off tracking/on tracking shall be done with prior written permission of the SM on duty.

(ix) Off tracking/on tracking shall be done only at the nominated line, which shall be treated as blocked once the off tracking/on tracking operation has started.

(x) The LC Gate shall be closed only after the JE/SE (P.Way) has confirmed in writing that the RRV has been off tracked/on tracked from the/at the nominated line (line number to be mentioned) and that all other lines are free of obstruction.

(xi) SM on duty shall resume normal operation after this has been confirmed by the cabinman/ gateman/ switchman/ cabin SM under exchange of Private Number.

C- Private Locomotives and Vehicles

14.32 Private locomotives and vehicles -

No locomotive or other vehicle, which are the property of a private owner, shall be allowed to enter upon the railway, except in accordance with special instructions.

CHAPTER XV
LEVEL CROSSING

15.01 Traffic and Engineering Gates: -

(1) Traffic Gates –

(a) The manning and operation of the gates at level crossings located between the outermost stop signals shall be under the control of SM. The level crossing and structures pertaining thereto shall be maintained by the Engineering Department.

(b) The operation of which L C Gates whether protected by signal or not shall be as per SWR.

(2) Engineering Gates –

(a) Level crossings beyond the outermost stop signals shall be under the control of the JE/SE (P. way) both as regards to their operation and maintenance.

(b) Where the level crossing is protected by signals, fixed signals shall be provided in each direction in accordance with rule 4.13.

(3) The maintenance of signals, interlocking and communication equipments will rest with the S&T department in the case of all L C gates, whether located within or outside the outermost stop signals.

(4) At all level crossings the maintenance of road surface shall be done by engineering departments.

(5) (a) The working instructions including the signalling diagram of level crossings equipped with gate signals and situated beyond the outermost stop signals in either direction of a block station and/or provided with telephone connections with the adjacent station shall be kept at the gate-lodge. A copy of the working instructions shall also be kept at the station concerned.

(b) The working instructions of all level crossings provided with telephone connections with adjacent station and whose operation is governed by that station under special instructions, should be incorporated as an appendix to the SWR of that station. Copy of these working instructions should be kept at the gate lodge.

15.02 Appointment of Gateman: -

(1) A railway person appointed as a Gateman must be in possession of a valid certificate of competency which will be valid for a period for a period of three years and issued by authority so nominated either by Sr. DOM or Sr. DEN for traffic and engineering gates respectively.

(2) Other railway servant(s) if required to work as Gateman should be tested by the SE (P. way) or TI as the case may be, to ensure that he is competent to work as Gateman. A certificate to the effect shall be issued by them, the validity of which shall be for a period of one year.

15.03 Classification of level crossings: -

(1) Each level crossing shall be classified into different classes depending on the quantum of road and rail traffic across the level crossing. The norms of classification of L C Gates as well as their normal position i.e. whether open or closed to road traffic shall be laid down by Railway Board.

(2) Change in class of level crossing gate, manning, de-manning or closure of LC Gates and change in normal position of LC Gates from ‘Closed to Road Traffic’ to ‘Open to Road Traffic’ or vice versa shall be done only after necessary approval of COM or any other officer entrusted with this responsibility on this behalf has been obtained.

(3) Working instructions for manned LC Gates and instructions for working emergency key chain interlocking at LC Gates shall be included as appendix 'A' of SWR of that station.

15.04 Whistle Boards: –

(1) Whistle Boards shall be provided at a distance of not less than 600 mtrs. away from the unmanned level crossing(s). Whistle Board shall also be provided at such manned level crossing(s), outside the Station Limit where a clear view of the line from level crossing is not available for at least 500 mtrs.

However, the distance of whistle board for unmanned level crossing on single line section where visibility is clear may be reduced upto 350 mtrs.

(3) Sounding of locomotive whistle while approaching level crossing: –

On seeing a Whistle Board, the Loco Pilot shall whistle freely upto the level crossing to attract the attention of the road users and to warn them as well as the Gateman, if any, about the approaching train.

15.05 Supply and care of equipment: -

(1) Every gate shall be equipped with equipments as prescribed under special instructions.

(2) The JE/SE (P. way) or SMs shall ensure that all the prescribed equipments are available and maintained as per norms prescribed by special instructions at the gates under their charge.

15.06 Gate lamps: -

(1) Gate lamps and indicators shall be provided at each L C Gate to warn the road users whether the L C Gate is open or not.

(2) The aspects and indications of gate lamps and indicators shall be as under-

(a) Gate lamp should be mounted preferably in rectangular sockets over gates so as to give correct indication to road users.

(b) For road users, lights on gates lamps at night shall be red when either of the gate leaf/barrier is closed to the road and white when both gate leaves/barriers are open to the road.

15.07 Locking arrangements at L C Gates: –

Barrier against road traffic at a L C Gate may be in the form of lifting barriers, movable gates of approved design, chains, wire rope etc. or any other arrangement approved by Railway Board. When closed against road traffic, they shall be securely locked.

15.08 Road Traffic and position of L C Gates: –

(1) The normal position of L C Gates interlocked with signals will be kept open to road traffic and may only be closed against the road traffic for the passage of trains or for any other railway operation. Train movement at such L C Gate shall be done by taking 'OFF' gate signal(s).

(2) Except otherwise permitted by special instructions, all non-interlocked gates at level crossings shall be kept constantly closed and securely locked 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 railway administration may permit L C Gate not protected by signals to be normally kept open to road traffic, keeping in mind local conditions such as curve, gradient, visibility etc., the nature and volume of rail and road traffic, prescribing suitable conditions under which they shall be closed against road traffic for passage of trains or any other railway operation.

Such permission, so long as they are not cancelled or superseded shall for the purpose of provision of Section 60 of the Act be deemed to be General Rules.

(3) If for any reasons the gates at level crossings cannot be so closed/locked 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 stipulation laid down under rule 12.05 &15.11.

(4) Gateman, where provided shall, at all LC Gate be prepared, whenever such LC Gate be open to road traffic, to show a stop Hand signal to any approaching train.

(5) Where no Gateman is provided for night duty at a level crossing, the gates shall, be locked at night and opened only to pass road traffic in such a manner as may be prescribed in SWR. However, in sections where there is no train movement at night, the LC Gates in such sections may be kept open for road traffic.

15.09 Gateman to observe passing trains and position of Gateman:-

(1) 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.

(2) At each manned level crossing, the Gateman should stand attentively facing the track at a place nominated in SWR/Gate working instructions in the manner indicated below: —

(a) During daytime he should hold red and green hand signal flags, furled up on separate-sticks with the red flag in his active hand.

(b) During night time he should hold a lighted hand signal lamp with white light.

(3) The Gateman shall watch all passing trains and keep a sharp look out for any unusual condition like hot axle, hanging part of any vehicle on fire, load shifted, etc. In case he notices the above or any other danger to safe running of the train, he should take prompt action to warn the Loco pilot and Guard by showing the danger signal and advise the Loco pilot and Guard through approved means of communication (if provided to him).

If train crew fail to take notice or act upon the Gateman's signal he shall immediately inform the SM/Gateman of the gate in advance through approved means of communication (if provided to him) to take appropriate action.

(4) The Gateman should also be prepared to repeat any signal, which Guard may have occasion to give to the Loco pilot.

(5) Loco pilot and Guard should be on the lookout for such danger signals from the Gateman.

15.10 Channel for flange of wheels: -

(1) The Gateman shall see that the channel for the flange of the wheels is kept clear.

(2) In the case of L C gates which are operated from nearby cabins or by Pointsman deputed from the stations, the cleaning of the channel for flange of wheels shall be done by keyman/trackman.

15.11 Defects at level crossings: -

(1) (a) If any gate or the fastenings thereof, or any fixed signal pertaining to the gate becomes out of order the Gateman shall-take action to close the gates, if possible, against road traffic. After closing the gates, Hand signal the train past the level crossing.

(b) In case the gate cannot be closed due to defect in barrier/leaves/chains or for any other reason, the Gateman shall place on track a banner flag at a distance of 5 mtrs. from the gate during day and red light by night. While doing so he should take care that on a double line/multiple line/twin single line, banner flag is placed on the line and direction from which the train is expected first and thereafter on the other side and on other lines on either side of the gate. Similarly on single line the gateman shall place banner flag in the side from

which the train is expected first thereafter in the other direction. Thereafter he should Hand signal the trains.

(c) The Gateman shall report the fact to SM on duty of the station controlling the gate and his superior or the nearest P. way Mate.

(2) (a) In multiple aspect colour light signalling territory Gate stop signal controlling movement over an interlocked LC Gate shall display 'Caution' aspect when emergency key chain working is in use.

(b) On account of emergency key chain working when such a stop signal or a Gate stop signal in block section controlling movement over an interlocked LC Gate displays 'Caution' aspect, the Loco pilot shall proceed cautiously, upto level crossing and when train locomotive clears the level crossing, he shall resume normal speed subject to other speed restrictions in force, if any.

15.12 Obstruction at level crossing: -

Every Gateman, on noticing any obstruction on the line, shall at once remove it or, if unable to do so, shall-

(1) take action to ensure that the fixed signals, if any, protecting the gate are kept at 'ON'.

(2) advise the SM on duty of the controlling station. On advise from the Gateman, the SM shall ensure that-

(a) train movement from either direction in the obstructed section is immediately stopped. The train(s) are dispatched only after advising the Loco pilot and Guard through Caution Order.

(b) arrange for assistance to remove the obstruction.

(c) advise the concerned staff responsible for maintenance of the gate (in case the L C Gate is damaged).

(3) show stop hand signal and do his best to stop approaching train(s) and protect the gate as prescribed under-

(a) On Single Line-

(i) The Gateman shall advice the Loco pilot of approaching train through approved means of communication (if provided to him).

(ii) Place banner flag fixed on the staff on the track 5 mtrs. from the obstruction in the direction from which the train is likely to approach first.

(iii) Place another banner flag fixed on the staff as above in the opposite direction.

(iv) Thereafter, he will proceed in the direction from which train is expected first, exhibiting stop Hand signal to any approaching train in that direction and protect the line by fixing detonators as laid down in rule 12.05(1).

(v) After protecting the line from one side, protect the line in the other direction by fixing detonators as above.

(vi) Then stand at the level crossing and clearly exhibit stop Hand signal to warn the Loco pilot of an approaching train.

(b) On double line:-

(i) The Gateman shall advice the Loco pilot of approaching train(s) through approved means of communication (if provided to him).

(ii) If only one line is obstructed, it should be protected in the manner prescribed in sub-rule (a) (i), (iii) and (v) above.

(iii) If the obstruction has also fouled the adjacent line(s), action should be taken first to protect such line (s) by placing a banner flag on the track 5 mtrs. from the obstruction in the direction from which the train is likely to approach the level crossing first. The Gateman should then proceed

further in the same direction exhibiting stop Hand signal to any approaching train and protect that line by means of detonators as laid down in rule 12.05(1). After protecting the adjacent line, the Gateman should protect the other line(s) as per procedure laid down in sub-rule (2)(a) above. The Gateman shall then stand at the level crossing and clearly exhibit Stop hand signal to warn the Loco pilot of an approaching train.

(c) On Twin Single Line/Multiple line section:-

Each line shall be protected, according to the procedure laid down under sub-rule (2)(a) above, care being taken to protect the adjacent line first, in case the same has been fouled by the obstruction.

Note:- During night time or bad weather impairing visibility, the banner flag shall be replaced by the red lamp.

(4) In case of an obstruction at level crossing protected by fixed signals if the Gateman is unable to remove the obstruction, he shall take immediate action to protect the line as follows -

(a) If signals protecting the level crossing gate are operated from Cabins/ Stations: -

Inform the Cabinman / Switchman / SM on duty to maintain the necessary signals at 'ON' and then take action to protect in a manner prescribed under sub-rule (1) above.

(b) If signals protecting L C Gate are operated from gate panel/lever frame:—

Maintain the necessary signals at 'ON' and then take action to protect in a manner prescribed under sub-rule (1) and also inform the SM on duty.

(c) In case of Gate signals light not lit due to any reason in colour light signalling territories L C Gate shall be protected by placing the banner flag as per sub-rule (3) above.

Note: -Gateman of those engineering level crossings which are situated outside station limits and protected by fixed signals shall place detonators outside the signals at such distance and in manner as indicated in rule 12.05(3), if gate signal arm/back light cannot be clearly seen by Gateman in bad weather impairing visibility.

15.13 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 and by moving a green flag by day and a white light by night up and down vertically as high and low as possible or through approved means of communication, if provided. In addition, he will also inform the SM of the station controlling the gate through gate telephone or other means of communication if available.

15.14 Trespassing: -

Every Gateman shall, as far as possible, prevent any trespassing by persons or cattle.

15.15 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.

15.16 Height gauges: -

(1) On electrified sections, adequate arrangements shall be made to erect height gauges on either side of the OHE or other equipment at every level crossing so as to ensure that all vehicles and moving structures passing under the height gauge also pass under OHE or other equipment with adequate clearance.

(2) The adequate clearance referred to in sub-rule (1) shall be prescribed by railway administration.

(3) Vehicles and moving structures, which cannot pass under the height gauge without striking or touching it, shall not be permitted to pass the OHE or other equipment except in accordance with special instructions.

CHAPTER XVI
WORKING OF TRAINS ON ELECTRIFIED SECTIONS OF RAILWAYS

16.01 Applicability of General Rules: -

(1) All rules referring to the working of trains also apply to electrified sections except as otherwise provided in the rules contained in this chapter.

(2) All officials connected with OHE and 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.

16.02 Special definitions applicable to this Chapter :-

In these rules, unless the context otherwise requires-

(1) "apparatus" means electrical apparatus and includes all machines, fittings, accessories and appliances in which conductors are used;

(2) "bare" means not covered with any insulating material;

(3) "cable" means a length of insulated single conductor or two or more of such conductors, (solid or stranded) each provided with its own insulation, which are laid up together. Such insulated conductor or conductors may or may not be provided with an overall mechanical protective covering/armoring;

(4) "caution notice" means a notice attached to or placed in the danger zone of live equipment calling attention to the danger of touching or interfering with such equipment and bearing the words 'Caution-Live Equipment';

(5) "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. 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';

(6) "conductors" means a body or substance which offers a low resistance to the passage of an electric current;

(7) "contact wire" means an overhead conductor from which electric power is supplied to electric rolling stock;

(8) "cut-out (fuse)" means any appliance for automatically interrupting the transmission of energy through any conductor when the current rises above a predetermined value;

(9) "danger" means danger to health or to life or any part of the 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;

(10) "danger notice" means a notice attached to dead equipment to convey a warning against such equipment being made alive and bearing the words 'Danger-Men Working';

(11) "danger zone" means the zone, lying within 2 metres of any live equipment in the 25KV AC traction system or 1 metre in case of 1500V D.C system in which no work is permitted, when the equipment is alive. Notwithstanding the above, the Loco Pilot of an electric locomotive 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;

(12) "dead equipment" means any electric equipment which is not electrically live;

(13) “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;
(14) “distribution system’ means system of electrical equipment by means of which electrical energy in the form of alternating or direct current is distributed over a given area;
(15) “dropper” means a fitting used in OHE for supporting the contact wire from the catenary;
(16) “earth” for the purpose of the OHE only includes the track return circuit and the structures supporting the OHE, provided such structures are connected to earth or track return;
(17) “earthed or connected to earth” means connections with the general means of earth in such a manner as to ensure at all times an immediate discharge of energy without danger;
(18) “electrical equipment” means any apparatus which is used for generation, transmission or utilization of electrical energy;
(19) “electrified track” means track provided with OHE;
(20) "electrical way and works" means the traction installations including OHE and other connected works provided on the electrified sections of the railway;
(21) “emergency telephone” means a telephone circuit provided along track side for connecting to the traction power controller(TPC);
(22) "feeding post" means a supply control post, where the incoming feeder lines from grid sub-station are terminated;
(23) “grid sub-station or sub-stations” means an electrical installation equipped with transformers and switchgear from which power is supplied for electric traction;
(24) “guarded” means covered, shielded, fenced or otherwise protected by means of suitable casing, barrier, rails or metal screens to remove the possibility of dangerous contact or approach by persons or objects to a point of danger;
(25) “insulated (air-gap) overlap span” means an arrangement of OHE 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;
(26) “lineman” means a person authorised to inspect and work on the overhead lines and switches in relation therewith;
(27) “live equipment” means any electrical equipment which is electrically live;
(28) “master controller” means a controller in the driving compartments of electric locomotives, motor coaches and driving trailers, which are not included in the main circuit of the controlled motor or motors but which operate other controller or contactors by means of control circuit thereby controlling the supply of electrical energy to the traction motors;
(29) “motor coach” means a coach equipment with traction motors and with the necessary control and power apparatus for operating them;
(30) "neutral section" means a short section of insulated and dead OHE which separates the areas fed by adjacent sub-stations or feeding post;
(31) “pantograph” means a collapsible device mounted on and insulated from the roof of an electric locomotive or motor coach and provided with means of collecting current form the OHE;
(32) " power block" means blocking of a section of line to electric traffic only;
(33) “rail bond” means an electrical connection across a joint in or between adjacent lengths of rail;

(34) “reversing handle” means a handle which controls the forward and reverse running of the traction motors and is fitted in such a manner that it can only be removed when the master controller is locked ‘OFF’;

(35) "supply control post" means an assembly of interrupters, isolator switches, remote control equipment and other apparatus provided for controlling power supply to OHE. It includes feeding posts, sectioning and sub-sectioning posts, paralleling posts and sub- paralleling posts;

(36) “switching stations or supply control post” means an outdoor assembly of interrupters, isolator switches and other apparatus (including remote control equipment installed in a cubicle), provided for controlling power supply to OHE. It includes substation feeding posts, sectioning and paralleling posts, sub-sectioning and paralleling posts, yard supply posts and track sectioning cabins;

(37) "tower car" means a self-propelled vehicle which is used for the maintenance and repairs of OHE;

(38) “traction loco controller (TLC)” means an official who will be responsible for booking of electric locomotives and running staff to meet the requirements of the traffic;

(39) "traction power controller (TPC)" means a competent railways servant who may for the time being be responsible for the control of power supply on the traction distribution system;

(40) “traction power distribution system” means distribution system provided for traction purposes;

(41) “transmission line” means cables or bare overhead conductors by means of which electricity is transmitted between various parts of a distribution system.

16.03 Inspection of electrical way and works -

(1)(a)The duties of JE/SE (P. way) as defined in rules 14.01 to 14.10, wherever applicable to electrical way and works shall devolve on the JE/SE (OHE) so far as these duties relate to the respective items of electrical way and works in their charge.

(b) The duties of the P. way Mate, wherever applicable to OHE, shall devolve on the OHE Linesman.

(c) If due to any defect or damage to the OHE it is necessary to lower pantograph(s) over any particular section of the running line(s), the traction official concerned shall communicate with the TPC, who, in turn, shall advise the Controller for arranging the issue of necessary Caution Order by the concerned SMs on duty to the Loco pilots. The Caution Order shall specify the kms. and structure numbers between which the Loco pilot shall lower the pantograph(s) and coast through. In addition, the traction official, asking for the Caution Order to be issued, shall arrange with the JE/SE (OHE) for the exhibition of suitable indication boards marking the beginning and end of the affected section in which Loco pilots shall coast through with lowered pantograph(s).

(2)(a) The inspection of OHE and electrical equipment at supply control posts shall be carried out periodically in accordance with instructions issued by the concerned railway administration.

(b) Electrical equipment in rolling stock shall be inspected periodically in accordance with instructions issued by the concerned railway administration.

(c) (i) Loco pilots of electric rolling stock shall, as far as possible and without interfering with their primary duties, keep a watch on the OHE while on run and/or otherwise.

(ii) When a defect on the OHE, which is likely to interfere with the smooth movement of the pantograph or cause damage to it, is noticed ahead, the Loco pilot shall trip the circuit breaker and immediately lower the pantograph(s). The Loco pilot should make on emergency stop if considered necessary.

(iii) If a Loco pilot notices slight damage to OHE (such as slight break away of the contact wire from the droppers or catenary), he may coast under the defective section, but the defect shall be reported to the TPC through the nearest emergency telephone circuit or through approved means of communication.

(iv) In the case of breakdown of OHE requiring trains on adjacent line to be stopped, the Loco pilot noticing such a breakdown shall immediately switch 'on' flasher light of his locomotive/driving cab and bring his train to a stop and arrange protection in accordance with rule 12.05(1). In the case of a breakdown in automatic signalling territory protection will be done in accordance with rule 12.05 sub-rule (1). Thereafter, he will take immediate action to advise the TPC on the nearest emergency telephone giving details of the breakdown or through approved means of communication. The TPC, on receipt of such message, will pass on suitable instructions to the Controller and if necessary, advise him to stop running of trains in the affected section.

(d) (i) All breakdowns or defects, noted in the OHE or any other traction equipment, including continuity bonds, joint bonds, cross bonds, structural bonds and impedance bonds by any railway employee, shall be reported immediately to the TPC or the SM on duty at the nearest station. The SM on duty, to whom such breakdowns or defects are reported shall convey the information immediately to the TPC through the Controller. The TPC shall advise JE/SE (OHE) or the AEE (TRD). In case of impedance bonds, the JE/SE (Signal) shall also be advised.

(ii) In case of breakage of an overhead line, the railway employee detecting it shall ensure that no person comes into contact with the line until an authorised person arrives on the spot. The authorised person will take immediate action to make the affected line dead and earthed.

(e) (i) All overhead line staff, when on patrol, shall watch the pantographs of passing electric rolling stock and if any defects are noticed, they should immediately try to attract the attention of the Loco pilot/Guard to stop the train by displaying Hand signals or by gesticulation or through approved means of communication. If, however, they are unable to attract the attention of Loco pilot/Guard, they must immediately report to the TPC through the emergency telephone circuit or approved means of communication, giving full particulars including number of the rolling stock, nature of defect and the time when the defect was noticed.

(ii) TPC shall communicate reports of the defective pantograph to the TLC who shall arrange to have the electric rolling stock stopped as soon as possible for examination of the defective pantograph.

(f) JE/SE (OHE) shall be responsible for the proper and efficient maintenance of all breakdown equipment, wiring train(s), tower car(s), breakdown road vehicle(s), so that they are always in a state of good working order and fully equipped so as to be ready for service at all times.

16.04 Custody of keys and operation:-

(1)(a) The key(s) for all outdoor switch(s) shall be kept in locked glass fronted box(s) in the custody of SM on duty, or other such person(s) stationed conveniently near the switch(s). The key(s) shall be issued on demand only to authorised person, whose signature for receipt shall be obtained in a book maintained for this purpose.

(b) Chamber(s) or enclosure(s) containing live equipment shall be kept closed and locked, with the key(s) in the custody of the authorised person. A duplicate key(s) shall be kept in a box with a fixed glass fronted cover at a place to be notified by the Sr.DEE/DEE (TRD). The key(s) may be removed by breaking open the glass cover of the box, in case of emergency, by an authorised person. A record shall be maintained of every such use of the key(s). In the event of breaking of the glass of the key box, the key(s), will be kept in safe custody of the SM on duty, until the glass is replaced. The TPC will keep a record where such key(s) are kept so that, in an emergency, he will be able to direct the parties accordingly. When the glass cover is broken to obtain the duplicate key(s), the concerned SE (OHE) shall be immediately advised to replace the glass. The person replacing the glass shall obtain the signature of the authorised person who shall record the date of replacement.

(c) Any person, while working in a chamber(s) or enclosure(s) containing electrical equipment which under normal conditions is alive, shall retain the key(s) of the chamber(s) or enclosure. The key(s) shall be returned to the person in whose custody it is normally kept, immediately after the chamber(s) or enclosure(s) has been locked.

(d) Permit-to-work cards shall not be cancelled until the key(s) has been returned to the box or to the person in whose custody it is normally kept.

(e) Keys mentioned in rule 16.04(1) (a) to (d), shall be kept in glass front boxes duly painted / marked / tagged with their identity

(2)(a) In emergency, SM on duty or an authorised person shall operate switch(s) according to specific direction of the TPC.

(b) In the event of a fault in the OHE necessitating isolation of a section of OHE in addition to the faulty one, the JE/SE (OHE) or an authorised person shall arrange with TPC to isolate the healthy section.

(c) Should the TPC wish to have any isolator switch opened or closed he shall ask the JE/SE (OHE) or SM on duty or any authorised person to carry out the required switching operations. The person concerned shall after carrying out the orders lock the switch either in ‘open’ or ‘closed’ position, as the case may be and inform the TPC of the action taken. He shall not part with the key until receipt of further orders from the TPC. A record of every such operation shall be maintained by the person concerned. Each instruction for closing or opening the isolators shall be confirmed by exchange of Private Numbers.

(d) Every SM on duty, or the authorised person shall be fully aware of the location of isolator switches provided for the control of power supply to OHE at his station or near his work place and shall be conversant with the correct method of opening and closing the same in an emergency.

(e) Such SM on duty authorised person shall hold a certificate of competency valid for three years for operating the overhead switches; issued by Principal ZRTI or in case the railway servant has not worked in the electrified section for one year or more such a certificate shall be issued by Sr.DEE/DEE(TRD) valid for one year or for an earlier date when he is due for refresher course.

(3)No person other than authorized maintenance staff, their assistants when accompanying them and persons provided with special permits issued by Sr.DEE/DEE (TRD) shall be admitted to supply control posts except the following:-

(a) A person escorted by the concerned Sr.DEE/DEE/AEE (TRD).

(b) A doctor summoned to attend an accident case.

(c) Electrical Inspector to Government for the railway area concerned.

(d) A person required by an officer to speak from a telephone installed in the premises.

(4) No person below the rank of an Operator or Linesman shall be allowed to enter an unattended supply control post alone.

16.05 Protection of worksite and staff:-

(1) Presence of a responsible person:- When repair or adjustment to OHE makes it necessary for a train to proceed cautiously, an authorized person shall be present at the site of work and shall be responsible for showing the signals prescribed in rule14.09.

(2) Issue of Caution Orders:- Before commencing work on OHE or in cases of breakdown of OHE, when it is necessary for a train to proceed cautiously, the JE/SE (OHE) concerned, shall arrange for issue of Caution Order(s) to Loco pilot of all trains as provided in the rules.

(3) No alteration or addition (whether permanent or temporary) shall be made to any equipment so as to infringe standard dimensions. If an infringement is unavoidable, sanction shall first be obtained from the concerned Sr.DEE/DEE (TRD).

(4) It must be ensured that coach/wagon /locomotive/crane fitting(s) or mast(s) do not foul the OHE.

(5)(a) No crane shall be worked adjacent to traction OHE unless such OHE is made dead and earthed by the OHE staff. All movements of the crane jib shall be carefully controlled so as not to foul the traction OHE.

(b) Except in an emergency, 24 hours' notice of intention to work a crane adjacent to OHE shall be given to the concerned Sr.DEE/DEE (TRD) in order to make arrangement for OHE staff to standby. When possible, the working of cranes shall be included in the weekly programme.

(6) No conductor shall be erected over or alongside an electrified track unless it is adequately guarded in accordance with the rules laid down by the railway administration. This guard shall be effectively connected to earth.

(7)(a) No work on live or an unearthed indoor or outdoor equipment above 400 volts is permitted. The only occasion when maintenance staff may work on unearthed equipment, after it has been isolated, is for the purpose of taking 'insulation tests'. On completion of tests the equipment shall be earthed before any other work is started.

(b) Earthing of feeder lines:- After the feeder is made dead, it shall first be discharged by throwing an earthed chain over the conductor. The feeder line shall be then connected to earth by means of a stranded copper cable of adequate size securely connected to earth and the conductor.

(c) Interrupters or Isolator:- Switch(s), which have been opened for the purpose of isolating electrical equipment for maintenance, shall have a danger notice displayed in a prominent position on the interrupter operating handle of the switch(s) or on the enclosure containing isolator switch(s) and control apparatus as well as on the corresponding, switch(s) in remote control centre.

(d) Work in the danger zone of OHE:- Before any work is undertaken on a section of OHE, which is normally alive, or on any part of the structure within danger zone, the OHE shall be made dead and earthed. A minimum of two earths shall be provided, one on either side of the working party. In case the work is spread over several sub-sectors, additional earths shall be provided close to the feeding points of supply control posts involved.

(e) Work at insulated overlap spans (air-gap sections):- No work shall be attempted on insulated overlap spans or on section insulators unless the adjoining section(s) of OHE on either side are made dead and earthed. In the case of a sectioning point, the isolator switch(s), the bridging or sectioning interrupter bridging the overlap span shall be closed.

(7) Precautions to be taken by staff- Where OHE for two or more tracks is supported on one structure and work has to be done on the OHE of one track while the OHE of adjacent track(s) is alive, access to the OHE to be worked on shall be direct by ladders, trestles or similar means but not by supporting structure. Staff shall not, in any circumstances, walk or climb across live OHE by means of the supporting bridge to gain access to the OHE to be worked on.

(8) Working on service buildings and structures in the vicinity of live equipment:-

(a)(i) Railway servant, when required to carry out work on service buildings and structures in proximity of OHE, shall exercise special care to ensure that tools, measuring tapes, materials, etc, are not placed in a position where they are likely to fall on or make contact with electrical equipment.

(ii) Wherever such work has to be carried out under conditions which involve risk to the workmen or other person(s), arrangement shall be made for authorised OHE staff to be present who shall take such precautions as may be necessary for the safety of the person(s) concerned.

(b) Protection of the maintenance parties:-

(i) A working party shall not commence or carry out any work on or adjacent to OHE involving danger to trains or traffic without the consent of the Sr. DEE/DEE/AEE (TRD) and permission of the Controller.

(ii) No person shall disturb the OHE or carry out bonding or other work in such a way so as to obstruct the line and necessitate the showing of danger signals—

- Until such signals have been shown and
- If within the station limits, he has obtained the written permission of the SM and all the necessary signals have been placed in the 'On' position.

When such work is to be undertaken, the traction official responsible for the work shall advise the SMs on duty concerned and arrange for showing the necessary danger signals.

(iii) When defects are noticed on OHE which are likely to cause damage to pantographs or when emergency repairs are being effected to the OHE and it is not possible to convey the information to the SMs on duty concerned to enable him to issue Caution Order(s), the line(s) shall be protected in accordance with rule 12.05(1) and 14.09.

(c) Protection of staff-Every member of the staff shall provide for his own protection, independent of every other member except when one is assisting another in which case, the person in charge of the work is responsible for the proper protection of himself and his assistants.

(d) Working on structures supporting live OHE -

(i) No person other than OHE staff shall climb or work on any structure which supports the OHE without having received a permit-to work card. No work shall be carried out on any structure nor any thing affixed to a structure without the written permission of the Sr.DEE/DEE (TRD).

(ii) Before work is commenced on a structure supporting over-head equipment, the limits of danger zone(s) shall be protected by a red disc during day and a red light at night, which shall be placed at a suitable position so as to be clearly visible.

(iii) When work is to be carried out in the danger zone of a structure after the OHE is made dead, no staff other than the person authorised to test and earth the OHE shall attempt to climb a structure, until he personally has received definite instruction(s) to climb the structure from the person in-charge of the working party and no message or signal other than the instruction(s) is permissible.

(iv)The instruction(s) may be conveyed from the person in charge of the party to workmen by another person(s). Such a person(s) be individually deputed as a messenger by the person in charge of the party and shall be not below the rank of linesman.

(v) Person(s) deputed as laid down under rule 16.05(8)(d)(iv) to convey instruction(s) to workman, shall be made known to the workmen previously and the workman shall be advised that orders regarding the climbing of structure shall on no account be accepted from any other person(s).

(vi) The person in charge or the person(s) deputed under rule 16.05 (8)(d)(iv), shall, before instructing his men to climb a structure, explain as to which section of OHE is dead and which section is alive and which part(s) of the structure are safe to work upon. The person in charge or the person(s) deputed under rule16.05(8)(d)(iv) shall satisfy himself that his explanation is clearly understood by all the workmen whom he has instructed to climb the structure.

(vii) It shall be the responsibility of every person conveying instruction(s) to climb structure(s) to see the danger discs(s) or lamp(s) are correctly fixed before the work is commenced.

(viii) On structures spanning multiple tracks where work is being carried out adjacent to one or more sections of OHE, the person in charge shall ensure, before any of the line(s) are made alive on completion of work, that all men and materials adjacent to the line(s) have been withdrawn from the danger zone and if work is to continue on other part(s) of the structures, that the danger discs or lamps have been moved to indicate the changed danger zone.

(e) Painting of structure: - Only after permit-to-work has been received and OHE has been correctly earthed, portion(s) of track structure(s) within danger zone may be scraped, cleaned or painted. Other portion(s) of structure(s) of OHE may be cleaned and painted while the overhead line(s) are alive unless special condition(s) at site render it unsafe, in which case the work shall only be done after making the equipment dead and earthed.

16.06 Permit-to-work on electrical equipment: -

(1) Permit to work shall be issued by Sr. DEE/DEE (TRD), who can delegate this to TPC who shall issue the 'Permit to work' on their behalf.

(2) If work is to be carried out adjacent to the electrical equipment or any other part thereof by other than the competent railway servant, such work shall be done only when and for such time as the person-in-charge of the work has obtained a written permit-to-work, duly signed and given by the railway servant authorized for the purpose. He, in turn, shall issue the same only with the knowledge of the TPC.

(3) Work in the danger zone of traction equipment or OHE-
Before commencing work and for the whole time that work is being performed on any part of the electrical equipment, that part of the electrical equipment, or adjacent thereto, shall be made dead and earthed save and except as provided in these rules. A permit-to-work shall be obtained in accordance with sub-rule 16.06 (b).

(4) Procedure for arranging power blocks in electrified sections-

(a) When a power block has been sanctioned, TPC shall issue to the Controller a power block message in either through messenger or by approved means of communication with exchange of Private Numbers. The Controller shall get confirmation from the SMs on duty that the section will be blocked for electric traction. He shall then, either return one copy of the written message duly acknowledged indicating thereon the time from which the block will be given or send a phone message to the TPC giving the same information supported by a Private Number. The TPC will thereafter arrange to isolate and make dead the portion(s) of electrical equipment concerned at the time indicated by the Controller and issue a permit-to-work thereon.

(b) However, in case of an emergency the TPC shall switch 'off' the power first and then advise the Controller of the power block imposed and reasons for doing so.

(c) When permit-to-work on the portion of electrical equipment has been cancelled and the TPC has restored normal conditions, he shall cancel the power block message issued to the Controller, either by message sent in duplicate or on approved means of communication with exchange of Private Numbers.

(5) Method of obtaining permit-to-work in the danger zone of traction electrical or OHE:-

(a) For work by authorised person(s):-

(i) Excepting as detailed sub-rule (8) below permit-to-work shall be obtained by authorised person(s) from the TPC who shall carry out through remote control or order the switching operation(s) necessary to isolate the portion of the equipment concerned. When the TPC receives confirmation that the switching operation(s) has been correctly carried out, he shall inform (through approved means of communication with exchange of Private Numbers) the authorised person stating clearly that the electrical equipment has been made dead. This information shall constitute a permit-to-work. 'Permit-to-Work' will be issued in this manner only to authorised person(s) not lower in grade than a Linesman.

(ii) On receipt of a permit-to-work and before work is commenced, the electrical equipment specified shall be earthed as per rules in force. Each working party shall be protected by independent earths.

(iii) On completion of the work the person who had received the permit-to-work shall ensure that all men and materials have been withdrawn from the electrical equipment and its vicinity. He shall then remove the earth and inform the TPC either by written memo or through approved means of

communication supported by a Private Number that the work for which the permit-to-work was issued has been completed, men and materials have been withdrawn from the specified electrical equipment and it may be made alive. Such memo/ message shall constitute cancellation of the permit-to-work.

(b) For work by other than authorised persons:-

(i) If work is to be carried out on or adjacent to any part of the electrical equipment by other than authorised person(s), such work shall not commence until the person in-charge of the work is in possession of a permit-to-work card issued to him by the TPC.

(ii) The permit-to-work shall be taken from the TPC by an authorised person who shall earth the electrical equipment specified and hand over a permit-to-work card to the person in-charge of the work holding an acknowledgement on the other copy. A duplicate of every permit-to-work card shall be retained in the personal possession of the authorised person who issued it.

(iii) On completion of the work and when all men and materials have been withdrawn from the electrical equipment and its vicinity, the person in-charge of the working party shall cancel his permit-to-work card and return it to the authorised person who issued it. The authorised person shall in turn cancel the permit-to-work as detailed in sub-rule (4)(a)(iii) above.

(6) Local cancellation of permit-to-work when telephonic communication is interrupted:—

If telephone communication with the TPC is interrupted when a permit-to-work is to be cancelled, the authorised person to whom the permit-to-work was issued shall arrange locally for restoring to normal (live) condition(s) the portion of traction electrical or OHE, specified in the permit-to-work and for cancelling the power block, if possible or else, proceed to the nearest station and inform the SM on duty, who in turn will inform the TPC through the Controller.

(7) Working of more than one party independently on the same portion of electrical traction or OHE:-

Whenever work has to be carried out by more than one working party, the permit-to-work shall be issued by the TPC 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 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 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 material and removed the earth from the electrical equipment. In the event of telephone communication being interrupted, the responsible person shall act as provided in sub-rule (5) above.

(8) Entries in the Log Book:- The number of each permit-to-work issued must be entered in the log book of the TPC, 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 from the authorised person concerned.

(9) Work inside Electric Loco Shed or EMU Car Shed:-

In case of work to be done inside electric loco sheds or EMU car shed, the application for permit-to-work must be made to the JE/SE (Rolling Stock) who shall arrange for the issue of the permit-to-work after getting the switch(s) of the

inspection bay or the feeder(s) opened. No intimation to the TPC is necessary and the permit-to-work must be returned for cancellation by the person 'Incharge of the Work' to the JE/SE (Rolling Stock) before the switch(s) is closed.

(10) Local Blocks:-

(a) Local arrangement(s) may be made with the SM for power block(s) in such siding(s) which do not affect the movement of trains on running lines, and reception or departure lines in yard. The TPC shall, however, be kept informed as to when the power block is taken and cancelled. The SM shall also advise the Controller of such power block(s).

(b) Local block(s) shall be arranged on the form(s) prescribed for the purpose.

(11) Procedure for preventing admission of electric rolling stock into or over sections of track with dead or earthed overhead line(s):-

(a) In order to prevent electric rolling stock from being admitted on a cross over or track over which, OHE has been made dead or for which a permit-to-work has been issued, the lever(s)/switch(s) of signal(s) and points leading to line(s)/crossover(s) shall be protected by means of stop collar(s)/switch(s) in accordance with rule 4.18(3). If the points and signals are locally operated, the same should be locked and the key(s) kept with the SM.

(b) The Controller, on receipt of a power block message from the TPC, shall repeat to the SMs on duty concerned the said message indicating the time from which the block is to commence. Each SM on duty shall record and acknowledge the message with a Private Number and the time of receipt and then block the electric traffic on the line(s) described from the time indicated and place stop collar(s)/switch(s) on the appropriate lever(s)/switch(s). When signal(s) is controlled electrically from SM's office, the SM on duty shall place the stop collars on the slides of electric slide instruments. He shall keep the keys of electric transmitters or interlocked key boxes in his personal possession.

(c) The stop collars/switches shall not be removed until the SM on duty receives message cancelling the power block, supported by Private Number; from the Controller and acknowledgment given by him. The Controller shall not issue such message unless he has received a written message or phone message supported by a Private Number from the TPC cancelling the power block.

Note: -In all cases referred to under sub-rule (2), (3), (9) & (10), the SM on duty must record the information in the diary/TSR.

16.07 Warning to staff and public:-

(1) All electrical equipment shall be regarded as being live at all time(s) dangerous to human life save and except in cases, where the electrical equipment has been specially made dead. Caution notice(s) shall be prominently fixed near all vulnerable places to warn staff and public to exercise due caution.

(2) No person(s) shall climb on the top of locomotive(s) or on the roof of carriage(s) or wagon(s) when those vehicle are standing beneath the OHE except when the OHE has been made dead and properly earthed in accordance with special instructions.

(3) Work on pantograph(s) and roof of rolling stock shall normally be carried on special sidings where switch(s) are provided for making such siding(s) dead and earthed.

(4) Traction locomotive examiner or other authorised person in-charge shall be responsible for making dead the OHE over the track(s) of inspection line(s) in loco shed(s) and stabling siding(s) before permitting work to be done on the roof

of electric rolling stock. The OHE over the track(s) 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 are clear of danger zone before energising the equipment.

(5) (a) At station(s) and yard(s) an authorised person shall arrange to make dead and earth the OHE and a permit-to-work card shall be obtained by the staff concerned before work on the roof of rolling stock or locomotive(s) is commenced. On completion of work, the card shall be returned to authorised person for cancellation. The authorised person shall then satisfy himself that everything is in order and that all staff are clear before re-energising the OHE.

(b) Prescribed working rules for isolating and making the concerned section of OHE dead for the purpose of overhead watering of carriages shall be followed at watering stations. The supplement to the SWR issued to each station, loco shed, etc., shall specify the switch(s), the operation of which, will make a section(s) dead or alive.

(6) Register of Messages:- All messages relating to operation of switch(s), issue of permits-to-work and other important communication(s) shall be recorded in a register by both the sender and the receiver together with the time when sent and the time when received.

(a) Message(s) relating to operation of switches and issue of permits-to-work shall be confirmed by Private Numbers.

(b) All messages together with the Private Numbers shall be issued from and received into books specially maintained for the purpose.

16.08 Alterations to track:-

(1) Before any alteration to alignment or level of electrified track(s) is commenced, due notice shall be given from concerned JE/SE (P. way) to concerned JE/SE (OHE) so that the OHE may be adjusted to conform to the new condition(s) and also to ensure that no infringement is caused by alternation in track.

(2) Before any slewing, alteration to super elevation or level of track(s) is done, notice shall be given to the Sr. DEE/DEE (TRD) to enable him to arrange for adjustment of OHE to conform to the new condition(s), if necessary.

(3) (a) All minor alteration(s) to OHE whether permanent or otherwise shall be reported to the TPC immediately through approved means of communication and to the Sr. DEE/DEE (TRD) in writing.

(b) Major alteration(s) affecting the existing disposition of any section of OHE shall not be made unless sanctioned by the Sr. DEE/DEE (TRD).

(4) (a) When working on OHE, all staff shall ensure that the wires are not deflected so as to cause pantograph(s) of electric rolling stock passing on other line(s) to be fouled by steady arm tube(s) or any other part(s) of the OHE.

(b) When the OHE is slewed either temporarily or permanently, the person in-charge shall ensure that section insulator(s), jumper(s), distance and other fitting(s) are at such a position so that they do not foul the pantograph(s) of electric rolling stock passing on other line(s).

(5) (a) Whenever any work on track, which is likely to affect rail bonds, is undertaken by P. way staff, adequate notice shall be given to the JE/SE (OHE) to enable him to arrange for bonding staff for removal and replacement of bonds.

(b) Bonding staff when working with a JE/SE (P. way) shall work under his instructions who shall then be responsible for the safety of the track and of the staff.

16.09 Tripping of circuit breakers of locomotives and EMU at neutral sections -

(1) Unless otherwise authorised by special instructions, the Loco pilot of the locomotive or EMU 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.

(2) Warning boards for neutral sections**:-** Warning boards shall be fixed at a distance of 500 mtrs and 250 mtrs respectively ahead of the neutral section. Similarly, the points at which power shall be switched 'off' and 'on' shall be indicated by boards. No Loco pilot shall pass the neutral section between warning boards with power 'on'. In order to negotiate the neutral section without stalling, the Loco pilot shall approach the neutral section at speed of not less than 30 Kmph. Assistant Loco pilots of locomotives shall call out all permanent display boards in the section and this shall be repeated by Loco pilots in the manner described under rule 11.40.

(3) Warning boards for temporary neutral sections:- Due to speed restriction(s) of less than 30 Kmph being imposed within one kilometre on either side of the neutral section, emergency feeding arrangement(s) in case of sub-station failure(s), etc., may be necessary. To provide a temporary neutral section to negotiate where the Loco pilots would have to lower and raise pantograph(s) while passing the temporary neutral section, Warning boards shall be fixed at a distance of 500 mtrs and 250 mtrs respectively ahead of the temporary neutral section. Similarly, the points at which the pantograph(s) would have to be lowered and raised shall be indicated by boards. Warning boards shall be provided only if temporary neutral section working is to be continued for a duration in excess of 24 hours. All Loco pilots shall be given Caution Orders at Notice station/stations concerned indicating the location at which he would have to lower and raise pantograph(s) In order to enable the train to negotiate the temporary neutral sections, without stalling, the Loco pilot shall approach the temporary neutral section at a speed of not less than 30 Kmph.

(4) Programmed speed restrictions at neutral sections:- Whenever speed restrictions of less than 30 Kmph. are required to be imposed within one kilometre on either side of the neutral section for programmed works, such speed restrictions shall not be imposed until the Sr. DEN/DEN has arranged with Sr. DEE (TRD) for temporary energisation of the neutral section. After the neutral section has been temporarily energized by the traction distribution staff and temporary neutral section provided with necessary warning boards, the traction distribution staff shall authorize the SM/Controller to permit movement of electric locomotives/EMU stock into the section after due exchange of Private Numbers and also inform the TPC that the neutral section has been jumpered and temporary neutral section provided specifying the location. No electric locomotive(s)/EMU stock shall be permitted to enter into the section with speed restriction of less than 30 Kmph unless the SM/Controller has received this authorization from the traction distribution staff. Under such condition(s), Loco pilots of all electric locomotives/EMU stock shall be issued with Caution Order at notice station/stations concerned permitting them to pass the neutral section "on power" and also indicating to the location of the temporary neutral section where they would have to lower and raise pantographs.

(5) Emergency speed restrictions at neutral sections:- whenever emergency speed restrictions of less than 30 Kmph. are required to be enforced within one kilometre on either side of the neutral section, the engineering staff shall immediately arrange to protect the site and take all steps to bring to a stop the train, if any, before the neutral section. The SE/JE (P. way) shall also inform the nearest SM on duty regarding imposition of speed restriction The SM on duty shall inform the SM on duty at the other end of the neutral section, Controller and the TPC. The Controller and the SMs on duty at either end of the neutral section shall not permit the entry of any electric locomotive/EMU stock into the section until advice has been received from the TPC. The TPC shall make immediate arrangements for energizing the neutral section and for the provision of a temporary neutral section. After this has been completed, movement of electric locomotives/EMU stock shall be permitted in accordance with sub-rule 16.09(4) above. The traction distribution official who has jumpered the neutral section shall issue a written memo to the Loco pilot of the train which may have been stopped short of the neutral section, advising him that he can pass the neutral section "on power" and also informing him, if necessary, of the locations at which he would have to lower and raise pantographs at the temporary neutral section.

16.10 Tower car and ladder trolly:-

(1)(a) Certificate of Competency for working of tower cars:- Tower cars shall not be worked on running lines unless a Loco pilot of tower car(s) or an official holding a competency certificate issued by Sr. DEE/DEE (TRS) as prescribed by the railway administration for this purpose is on the tower car and is in charge of its movement.

(b) The validity of the above competency certificate for tower car Loco pilot shall be three years as in the case of train Loco Pilot. The tower car Loco pilot shall undergo initial and refresher course and safety camp training as prescribed for train Loco Pilot. The refresher course for tower car Loco pilot shall include operation and maintenance of tower car.

(c) Tower car Loco pilot must possess certificate of medical fitness as prescribed for train Loco pilot.

(2)Movement of tower car:-

(a) Whenever it is necessary to work a tower car either for the maintenance of OHE or attending to the site of break down or for any other reason, the person incharge of the tower car shall advise the SM on duty about the movement of tower car.

(b) A tower car is to be treated as a train and shall be worked without a guard. The duties and responsibilities for protecting the train/track and other duties of the Guard shall devolve on the JE/SE (OHE) accompanying the tower car.

(c) While moving between station, working in block section and for stabling rule 14.30 shall be applicable except that JE/SE (OHE) shall be incharge of tower car and/or ladder trolly.

(d) When working in section, preference shall be given to the movement of tower car(s) in case of emergency /failure/ breakdown if the official-in-charge gives it so in writing.

(3) Movement and working of trolly:-

Placement and movement/working independently in sections already open to traffic is prohibited except under traffic block. Rule 14.25 (3) shall be applicable.

16.11 Rules regarding shutdown of OHE :–

(1)Rules for Maintenance and Repairs to OHE:-

(a) JE/SE in-charge of maintenance of OHE will carefully plan their work in such a way that under normal circumstances train movement is not hampered in any way. Where the nature of the maintenance to be done is such that train movement is likely to be affected the JE/SE (OHE) will give prior intimation to the Sr. DEE/DEE (TRD) of the section who will arrange for a TWO to be issued to facilitate the execution of the work.

(b) Whenever any section of the OHE is to be made dead for the purpose of maintenance work, the JE/SE will give intimation to the TPC at the earliest possible time, specifying the section to be shutdown. After consulting the Controller, TPC will intimate to the JE/SE (OHE) the time and permissible duration of shutdown. The JE/SE(OHE) is responsible for regulation of the work so that the permissible duration is not exceeded. If for any reason the period of shutdown is required to be extended, TPC should be advised in good time.

(c) Where written messages are not exchanged, shutdown will be effected by exchanging messages through approved means of communication, supported by Private Numbers. The official in actual charge of the maintenance work will in person exchange messages with TPC. No one below the rank of a Linesman is authorised to exchange such messages.

(d) Shutdown on any section of OHE (except at location where Electric Locos/EMUs, are stabled for examination), shall be effected only after the Controller has been informed by TPC and he has agreed to shutdown, except in case of emergency.

When train movement has to be blocked over any crossover or section of line for the purpose of effecting shutdown, the TPC will advise the Controller as regards the train movements required to be blocked during the period of shutdown. On receipt of massage from the Controller the SMs on duty shall block train movements as required and advise Controller by message. The Controller will advise TPC by message that the movements have been blocked.

(e) After train movements have been blocked as required and after 'switching off' power from the section, TPC shall inform the JE/SE or other official incharge of the work by message that power has been switched off and the work may be commenced. On completion of the work the official-in-charge of the work will advise TPC by a message that the work has been completed. TPC will then restore power on the section and inform Controller by a message that normal traffic may be resumed.

(f) Operation of the overhead switch(s)/isolator(s) at station(s) for the purpose of effecting shutdown will be done on instructions from TPC by the authorised person available for the purpose.

(g) Before commencing work on the OHE, precautions as mentioned under rule 16.05 shall be taken.

(2)(a) Shutdown required for repair work in case of breakdown.—

In case of breakdown of OHE, the official in charge of the repair work will inform TPC as to what sections of line are to be made dead to facilitate the work. Care shall be taken when effecting shutdown to ensure that power is not cut off over those section(s) in which train service(s) may be maintained without hindrance to the repair work. The procedure for cutting off power and

for blocking train movement(s) and for restoration of power will be the same as in the case of shutdown for maintenance work.

(b) On completion of the repair work, the official in charge of the repair(s) will state whether normal traffic may be resumed or whether any speed restriction is to be imposed. If a speed restriction is to be imposed, the official concerned will give a memo to the SM on duty and also inform the TPC. The TPC will clearly state so in his message to the Controller who in turn will ensure that these instructions are conveyed to the SM on duty concerned. When the speed restriction is to be removed or relaxed, supervisory official will issue a memo to the SM on duty and also inform the TPC who will then convey the message to the Controller.

(3) Shutdown required for the passage of oversized consignment.—

(a) When loads which exceed the maximum height specified in rule 11.25(1) are to be passed through the electrified section, the Controller shall give at least 48 hours prior notice to the JE/SE (OHE) and TPC.

(b) When shutdown is to be effected on any section(s) of the line for the passage of oversized consignments, the same procedure as laid down in rule 16.11(1) will be followed. The authorised person receiving the shutdown message from TPC will issue 'Permit-to-work', to the Guard of the train with the oversized consignment for each section of the line on which power has been shutdown.

The Guard will not allow the train to enter this section until the 'Permit-to-work' is received by him. Before issuing the 'Permit-to-work' the authorised person will test the line for supply, but is not necessary to earth the line. When the train has to be passed through two or more feeding sections, each section shall be tested for supply before the train enters the section.

(c) An additional authorised person should be deputed to travel on the locomotive, to test the line for supply at each feeding section. The SM on duty at the starting point should issue a Caution Order to the Loco pilot to follow the instructions of the authorised person to stop the train as and when required for the purpose of testing the line for power supply.

(d) The 'Permit-to-work' will be retained by the Guard of the train and will be returned, duly signed, to the authorised person, when the train has passed out of the section concerned. The authorised person will then issue a message to TPC that the line is clear.

(4) Shutdown required for work in the vicinity of the OHE.

(a) No work may be carried out in the vicinity, i.e., within danger zone of live OHE, till a 'Permit-to-work' has been obtained as laid down in rule 16.04. At least 48 hours prior notice shall be given to the JE/SE (OHE), who will depute an authorised person to arrange for the shutdown.

(b) The authorised person will effect shutdown by following the procedure laid down in rule 16.11 (1), above and will issue a 'Permit-to-work' to supervisory official in charge of the work. Before issuing the 'Permit-to-work', the authorised person will test the line for supply and earth the lines. The 'Permit-to-work' will be retained by the supervisory official in charge of the work and on completion of the work he will return the **'**Permit-to-work', duly certified, that the work has been completed and all men are clear of the live equipment. The authorised person will then remove the earthings and issue a message to TPC that power may be restored on the line.

(5) Shutdown section on 2.2 KV distribution lines and 22 KV transmission lines for the purpose of maintenance of repair work.—

(a) 'Shutdown' on 2.2 KV distribution lines and 22 KV transmission lines when affected over the telephone, will be by exchange of message with Private Number between the TPC and the supervisory official in charge of the work.

(b) When a section of 2.2 KV distribution lines is to be isolated for the purpose of maintenance the operation of sectionalising switches, etc. in the station cubicles shall be done on instructions from the TPC by an authorised person deputed for the purpose. Before doing this, the authorised person will take adequate precautions to avoid interference to the running of trains.

16.12 Accidents and blocking of train movement in emergency:-

(1)(a) In the event of any accident occurring in which electric rolling stock is involved or where damage to overhead structures or equipment takes place, the Railway servant who notices it, shall take necessary precautions against danger of electric shock and shall inform the nearest SM on duty, Controller/TPC. The TPC will take immediate action to cut off power supply, to the affected tracks if necessary and restore the same after ascertaining that it is safe to do so. The line is not to be reopened for traffic until a responsible official of the electrical department inspects the site and certifies that the line is safe for the passage of trains.

(b) In the event of a derailment on double line/twin single line/multiple gauge electrified sections, TPC on being informed will immediately switch off power supply to the other tracks also, so as to prevent movement of electric rolling stock/train on the other track. Power supply should be restored after ascertaining that the adjacent track is free from obstruction and is safe for train movement.

(2**)** Blocking Train Movement in an Emergency.

(a) Due to a break of OHE or for any other reason when train movement(s) is to be stopped urgently over a section of line or over a crossover road, the TPC shall inform the Controller. TPC and Controller will both make detailed entries in the log sheets showing the time when the instructions are issued and particulars of train movements stopped.

(b) Traffic over the section(s) in which the train movement(s) has been stopped as above, may be resumed only with the approval of TPC, who shall convey instructions for the resumption of traffic to the Controller in the form of message supported by a Private Number stating clearly whether any speed restrictions are to be imposed.

16.13 Special precautions by TPCs, Controllers, SMs and train crew on electrified sections when a section of the OHE is found faulty and / or abnormality is noticed / reported on running trains:-

(1) In the event of OHE failure on electrified sections the TPC shall immediately locate the faulty section and isolate the same. In case of double/twin and multiple line sections, he will also isolate the healthy section on adjacent tracks on the same route length as the faulty section. The TPC shall then advice the Controller of the section found faulty and the healthy section temporarily isolated by him.

(2) On receipt of advice from the TPC, the Controller, shall take action as under: -

(a) In case of faulty section: -The Controller shall, under exchange of Private Numbers, advise the SMs of all stations who are concerned with the working of trains in the affected section, to treat the faulty section as if the same is under emergency traffic block and take action accordingly.

(b) Action to be taken when healthy section is temporary isolated- The Controller shall immediately inform the SMs on duty at all stations

concerned OHE section as also the healthy section for which OHE to ensure that faulty as well as healthy section on adjacent line is temporarily isolated, under exchange of Private Numbers.

(c)(i)If a train has already entered the affected section and is held up for no tension in OHE for more than 3 minutes, the Loco pilot shall depute his Assistant Loco pilot to check the train in order to look for any abnormality and also advice the Guard by sounding prescribed code of whistle and/or on approved means of communication. The Assistant Loco Pilot and Guard shall check the entire train. If, in the mean time, power supply is restored, the Loco pilot shall call back his Assistant Loco pilot and resume journey at a speed not exceeding 40 Kmph by day and 25 Kmph by night subject to observance of other speed restrictions. The train crew shall keep a sharp look out on the adjacent line(s) to see if there are any OHE abnormalities and report at the station in advance whether the portion of section over which the train has moved after stoppage, is safe for passage of train or not.

(ii) In case power supply is not restored, the Loco pilot/Guard shall inform the Controller/ TPC of the details of abnormality, if any and assistance required through the nearest emergency telephone circuit or on approved means of communication.

(iii)After ascertaining from the crew of the affected train the nature of abnormality, the decision regarding recharging of OHE shall be taken by the Controller. Guard, Assistant Loco Pilot and the concerned SMs shall be advised accordingly the necessary steps shall be taken by Controller thereafter, for clearance of the abnormality.

(iv) In case of OHE break down takes place on the graded section and there is a chance that the train may roll back, action has prescribed in rule 13.23(4) and (5) shall be taken by the train crew to prevent rolling back. Beside this locomotive crew shall also make use of wooden wedges.

(d) In case train has not entered the faulty/healthy section the Loco pilot and the Guard of the first train entering the concerned block section on healthy adjacent line shall be issued with a Caution Order to proceed at a speed not exceeding 40 Kmph by day and 25 Kmph by night or bad weather impairing visibility subject to the observance of other speed restrictions, exercising great caution and to 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 on reaching the next station in advance report whether or not the section over which they moved, is safe for movement of trains.

(e) On arrival of first train at the station at which faulty section ends and on receipt of information from the Loco pilot that the line (healthy section) is clear and free from obstruction, the SM on duty shall advice the Controller who in turn shall advice the TPC to re energize the healthy section.

(e) After receiving advice from Controller, the TPC shall restore feed to the healthy sections that had been temporarily isolated.

(f) After despatching the first train with Caution Order in the affected section no subsequent train shall be allowed to enter in the section without permission from Controller. Action to remove the speed restriction shall be taken by the Controller in consultation with TPC. Till such time it is decided to remove the speed restriction, trains entering the affected section shall continue to be issued Caution

Orders prescribing clearly the speed restrictions and other precautions referred under sub-rule (c) above.

CHAPTER XVII

A - Carriage of passengers

17.01 Passengers' Tickets –

(1) Tickets issued to passengers shall be available only from the date and for the period as specified by the railway administration by which they are issued.

(2) If any Guard or any other railway servant who may be empowered by the authorized officer to take action under this clause has reason to suppose that any passenger is travelling without ticket or improper ticket or not in the proper class of the carriage, he shall request the passenger to show his ticket. On detecting any irregularity, he shall recover railway dues including penalty, failing which he shall hand over the passenger to GRP/RPF travelling on train or at the next stopping station.

17.02 Reservation of accommodation - A railway administration may reserve a seat, berth, compartment or carriage, as the case may be, in a passenger train, in accordance with condition published in the time table in force from time to time, and no person or persons other than for whom the accommodation is so reserved shall occupy such accommodation except with the permission of the railway servant as may be appointed in this behalf by the authorized officer.

17.03 Charge entered incorrectly in receipt of ticket – If any charge is entered incorrectly in a receipt or ticket given to the passenger, the railway administration may correct the entry.

17.04 Passenger changing to a superior class of carriage – If any passenger desires to change from an inferior to superior class of carriage on payment of the difference in fare, the Guard in-charge of train or such other railway servant as may be appointed in this behalf by the authorized officer, shall take the necessary steps for effecting change, provided accommodation in superior class is available..

17.05 Restriction of the use of certain trains by the passenger – A railway administration may restrict or prohibit the carriage by certain train(s) or certain or all classes for passengers for specified distance(s) or between specified stations and no person shall travel in contravention of any such restrictions or prohibition.

17.06 Physically challenged and lady passengers –When ladies and physically challenged passengers are travelling alone, the Guards and on board ticket checking staff shall pay every attention to their comfort and in case of ladies, placing them in a carriage (according to the class of their tickets) in which other ladies are travelling if requested.

17.07 Prisoners and insane passengers –

(1) Military prisoners in all cases, civil prisoners if insane, violent or dangerous, and insane passengers, shall not be allowed to mix with other passengers, but shall upon reserved accommodation being engaged, be placed with their escort or attendants separately.

(2) Other parties of the prisoners, when inclusive of guards, the party exceeds five in number shall also be carried in the manner prescribed in sub-rule (1) above.

(3) The terms 'prisoner' includes accused person(s) under trial or travelling for the purpose or undergoing trial, as well as person(s) who have already been convicted.

17.08 Passengers suffering from Infectious or Contagious Disorders-

(1) Disease deemed to be "infectious or contagious disorders" – For the purpose of the Act, the following shall be deemed to the infections or contagious disorders, namely:

(a) Cerebrospinal Meningitis.
(b) Chicken Pox.
(c) Cholera.
(d) Diphtheria.
(e) Leprosy.
(f) Measles.
(g) Mumps.
(h) Plague.
(i) Scarlet Fever.
(j) Small Pox.
(k) Typhus Fever.
(l) Typhoid Fever, and
(m) Whooping Cough.

(2) Conditions on which passenger suffering from infectious or contagious disorders may be carried – No passenger suffering from an infectious or contagious disorders shall be carried in any train unless;

(a) he has engaged a reserved either a compartment or a carriage for himself and his attendants, and

(b) all necessary arrangements have been made in pursuance of section 56 of the Act, for the separation of the passenger(s) and his attendant(s), during the whole time that they remain upon the railway, from other persons being or travelling upon the railway, and

(c) any other special precautions which the railway servant giving the permission mentioned in the said section may consider necessary to be taken to prevent infection or contagion being communicated to other person(s) being or travelling upon the railway.

B - Disinfection of Carriages

17.09 Disinfection of Carriages- When any compartment or carriage has been entered by a person suffering from an infectious or contagious disorder the carriage shall be disinfected, in accordance with special instructions, immediately after it has arrived at its destination; and no passenger shall be allowed to enter it until the disinfection has been completed.

C – Luggage

17.10 Luggage to be booked – Each passenger's luggage be booked. Provided that any railway administration may dispense with the booking of any luggage which is taken into a carriage by the passengers in pursuance of rule 17.12.

17.11 Free allowance of passenger's luggage - A certain quantity of each passenger's luggage within a limit of weight to be fixed from time to time by the railway administration, shall be allowed free of charge, provided the passenger presents his luggage well in time for weighment before the commencement of his journey.

17.12 Luggage in carriage with passengers – A passenger may take into a carriage only such articles of personal luggage as are required for his own use on the journey and can be placed in the carriage without inconveniencing other passengers or reducing the available accommodation the carriage.

Luggage includes items for use of the passenger in connection with the journey, i.e. items which would be habitually taken by the passenger when he is traveling for use, not merely during the actual journey, but during the time he is away from home.

17.13 Luggage insufficiently secure – Passenger's luggage unless it is taken into a carriage by the passengers in pursuance of rule 17.12, shall be properly packed, locked, or otherwise sufficiently secured.

CHAPTER XVIII

Offences by passengers and other person

18.01 Duties of SM in case of drunkenness or nuisance – The SM on duty shall use all reasonable means to stop any annoyance that may be caused by any act referred to in section 145 of the Act, and if any person is removed from the railway under that section shall, if necessary, direct steps to be taken for his prosecution there under. This duty will devolve upon on board ticket checking/RPF/GRP staff on running trains.

18.02 Smoking or carrying of open fire, light lamp, inflammable goods, explosive etc -

(1) No person shall carry with him in any carriage open fire, lighted oil lamp, inflammable or dangerous goods, explosives, etc.

(2) No person shall smoke on any portion of railway premises.

Any person detected in doing so shall be removed from railway premises/fined/prosecuted as provided in the Act.

18.03 Exclusion of persons from Railway premises

(1) A railway administration may exclude, and if necessary, remove from the station platform or any part of the railway premises

(a) Any person not being bonafide passenger nor having any business connected with the railway;

(b) Any person who having arrived at the station by train and having no business connected with the railway refuses to leave the railway premises when required to do so;

(c) Any motor vehicle or class of motor vehicles including two-wheelers and cycles not being bonafide carried or to be carried by the railways.

(2) No political meetings shall be held on any part of the railway premises and a railway administration may exclude from the station platform or any part of the railway premises any person attending such meeting whether such person is or is not in possession of a ticket authorising him to be on the said premises.

18.04 Unauthorised persons on engine– No person, unless he is authorized by the authorized officer, shall ride on the locomotive, or in, under, or upon, any vehicle or portion of a vehicle not intended for the carriage of passengers.

18.05 Getting down from and leaving a train – No persons, (other than a railway servant on duty) whether in possession of a valid ticket or not, shall get down from, and leave a train at any place other than a scheduled stop except with the permission or at the instance of any railway servant authorized in this behalf by the railway administration.

18.06 Begging – No person whether in possession of a ticket or not, shall beg or solicit alms, subscription or any charity in any part of the Railway premises or trains as prescribed in section 144 of the Act.

18.07 Investigation by SM in case of offence by passenger – If any passenger commits any offence, under the Act not being of the nature referred to in rules 18.01 and 18.02 the SM on duty shall immediately investigate the case, or ask RPF/GRP in investigate the case and exercise his discretion on action to be take after consulting his immediate superior if considered necessary on approved means of communication.

18.08 Preventing breach of rules – All railway servants on duty shall exert themselves to prevent any breach of rules by the passenger(s) or any other person(s).

18.09 Power to arrest– The power to arrest conferred by the sections 179 and 180 of the Act shall be exercised with the greatest caution.

CHAPTER XIX
Penalties

19.01 Penalties for breach of rules – Any person(s) other than a railway servant committing a breach of any of the rules as provided in rules under chapter XVII and XVIII shall, on conviction before a Magistrate, be punishable with fine not exceeding Rupees five hundred or such amount as may be prescribed in the Act.

APPENDIX 'A'

LIST OF AUTHORITIES

TO BE USED

DURING TRAIN WORKING

List

S.No.	Authority No.	Description
1.	S&T/DN405	Disconnection/Reconnection Notice.
2.	T629	Paper Line Clear Ticket
3.	T633	Shunting Order
4.	T713	Authority To Proceed during prolonged failure of signals on double line section in Automatic Block System.
5.	T903	Line Clear Ticket on Train Following System (single line) (where the System is in force as regular System of Working.
6.	T909	Message to be exchanged for introduction of Train Following System.
7.	T909A	Acknowledgement from station up to which Train Following System is proposed to be introduced.
8.	T909B	Train Ticket (Authority To Proceed In Train Following System) (when the System is introduced in emergency on double or single line.
9.	T911	Message to be exchanged by stations between which Train Following System was introduced for cancellation of the same (double /single line).
10.	T1007	Authority to receive a train on an Obstructed Line
11.	T1008	Authority to receive a train on a Non-signalled line
12.	T1009	Authority to start from a Non-signalled line or a line provided by common departure signal.
13.	T1108	Caution Order
14.	T1108A	Nil-Caution Order
15.	T1128(1)	Train Examination advise/report.
16.	T1306(1)	Advance Authority to pass defective approach signals at 'ON" position.
17.	T1306(2)	Authority to pass defective approach signals at 'ON" position.
18.	T1307	Authority to pass defective departing signals at 'ON" or defective position
19.	T1317(1)	Message to be exchanged between Station Mangers for introduction of Temporary Single Line Working on a double line section.
20.	T1317(2)	Authority for Temporary Single Line Working on a double line.
21.	T1317(3)	Authority to receive a train during Temporary Single Line Working on a double line approaching on wrong line.
22.	T1317(4)	Message to be exchanged between Station Mangers for restoration of normal working after Temporary Single Line Working.
23.	T1321 C	Written permission given by the Guard to Loco Pilot when the Engine or portion of a train is allowed to proceed to the next station from mid section.
24.	T1321 D	Authority To Proceed Without Line Clear and Proceed into an occupied block section.
25	T1327A	Authority for working of trains during total interruption of communication on Double Line Section.
26.	T1327(A)(1)	Message on restoration by any one of the means of communications on double line.

27.	T1327B	Authority for opening communications during total interruption of communication on single line section.
28.	T1327B(1)	Line Clear Enquiry Message asking Line Clear for despatch of trains during total interruption of communication on single line section.
29.	T1327B(2)	Conditional Line Clear Reply Message.
30.	T1327B(3)	Conditional Line Clear Ticket.
31.	T1327B(4)	Message on restoration by any one of the means of communications on single line.
32	T1425(5)	Motor Trolly Following Permit.
33.	TT1425(3)	Working of a Push Trolly/ Cycle Trolly/ Moped Trolly/ Motor Trolly/ Lorry/Rail Dolly / Ladder Trolly on full block**.**
34.	T1427(5)	Working of a Push Trolly/ Cycle Trolly/ Moped Trolly/ Motor Trolly/ Lorry/Rail Dolly / Ladder Trolly on partial block**.**

S&T 405

----------Railway Sr. No.-----

S & T Department

ACKNOWLEDGEMENT OF DISCONNECTION / RECONNECTION NOTICE

No.----------

To

The SM on duty at ----------

Station/cabin.

It is proposed to disconnect the following

Gears:----------

On ----/----/20----

From---------hrs------mts

to--------hrs-------mts to attend failure / for maintenance.

Expected duration of Disconnection----------

JE/SE(Signal) / Technician(Signal)

Notice about disconnection received at --- hrs. .....mts

on ----/------/--- 20---.

Signature of SM

Disconnection allowed/ not allowed on ----/---/20----

at ------- hrs. .....minutes

Signature of SM

Disconnection will be allowed at ------ hrs.----mts on --/----/---- 20-----.

Signature of SM

Reconnected at ----------hrs.

on -----/---/-----20----

JE/SE(Signal) / Technician(Signal)

Notice of reconnection received at ------hrs ---- mnts.

on ----/---- 20---.

Signature of SM

*Fill in the details of the gear/s to be disconnected.

S&T 405

----------Railway Sr. No.----

S & T Department

RECONNECTION NOTICE

No. ----------

Notice for reconnecting signaling gear

To

The SM on duty at ----------

Station.

Please note that the disconnected gear(s) referred to in notice no. ----------

---

has / have been reconnected

on -----/----/20----at--- hrs. – mnts.

Signature

JE/SE(Signal) / Technician(Signal)

Date ---/---/20---

Time----hrs-------mnts.

Notice of reconnection received at ------hrs ---- mnts.

on ----/---- 20---.

Signature of SM

S&T 405

--------Railway Sr. No.------

S & T Department

DISCONNECTION NOTICE

No.----------

Notice to Station Manager for disconnecting signalling gear.

To

The SM on duty at ----------

station.

Please note that the

following gears will be disconnected

*----------

---

on-----/----/20---

from ---- hrs.----mnts.

to ---- hrs.----mnts. attend failure/for maintenance.

Expected duration of disconnection)----------

Signature

JE/SE(Signal) / Technician(Signal)

Date ----------

Time ----------

*Fill in details of the gears to be disconnected.

Notice about disconnection received at --- hrs. .....mnts.

on ----/------/--- 20---.

Signature of SM

Disconnection allowed/**not allowed on ----/---/20----

at ------- hrs. .....mnts.

Signature of SM

Disconnection will be allowed at ------ hrs.------ mnts. on ----/----/---- 20------.

Signature of SM

Form No. T 629
Sr. No._____

_____ RAILWAY

PAPER LINE CLEAR TICKET

(Loco Pilot / Record)

*UP/DN

Name of Station_____ Date __/___/20__

Time__ hrs __mnts.

Paper Line Clear working between _____ station and _____ station.

Line Clear asked by _____(Name of SM on duty) from _____SM on duty at _____station for train No._____*UP/DN.

Through_____ (Means of communication).

Last train in the block section was _____*UP/DN, which cleared block section at_____station.

Line clear *granted/received under Private Number _____ (in words) _____ (in figures).

---

* To

The Loco Pilot of Train No. _____

Line is clear and you are authorised to proceed to _____ (station).

***Authority to pass Signal at 'ON' position**

(For Double Line only when Line clear has been obtained on block instrument and Departing signal(s) are defective/cannot be taken 'OFF'.)

You are authorised to pass *Starter/Intermediate Starter/Advanced Starter at 'ON'.

_____

Signature of SM

Station Stamp

Signature of Loco Pilot

Date __/___/20 ____ Time___hrs _____mnts.

*Strike out whichever is not applicable.

Form No. T 633
Sr. No._____

_____ RAILWAY

SHUNTING ORDER
(Loco Pilot/ Guard/ Record)

Station_____ Date __/___/20__
Time__ hrs __mnts.

To

The Loco Pilot of Train No._____ *UP/ DOWN.

Please perform shunting as indicated below as per instructions of Station staff/Guard:

1. _____

2. _____

3. _____

4. _____

*You are authorised to pass _____signal(s) in the 'ON' position and proceed *up to/beyond **_____signal.

***Section between _____station and _____ station is *blocked back/ blocked forward. For this purpose and *Token/ Tablet/ SH Key has been extracted and kept in *safe personal custody/ block instrument has been turned to 'Train On Line' position and locked.

_____
Signature of SM
Station Stamp

Signature of Loco Pilot _____ Date __/__/20___ Time _____hrs ___mnts.

Signature of Guard_____ Date __/__/20___ Time _____hrs ___mnts.

* Strike out whichever is not applicable
** Enter Km or Signal No.
***Applies when Line is Blocked back/ Blocked forward.

Form No. T 713
Sr. No. _____

_____ RAILWAY

AUTHORITY TO PROCEED DURING PROLONGED FAILURE OF SIGNALS ON DOUBLE LINE SECTION IN AUTOMATIC BLOCK SYSTEM

(Loco Pilot/ Record)

Station _____. Date ___/___/20__.
Time ____hrs___ mnts.

To

The Loco Pilot Train No. _____ * Up/ Down.

All signals between _____ Station and _____ Station have failed. Line Clear has been received from _____ Station under his Private No. (In words) _____ (in figures)_____.

You are, hereby, authorised to proceed cautiously on* Up/ Down line at a speed not exceeding 25 KMPH.

You are also authorised to pass Automatic/Semi-Automatic/Manual Stop/Gate signals in between station _____ and _____station at 'ON' on this authority.

You shall stop outside the first Stop Signal at _____ Station and thereafter be guided by the instructions of the Station Manager of that station.

_____
Signature of SM
Station Stamp

I have understood the contents of this authority.

Signature of Loco Pilot _____ Date _____ Time _____hrs ___minutes

***** Strike out whichever is not applicable.

*UP/DN

Form No. T 903
Sr. No._____

_____ RAILWAY

LINE CLEAR TICKET ON TRAIN FOLLOWING SYSTEM(SINGLE LINE)
(WHERE THE SYSTEM IS IN FORCE AS REGULAR SYSTEM OF WORKING)

(Loco Pilot / Record)

Name of Station_____

Date __/___/20__
Time__ hrs. __mnts.

Train following system between _____ station and _____ station.

Permission to despatch train obtained by _____(Name of SM on duty) from _____SM on duty at _____station for train No.(s)_____*Up/DN under Private Number _____ (in words) _____ (in figures).

Through_____ (Means of communication).

***Authority to Proceed on Train Following System**

To

The Loco Pilot of Train No. _____

You are authorised to proceed to up to _____ (station).

***Train No. _____ preceded your train which left at ___ hrs. ___ mnts.**

*** Train No. _____ shall follow your train.**

You are authorised to proceed at a restricted speed of 25 kmph when visibility ahead is clear and 15 kmph during and bad weather impairing visibility.

_____
Signature of SM
Station Stamp

_____
Signature of Loco Pilot

Date __/___/20 ____

Time___hrs _____mnts.

*Strike out whichever is not applicable.

Form No. T909
Sr. No._____

_____ RAILWAY

MESSAGE TO BE EXCHANGED FOR INTRODUCTION OF TRAIN FOLLOWING SYSTEM

No. _____ _____ (Name of means of communication used for exchange of message)
From: Station Manager_____ To: Station Manager _____
Copy: Station Manager(s) _____ (stations proposed to be closed).
Date __/___ /20 ____ Time ____ hrs. _____ mnts.

It is proposed to introduce Train Following System between _____(station) and _____ (station) due to _____ (cause to be mentioned) on *UP/Down line vide Sr.DOM/ DOM message No._____

_____ station (s) shall be closed during this period, SM on duty are required to set and lock points in a manner so as to pass the train 'run through' from your station.

Points shall not be changed during this period. Set the route accordingly and acknowledge.

Last train No._____*UP/DN left my Station at ___hrs. ___mnts.

Private Number_____ (in words) _____ (in figures).

Acknowledge the message.

_____
Signature of SM

Form No. T909 A
Sr. No._____

_____ RAILWAY

Acknowledgement From station upto which Train Following System is proposed to be introduced

No. _____ _____ (Name of means of communication used for exchange of message)
From: Station Manager_____ To: Station Manager _____
Date __/___ /20 ____ Time ____ hrs. _____ mnts.
Refer your Message No. _____. I have understood that Train Following System between _____(station) and _____ (station) is being introduced due to _____ (cause to be mentioned) on *UP/Down line.
Last train No. ____*UP/DN which left last from your station has arrived at my station at__hrs_ mnts.
Private Number (in words) _____ (in figures)_____.

_____
Signature of SM

Acknowledgement From station which are to be closed on introduction of Train Following System

No._____ _____ (Name of means of communication used for exchange of message)

From: Station Manager _____ To Station Manager _____
Date __/___ /20 ____ Time ____ hrs. _____ mnts.
*1. Refer your Message No. _____. I have understood that Train Following System between _____(station) and _____ (station) due to _____ (cause to be mentioned) on * UP/Down line is being introduced and my station is being closed for train operations.
Points at my station have been set and locked for _____ line.
Private Number (in words) _____ (in figures)_____.

_____
Name and Signature of SM

*2. Refer your Message No. _____. I have understood that Train Following System between _____(station) and _____ (station) due to _____ (cause to be mentioned) on * UP/Down line is being introduced and my station is being closed for train operations.
Points at my station have been set and locked for _____ line.
Private Number (in words) _____ (in figures)_____.

_____
Name and Signature of SM

*3. Refer your Message No. _____. I have understood that Train Following System between _____(station) and _____ (station) due to _____ (cause to be mentioned) on * UP/Down line is being introduced and my station is being closed for train operations.
Points at my station have been set and locked for _____ line.
Private Number (in words) _____ (in figures)_____.

_____
Name and Signature of SM

*4. Refer your Message No. _____. I have understood that Train Following System between _____(station) and _____ (station) due to _____ (cause to be mentioned) on * UP/Down line is being introduced and my station is being closed for train operations.
Points at my station have been set and locked for _____ line.
Private Number (in words) _____ (in figures)_____.

_____
Name and Signature of SM

* Strike out whichever is not applicable.

*UP/DN Form No. T 909 B

_____RAILWAY Sr. No._____

TRAIN TICKET (AUTHORITY TO PROCEED IN TRAIN FOLLOWING SYSTEM)
(WHEN THE SYSTEM IS INTRODUCED IN EMERGENCY ON DOUBLE OR SINGLE LINE)

(Loco Pilot / Record)

Name of Station _____ Date __/___/20__ Time__ hrs. __ mnts.

Train following system introduced between _____ station and _____ station. _____station(s) {Name(s) of stations closed} have been closed vide Sr. DOM/DOM message No. _____ dated ___/___/20__.

Line Clear asked by _____(Name of SM on duty) from _____SM on duty at _____station for train No._____*Up/DN.

Through_____(Means of communication).

Last train No._____ *UP/DN in the section left _____Station and cleared section at _____station. (Names of stations between which Train following system is introduced).

Line clear *granted/received for train number _____ under Private Number _____ (in words) _____ (in figures).

To

The Loco Pilot of Train No. _____

(A) Line is clear and you are authorised to proceed up to _____ (station).

(B) Following stations have been closed for train operation. Points of these stations have been set and locked for straight line.

*1. _____Private Number received _____ (in words) _____ (in figures).

*2._____Private Number received _____ (in words) _____ (in figures).

*3. _____ Private Number received _____ (in words) _____(in figures).

*4._____Private Number received _____ (in words) _____(in figures).

(C) You are authorised to pass signals of the above stations at 'ON'.

(D) You are required to stop your train at above stations as per scheduled halt.

(E)*Your train is the first train/Previous Train No. which is ahead of your train left at __hrs.___ mnts.

(F)You are required to run at a speed of 25 kmph when visibility ahead is clear and 15 kmph during bad weather impairing visibility.

Authority to pass Signal at 'ON' position

You are authorised to pass * Starter/Intermediate Starter/Advanced Starter at 'ON' of the Station_____(starting station).
Private Number _____ (in words) _____ (in figures).

_____
Signature of SM
Station Stamp

_____
Signature of Loco Pilot
Date __/___/20 ____ Time___hrs. _____mnts.
*Strike out whichever is not applicable.

Form No. T911
Sr. No._____

_____ RAILWAY

MESSAGE TO BE EXCHANGED FOR CANCELLATION OF FOLLOWING SYSTEM (DOUBLE / SINGLE LINE)

No. _____ _____ (Name of means of communication used for exchange of message)
From: Station Manager_____ To: Station Manager _____
Date __/___ /20 ____ Time ____ hrs. _____ mnts.

The Train Following System between _____(station) and _____(station) on *UP/Down line (applicable for double line only) vide Sr.DOM/DOM message No._____ shall be cancelled after arrival at yours of last train No._____ *UP/DN which left my station at ___ hrs. ___ mnts.

*Applicable for double line only - *Train No. _____ which last left your station arrived at my station at ___ hrs. ___ mnts.
Normal train operation shall start by asking line clear from next block section.
Station(s) _____which were closed during this period, shall resume normal working.
Last train No._____*UP/DN arrived my station _____ at ___hrs. ___ mnts. (Double line)
Private Number _____ (in words) _____ (in figures).
Acknowledge the message.

_____
Signature of SM

ACKNOWLEDGEMENT FOR CANCELLATION OF TRAIN FOLLOWING SYSTEM (FROM STATIONS WHICH WERE CLOSED)

No. _____ _____ (Name of means of communication used for exchange of message)

From: Station Manager(s)_____ _____ _____ _____ _____
(stations which were closed).
From: Station Manager_____ Date __/___ /20 ____ Time ___ hrs. ___ mnts.
*Understood that Train Following System between _____(station) and _____ (station) on *UP/Down line vide Sr.DOM/DOM message No. _____ is being cancelled.
Normal train operation shall start by asking line clear from next block section.
Private Number_____ (in words) _____ (in figures).

*Understood that Train Following System between _____(station) and _____ (station) on *UP/Down line vide Sr.DOM/DOM message No. _____ is being cancelled.
Normal train operation shall start by asking line clear from next block section.
Private Number_____ (in words) _____ (in figures).

*Understood that Train Following System between _____(station) and _____ (station) on *UP/Down line vide Sr.DOM/DOM message No. _____ is being cancelled.
Normal train operation shall start by asking line clear from next block section.
Private Number_____ (in words) _____ (in figures).

*Understood that Train Following System between _____(station) and _____ (station) on *UP/Down line vide Sr.DOM/DOM message No. _____ is being cancelled.
Normal train operation shall start by asking line clear from next block section.
Private Number_____ (in words) _____ (in figures).

_____
Signature of SM

ACKNOWLEDGEMENT FOR CANCELLATION OF TRAIN FOLLOWING SYSTEM FROM THE STATION UPTO WHICH THE SYSTEM WAS INTRODUCED

No. _____ _____ (Name of means of communication used for exchange of message)
From: Station Manager_____ To: Station Manager _____
Date __/___ /20 ____ Time ____ hrs. _____ mnts.

Refer your message No. _____ . Train No. _____ which left your station has arrived my station at ____ hrs. _____ mnts.
*Applicable for double line only –
*Train No. which last left my station arrived at your station at ___ hrs. ___ mnts.

I have understood that The Train Following System between _____(station) and _____ (station) on *UP/Down line vide Sr. DOM/DOM message No. _____ shall be cancelled henceforth. Normal train operation shall start by asking line clear from next block section.
Station(s) _____which were closed during this period, shall resume normal working.

_____
Signature of Station Manager

*Strike out whichever is not applicable.

Form No. T 1007

---------- RAILWAY Sr.No._____

AUTHORITY TO RECEIVE A TRAIN ON AN OBSTRUCTED LINE

(Loco Pilot /Record)

Station _____ Date___/____/20___ Time __hrs.____ mnts.

To

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

Your train is being received on line No.(in words) _____(in figures)_____

Which is obstructed.

You are hereby authorised to pass *Up/Down *Outer/ Home/ Routing Signals in 'ON' position cautiously at a speed not exceeding 15 KMPH on being piloted by the bearer of this Authority. You are required to bring your train to a stand observing hand danger signal being exhibited 25 metres before the obstruction.

_____
Signature of SM
Station Stamp

Signature of Loco Pilot _____ Date _____

*Strike out whichever is not applicable.

Form No. T 1008
Sr. No._____

_____RAILWAY

AUTHORITY TO RECEIVE A TRAIN ON A NON SIGNALED LINE

(Loco Pilot /Record)

Station _____ Date__/___/20_____ Time __hrs.___mnts.

To

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

Your train is being received on non-signalled line No.(in words) _____(in figures)_____.

You are hereby authorised to pass *Up/Down *Outer/ Home/ Routing Signals in 'ON' position cautiously at a speed not exceeding 15 KMPH on being piloted by the bearer of this Authority. You are required to bring your train to a stand before stop board/ fouling mark of line on which your train is being received.

_____
Signature of SM
Station Stamp

Signature of Loco Pilot _____ Date _____

*Strike out whichever is not applicable.

Form No. T /1009
Sr. No._____

_____RAILWAY

AUTHORITY TO START FROM A NON_SIGNALED LINE
OR
A LINE PROVIDED BY COMMON DEPARTURE SIGNAL
(Loco Pilot /Record)

Station _____ Date___/___/20__ Time__hrs___mnts.

To

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

Your train is being started from line No. (in words)_____(in figure_____ which is * a non-signalled line/ having a common departure signal.

You are authorised to pass *Starter/ Intermediate Starter/ Advanced Starter bearing No.(s) _____ in the 'ON' position and leave the Yard cautiously at a speed not exceeding 15 KMPH over the points duly piloted by the competent Railway servant up to last set of points of line No.____(in figures) and _____(in words).

Line clear is obtained on *Block Instrument/ Approved Means of communication from _____ Station.

* Private No. received from station in advance (In words) _____(In figures) ____ .

Or

Token or Paper line clear ticket No. _____.

_____
Signature of SM
Station Stamp

Signature of Loco Pilot _____ Date _____

*Strike out whichever is not applicable.

Form No. T /1108
Sr. No._____

_____RAILWAY

CAUTION ORDER
(Loco Pilot/Guard/Record)

STATION _____ Date _____

To
The Loco Pilot of Train No. and Name_____.
You are hereby instructed to exercise the following speed restrictions:-

Sl. No.	Stations between		Kms. And/or position of Indicators if provided		Speed kmph	Cause / Remarks
	From	To	From	To		
1						
2						
3						
4						
5						

_____
Signature of SM
Station Stamp

Signature of Loco pilot _____ Date _____
Signature of Guard _____ Date _____

Form No. T1108A

Sr. No._____

_____ RAILWAY

CAUTION ORDER

(Loco Pilot/Guard/Record)

Station _____ Date___/____/20____

To

The Loco Pilot of Train No._____ .

CAUTION ORDER

N I L

Up to _____ Station (Name of next Noticed Station/ Station)

_____

Signature of SM

Station Stamp

Signature of Loco Pilot _____ Date ___/____/20___

Signature of Guard _____ Date ___/____/20___

T 1128(1) **Sr. No.___** **_____ RAILWAY**	**T 1128(1)** **Sr. No.___** **_____ RAILWAY**	**T 1128(1)** **Sr. No.___** **_____ RAILWAY**
TRAIN EXAMINATION ADVICE/REPORT (Record)	**TRAIN EXAMINATION ADVICE (JE/SE(C&W) Copy**	**TRAIN EXAMINATION REPORT (To be returned to SM/YM)**
Date__/__/20-- Time__hrs.__mnts. To Train Examiner _____ Please note that Train No._____ with a load of _____ *vehicles/wagons is ready for examination on Line No. _____ due to start at _____ _____ Station Manager / Yard Master Train examination report received- Date__/__/20-- Time__hrs.__mnts. _____ Signature of JE/SE(C&W) **TRAIN EXAMINATION REPORT** Safe after detaching *vehicles/ wagons Nos._____ as indicated on attached memo. _____ JE/SE(C&W) Date___/___/20___ Time __hrs.__mnts. Examination Report received at __hrs.__mnts. on ___/___/20____ _____ Station Manager/ Yard Master	Date___/___/20-- Time__hrs.__mnts. To Train Examiner _____ Please note that Train No. _____ with a load of_____ *vehicles/wagons is ready for examination on Line No. _____due to start at _____ _____ SM/ Yard Master **TRAIN EXAMINATION REPORT** Safe after detaching *vehicles/ wagons Nos._____as indicated on attached memo. _____ JE/SE(C&W) Date __/___/20___ Time __hrs.__mnts. Examination Report received at __hrs.__mnts. on ___/___/20____ _____ Station Manager/ Yard Master	Date _/_/20__Time__hrs_ mnts. To Station Manager or Yard Master _____ Please note that train No._____ with a load of _____vehicles/wagons on Line No. _____ has been examined and is safe to run after _____ vehicles/ wagons unfit to run shown in the attached damaged memo are detached. _____ Signature of JE/SE(C&W) Report received at__hrs.__mnts. on ___/___/20 ___ Examination Report received at __hrs.__mnts. on ___/___/20____ _____ SM/ Yard Master

FormNo.T1306 (1)

Sr. No._____

_____ RAILWAY

ADVANCE AUTHORITY TO PASS DEFECTIVE APPROACH SIGNALS AT 'ON' POSITION

AT _____ STATION

(Loco Pilot/ Record)

Station_____ Date _____

To

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

As per advice of Station Manager on duty at _____ Station, *Up/Down * Outer/ Home/Routing Home signal(s) bearing No.(s)_____ *is/are out of order.

You are hereby authorised to pass such signal(s) at 'ON' on being hand signalled at the foot of Home signal at a speed not exceeding 15 KMPH.

_____
Signature of SM
SM Stamp

_____
Signature of Loco Pilot

Date ___/___/20____

*Strike out whichever is not applicable

Form No.T1306 (2)
Sr.No._____

AUTHORITY TO PASS APPROACH SIGNALS AT 'ON' OR DEFECTIVE POSITION

(Loco Pilot / Record)

Station _____ Date ___/____/20__
Time ___hrs___mnts.

TO

The Loco Pilot of Train No._____ Up/Down

You are hereby authorised to pass the defective * Outer /Home /

Routing Home / signal(s) at 'ON' position at a speed not exceeding 15 KMPH.

The train will be admitted on line No.(in words)_____and (figures) ____.

_____
Signature of SM
SM Stamp

_____
Signature of Loco Pilot
Date___/___/20_____

* Strike out whichever is not applicable.

Form No.T1307
Sr.No. _____

AUTHORITY TO PASS DEPARTING SIGNALS AT 'ON' OR IN DEFECTIVE POSITION

(Loco Pilot / Record)

Station _____ Date ___/____/20__
Time ___hrs___mnts.

TO

The Loco Pilot of Train No._____ Up/Down

(1) You are hereby authorised to pass the *Starter/Intermediate Starter /Advanced Starter signal(s) at 'ON' position.

*(2) Applicable for Double Line only –

(In case of failure of Advanced Starter Signal/Last Stop Signal) - Line clear has been obtained on _____(means of communication) from_____ station. Private No. received is (in figures)_____(in words) _____ .

*(3) Applicable for IBS- You are authorised to pass IBS at 'ON' without stopping. Line Clear has been obtained on _____ (means of communication) from _____ (station). Private number received is _____ (in words) _____(in figures)

_____ _____
Signature of Loco Pilot Signature of SM
Station Stamp

Date_____

*Strike out whichever is not applicable.

Form No. T 1317(1)
Sr. No._____

_____ RAILWAY

MESSAGE TO BE EXCHANGED FOR INTRODUCTION OF TEMPORARY SINGLE LINE WORKING ON A DOUBLE LINE SECTION

(A) For station proposing to introduce Temporary Single Line Working.

Date ___/___/20___
No._____ Time_____hrs._____ mnts.

From
Station Manager _____ station
To
Station Manager _____ station
(1)Temporary Single Line Working is proposed to be introduced on *Up/Down line between _____and _____station due to _____.
* (2)_____station(s) shall be closed during Temporary Single Line Working.
(3)Obstruction on * Up/Down exists at _____Kms.
(4)Last train No. _____ * Up/Down over the line on which Temporary Single Line Working is been introduced has arrived at my station at _____hrs.
Private No. _____(in words)_____(in figures).

_____
Signature of SM

(B) For station acknowledging Temporary Single Line Working

From
Station Manager _____ station
To
Station Manager _____ station
Refer your message no. _____. I have understood that Temporary Single Line Working is proposed to be introduced on *Up/Down line between _____and _____stations due to _____. Last train No. _____* Up/Down left my station on the line on which Temporary Single Working is being introduced has arrived complete at your station.

Private No. _____(in words)_____(in figures).

_____
Signature of SM

*Strike out whichever is not applicable.

Form No. T 1317(2)
Sr. No._____

_____ RAILWAY

AUTHORITY FOR TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE

(Loco Pilot/ Guard/ Record)

Station _____ Date ___/___/20___

To: The Loco Pilot of Train No._____ **UP/ DOWN**

(1) LINE CLEAR TICKET

The line is clear and you are authorised to proceed on Up/ Down Line up to _____station, Private No. received from station in advance is (in words)_____(in figures)_____.

(2) AUTHORITY TO PASS SIGNAL(s) IN 'ON' POSITION

You are authorised to pass *Starter/ Intermediate Starter/ Advanced Starter Signal(s) bearing No.(s) _____at 'ON'.

* Observe hand signal at the foot of the 1ST starter signal.
* You are authorised to pass signals of intermediate _____station(s) at 'ON' which has*/ have* been closed temporarily for single line working.

(3) CAUTION ORDER

* (i) Your train is going on **Right line/ Wrong line*. The obstruction exists at kms. _____on *Up/Down line.
* (ii) You have to inform the Gate men and Trackman enroute regarding Introduction of single line working on *Up line/ Down line.
*(iii) Your Train is the First Train to work under Temporary Single Line working. Speed of your train shall be restricted to 25 KMPH subject to observance of other speed restriction in force.
*(iv) Observe "Neutral section" on the line on which your Train is going. (*For electrified section*).
*(v) *There are no Trap Points on the line in question/ Trap points have been clamped/ cotterbolted/spiked.
* (v) Following are the caution Orders in force in Block Section-

Sr No	Station between		KILOMETRAGE		Speed KMPH	Cause/ Remarks
	From	To	From	To		
1						
2						

_____
Signature of SM
Station Stamp

I /We have understood the contents of this authority.

_____ _____
Signature of Loco Pilot Signature of Guard

*Strike out whichever is not applicable.

Form No. T 1317(3)
Sr. No._____

_____RAILWAY

AUTHORITY TO RECEIVE A TRAIN DURING TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE APPROACHING ON WRONG LINE

(Loco Pilot /Record)

Station _____ Date__/____/20____ Time _____hrs.

To

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

Your train will be received on line No.(in words) _____(in figures)_____.

You are hereby authorised enter cautiously at a speed not exceeding 15 KMPH on being piloted by the bearer of this Authority.

_____
Signature of SM
Station Stamp

Signature of Loco Pilot _____ Date _____

Form No. T 1317(4)
Sr. No._____

_____ RAILWAY

MESSAGE TO BE EXCHANGED FOR RESTORATION OF NORMAL WORKING AFTER TEMPORARY SINGLE LINE WORKING

(A) For station proposing to restoring normal Working.

Date ___/___/20___
No._____ Time_____hrs._____ mnts.

From
Station Manager _____ station
To
Station Manager _____ station

* (1)Normal Working shall be introduced on between _____and _____station after arrival of train No._____ at your station.

*(2) Normal Working shall be introduced on between _____and _____station after train No._____ arrived at my station at _____hrs.

(3) The obstruction on *Up/Down line at Km _____has been removed as per information received from _____vide No. _____.

Private No. _____(in words)_____(in figures).

_____
Signature of SM

(B) For station acknowledging normal working

From
Station Manager _____ station
To
Station Manager _____ station

*(1) Refer your message no. _____. Train No. _____ has arrived complete at my station at _____hrs. Normal working shall be restored on *Up/Down line between _____and _____stations.

*(2) Refer your message no. _____. Train No. _____ which left last has arrived your station complete at _____hrs. Normal working shall be restored on *Up/Down line between _____and _____stations.

Private No. _____(in words)_____(in figures).

_____
Signature of SM

*Strike out whichever is not applicable.

Form No. T1321C
Sr. No._____

_____RAILWAY

WRITTEN PERMISSION GIVEN BY THE GUARD TO LOCO PILOT WHEN THE ENGINE OR PORTION OF A TRAIN IS ALLOWED TO PROCEED TO THE NEXT STATION FROM MID SECTION

(Loco Pilot/ Record)

To, The Loco Pilot of Train (No.) _____.

You are authorised to uncouple and proceed to _____ station with * the locomotive the front portion consisting of _____ vehicles with last vehicle no._____.

You shall deliver the report of occurrence to the SM on duty and, if required to do so by the SM, you shall return to *your disabled train/ take the rear portion of the train which is at KM _____ on this authority after being permitted by the SM.

I certify that I have received the tangible authority to proceed ** _____ and will retain it, until the section is cleared of my train. Also certified that portion of train left in mid section is secured and protected as per rules.

Signature of Loco Pilot_____
Date __/___/20___
Time _____hrs

Signature of Guard_____
Date ___/___/20___
Time _____hrs

Loco Pilot of _____, you are hereby permitted and authorised to enter into the Block Section to clear the disabled/ rear portion of your train.

_____
Signature of SM
Station Manager Stamp

Date___/____ 20_____

* Score out whichever is not applicable.
** Enter particulars of the Authority to Proceed.

Form No.T1321D

*UP/DOWN Sr. No._____

_____ RAILWAY

AUTHORITY TO PROCEED WITHOUT LINE CLEAR AND PROCEED INTO AN OCCUPIED BLOCK SECTION

(Loco Pilot/ Guard/ Record)

Station _____ Date: ___/____20__. Time __ hrs.___ mnts.

To: Loco Pilot of Train No_____

(1) This order is being given due to Obstruction of UP/DN line between_____ Station and _____station at KM s._____.

(2) You are hereby authorised to proceed cautiously without Line clear. From _____ station up to km_____ on *UP/ DOWN Line with your Train.

(3) You shall bring your Train to a stop short of km_____ and thereafter be guided by the instructions from the Competent Authority at the site.

(4) You shall clear the section at station _____

AUTHORITY TO PASS SIGNALS AT 'ON' POSITION

(1) You are authorised to pass the Signal(s) No. & description _____, at 'ON' position at a speed not exceeding 15 KMPH observing hand signals at the foot of the first starting signal.

CAUTION ORDER

(1) You are permitted to work your Train upto km _____ between Station _____and _____ station s with the speed of 25 kmph during day when view ahead is clear and 15 kmph at night or when view ahead is not clear.

(2) Caution Orders in force in the Block Section are as under:-

Sl. No.	Station between		Kilometrage		Speed kmph	Cause/ Remarks
	From	To	From	To		
1						
2						

_____

Signature of SM

SM Stamp

I have understood the contents of this authority.

Signature of Loco Pilot_____ Signature of Guard_____

*Strike out whichever is not applicable.

Form No. T1327A

*UP/ DOWN Sr. No._____

_____RAILWAY

AUTHORITY FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF COMMUNICATION ON DOUBLE LINE SECTION

Station _____ (Loco Pilot/ Record)

Date:___/___/20___

Time____hrs.____Mnts.

To: Loco Pilot of Train No._____

(1) AUTHORITY TO PROCEED WITHOUT LINE CLEAR

1. Total interruption of communication has occurred with Station _____since ____ hours___ minutes of date__/___/20___.
2. You are hereby authorised to proceed cautiously without Line clear upto _____ station.
3. You shall bring your train to a stand outside the first stop signal pertaining to right line/ last stop signal pertaining to wrong line whichever comes across first and thereafter be guided by the instructions from the SM of that Station.
4. Train No._____ was last train over the section, which left here at ____ hours____ minutes.
5. Circumstances under which this order is given: -

(2) AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

You are authorised to pass the *Starter/Intermediate Starter/Advanced Starter Signal(s) No.(s) _____, in 'ON' position, *observing hand signals at the foot of 1st Starter (if it protects points).

(3) CAUTION ORDER

1. You are permitted to run your train with a speed of 25 KMPH during day and when view ahead is clear and 15KMPH at night or when view ahead is not clear.
2. You should observe every caution while approaching level crossing gate(s) situated in the block section and whistle frequently.

** Following caution orders are in force in the block section-

Sl. No.	Station between		KILOMETRAGE		Speed kmph	Cause/ Remarks
	From	To	From	To		
1						
2						
3						
4						

I have understood the contents of this

_____ _____ _____

Signature of Loco Pilot Signature of Guard Signature of SM

Station Stamp

* Strike out whichever is not applicable.

** To be filled if speed restriction is less than 25 KMPH during day and when view ahead is clear/ 15KMPH at night or when view ahead is not clear or other caution is required to be observed.

Form No. T1327A(1)

_____RAILWAY Sr. No._____

MESSAGE ON RESTORATION BY ANY ONE OF THE MEANS OF COMMUNICATION ON DOUBLE LINE

From: Station Manager_____ To: Station Manager _____

Date __/___ /20 ____ Time ____ hrs. _____ mnts.

Message No._____

(1) Last Train No. _____ * Up/DN arrived here complete at__ hrs__ minutes.

(2) Last Train No. _____ *UP/DN dispatched to your station at ____ hours ____ minutes.

Cancel the Working of Trains with Authority To Proceed without Line Clear. Line Clear shall be obtained by means of _____.

Acknowledge the message.
Private Number (in words) _____ (in figures)_____.

_____
Signature of SM
Station Stamp

ACKNOWLEDGEMENT

From Station Manager _____ To Station Manager _____

Date __/____/ 20 ____. Time____ hrs. ____ mnts.
Message No. _____ .

Refer your Message No. _____

(1) Train No. _____which was the last train to leave my station has arrived complete at your station.

*(2) Working of Trains with Authority To Proceed without Line Clear will be cancelled immediately after the complete arrival of Train No. _____.

(3) Train No. _____ which left your station has arrived complete at my station at ____hours___ minutes.

(4) Line Clear for the next train will be obtained by means of _____.
Private No.(in words) _____ (in figures) _____.

_____
Signature of SM
Station Stamp

* Strike out whichever is not applicable.

Form No.T1327 B

* UP/ DOWN Sr. No._____

AUTHORITY FOR OPENING COMMUNICATION DURING TOTAL INTERRUPTION OF COMMUNICATION ON SINGLE LINE SECTION

(Loco Pilot/ Record)

Station _____ Date: __/__/20_____ Time__hrs.__Mnts.

To: The Loco Pilot of Engine/ Self propelled Vehicle No._____

(1) AUTHORITY TO PROCEED WITHOUT LINE CLEAR

1. You are hereby authorised to proceed cautiously without Line clear upto _____station with your Engine/ Self propelled Vehicle.
2. You shall bring your Engine/ Vehicle to a stand outside the first stop signal and thereafter be guided by the instructions from the Station Manager of that Station.
3. Train No._____ was Last Train over the section which *left/ arrived here at___hrs ___mnts.

(2) AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

You are authorised to pass the *Starter/Intermediate Starter/Advanced Starter Signal(s) No.(s) _____, in 'ON' position, *observing hand signals at the foot of 1st Starter(if it protects points).

(3) CAUTION ORDER

1. You are permitted to run your Train with the speed of 25 KMPH during day and when view ahead is clear and 15KMPH at night or when view ahead is not clear.
2. You should observe every caution while approaching level crossing gate(s) situated in the block section and whistle frequently.

** Following caution orders are in force in the block section-

Sl. No.	Station between		Kilometrage		Speed kmph	Cause/ Remarks
	From	To	From	To		
1						
2						

(4) LINE CLEAR ENQUIRY MESSAGE

To The Station Manager _____ Message No._____

On return of……..... {Engine/ Self propelled Vehicle (attached to a train/loaded in the train)} will line be clear and kept clear for train No._____ waiting to proceed?

(5) CONDITIONAL LINE CLEAR MESSAGE

To, The Station Manager _____ Message No._____

On arrival of _____. (Engine/ Self propelled Vehicle at yours, line will be clear and kept clear for _____ (Engine/ Self propelled Vehicle alone or attached to a train/loaded in the train).

Private Number (in words) _____ (in figures)_____

I have understood the contents of this.

_____ _____ _____

Signature of Loco Pilot Signature of Guard Signature of SM

Station Stamp

*Strike out whichever is not applicable.

** To be filled if speed restriction is less than 25 KMPH during day and when view ahead is clear/ 15KMPH at night or when view ahead is not clear or other caution is required to be observed.

Form No.T1327B(1)

*UP/ DOWN _____ RAILWAY Sr.No._____

LINE CLEAR INQUIRY MESSAGE
ASKING LINE CLEAR FOR DESPATCH OF TRAINS DURING
TOTAL FAILURE OF COMMUNICATION ON SINGLE LINE SECTION
(Loco Pilot/ Record)

Station _____ Date___/____/20__
Time__ hrs.__mnts.

From Station Manager _____ To Station Manager _____

Message No. _____.

*IN CASE LINE CLEAR INQUIRYFOR MORE THAN ONE TRAIN IS TO BE ASKED
(To be delivered in addition to Form No. 1327 B)

(1) On return of *Train Engine with/ without train/ self propelled vehicle/ other vehicle number _____ will line be clear and kept clear for following train(s)?

1._____

2._____

3._____

4._____

Waiting to proceed to yours.

* LINE CLEAR INQUIRYMESSAGE FOR TRAIN(s) AFTER OPENING OF COMMUNICATION.

(2) On arrival of Train No. _____ (No. of train for which Line clear reply message has been sent) at my station will line be clear and kept clear for following train(s)?

1._____

2._____

3._____

4._____

Waiting to proceed to yours.

_____
Signature of SM
Station Stamp

*Strike out whichever is not applicable.

Form No.T1327 B (2)

*UP/ DOWN Sr.No._____

_____ RAILWAY

CONDITIONAL LINE CLEAR REPLY MESSAGE

(Loco Pilot/ Record)

Date ___/___/20___

Time __ hrs.___ mnts.

Station _____.

From Station Manager _____ To Station Manager_____

Message No. _____

Refer your Message No._____ on arrival of *Train Engine with/ without train/ self propelled vehicle/ other vehicle number_____ at yours line will be clear and kept clear for following Train(s) -

(1) Train No._____. Private No. (in words)_____(in figures)_____

(2) Train No._____. Private No. (in words)_____(in figures)_____

(3) Train No._____. Private No. (in words)_____(in figures)_____

(4) Train No._____. Private No. (in words)_____(in figures)_____

_____

Signature of SM

Station Stamp

* Strike out whichever is not applicable.

Form No. T1327 B(3)

_____RAILWAY

*UP/DN

CONDITIONAL LINE CLEAR TICKET

(Loco Pilot/ Record)

Station _____ Date ___/___ /20___

Time___Hrs.___Mnts.

From

Station Manager _____

To

The Loco Pilot of Train No. _____ *UP/Down.

The line is clear and you are authorised to proceed to _____ Station.

*Last train left this station at _____ hrs.____mnts.

*You are hereby authorised to follow and proceed to _____ Station with the speed of 25 KMPH during day and when view ahead is clear and 15KMPH at night or when view ahead is not clear.

Private No. (in words) _____(in figures) _____

**Particulars of train(s) left		**Particulars of trains to follow	
Train No.	Time	Train No.	Time

_____

Signature of SM

Station Stamp

* Strike out in case of second and subsequent trains during uneven flow.

** Strike out in the case of first train during uneven flow and for all trains during even flow.

Form No. T1327 B (4)
Sl.No._____

_____ RAILWAY

MESSAGE ON RESTORATION BY ANY ONE OF THE MEANS OF COMMUNICATION ON SINGLE LINE

From: Station Manager_____ To: Station Manager _____

Date __/___ /20 ____ Time ____ hrs. _____ mnts.

Message No._____

(1) Train No. _____arrived complete at___ hours __ minutes.
(2) Last Train No. _____ dispatched to your station at ____ hrs. ____ mnts.
(3) Cancel the Conditional Line Clear working of trains.
(4) Line Clear must be obtained by means of _____.

Acknowledge the message.
Private Number (in words) _____ (in figures)_____.

_____
Signature of SM
Station Stamp

ACKNOWLEDGEMENT

From Station Manager _____ To Station Manager _____

Date __/__/ 20 __. Time____ hrs. ____ mnts.

Message No. _____ .

(1) Refer your Message No. _____ understand that Train No. _____ which was the last train to leave my station has arrived complete at your station.
*(2) Conditional Line Clear working of trains will be cancelled immediately after the complete arrival of train no. _____.
(3) Line Clear for the next train will be obtained by means of _____.
(4)Train No. _____ which left your station has arrived complete at my station at ____hrs.___ mnts./ not arrived.

Private No. (in words) _____ (in figures) _____.

_____
Signature of SM
Station Stamp

* Strike out whichever is not applicable.

Form No. T 1425(5)
Sl. No._____

_____RAILWAY

MOTOR TROLLEY FOLLOWING PERMIT
(Original/Duplicate)

Station _____ Date ___/__/20___.

From Station Manager_____

To
_____ (Officer-in-charge) Motor Trolley No._____.

You are hereby being permitted to follow *Train No._____/Motor Trolley No._____ in the block section upto _____Station.

The Train No._____/Motor Trolley No._____ left this station at ___hrs. ____ mnts.

You are also authorized to pass *Up/Down_____ signals at 'ON' position.

On arrival at _____ Station you are required to hand over this permit to Station Manager on duty.

Private No. received (in words)_____(in figures)_____.

_____
Signature of SM
Station Stamp

Received _____

Signature of *{Official Incharge & Designation} _____.
{Motor Trolley Driver}

*Strike out whichever is not applicable**.**

Form No. T 1425(3)

_____Railway Sl. No._____

WORKING OF A *PUSH TROLLY/ CYCLE TROLLY/ MOPED TROLLY/ MOTOR TROLLY/ LORRY/RAIL DOLLY / LADDER TROLLY ETC. ON FULL BLOCK.

RECORD

Date __/__/20__ Time __hrs____mnts.

No. _____

To

The SM _____

**_____ No._____is required to work between ___ station and _____station on Up/Down line from ___ hrs..__mnts. to__hrs. __ mnts. on full block. The Section will be cleared at _____ station at ___hrs. ___mnts

_____

Signature of Official In Charge

*The block cannot be permitted/will be granted after passage of Train No. _____ * UP/DOWN.

*The UP/DOWN Line has been blocked for your **_____ and block will be removed only on receipt of the removal report of **_____ No. Token/Tablet/PLCT No. _____ issued to you.

Private Number_____ (in words)___(in figures).

You are advised to ensure clearance of Block Section within Block permitted.

_____

Signature of SM

Station Stamp

Date __/__/20__Time __hrs.__ mnts.

Reference: No. _____

_____ No._____has arrived at _____ station at ____hrs. ___ mnts. / has been removed from the track at km _____. **Block section is clear and free from obstruction. Token/ tablet/ PLCT No. is being surrendered to resume normal Train Working.

_____

Signature of official-in-charge

Removal report received at ____hrs. ____ mnts. on date ___/____/20__.

_____

Signature of SM

Station Stamp

*Strike out whichever is not applicable.

**Push/ Cycle/ Moped/ Motor Trolly/ Rail Dolly/ Ladder Trolly etc. whichever is applicable to be filled.

Form No. T 1425(3)

_____ Railway Sl.No.__

WORKING OF A *PUSH TROLLY/CYCLE TROLLY/ MOPED TROLLY/ MOTOR TROLLY/LORRY/RAIL DOLLY/ LADDER TROLLY ON FULL BLOCK.

REMOVAL REPORT

No. _____

To

The SM_____

_____No. _____ has arrived at _____ station at ___hrs.____mnts./ has been removed from the track at km _____. **Block section is clear and free from obstruction.

Token/tablet/PLCT No. is being surrendered to resume normal Train Working..

_____

Signature of official-in-charge

Removal report received at ____hrs. ___mnts on date ___/____/20__.

_____

Signature of SM

Station Stamp

*Strike out whichever is not applicable.

**Push/ Cycle/ Moped/ Motor Trolly/ Rail Dolly/ Ladder Trolly etc. whichever is applicable to be filled.

Form No. T 1425(3)

_____Railway Sl. No._____

WORKING OF A *PUSH TROLLY/ CYCLE TROLLY/ MOPED TROLLY/ MOTOR TROLLY/ LORRY/RAIL DOLLY / LADDER TROLLY ON FULL BLOCK.

NOTICE FOR WORKING

To

The SM _____

**_____ No. _____ is required to work between _____ station and _____station on *Up/Down /_____line from __ hrs.__mnts. to__hrs. __ mnts. on full block.

The Section will be cleared at _____ station at ___hrs. ___mnts.

_____

Signature of official-in-charge

Date __/__/20___ Time __hrs.__ mnts.

*The block cannot be permitted/ will be granted after passage of Train No. _____ * UP/DOWN.

*The UP/DOWN Line has been blocked for your **No. _____ and block will be removed only on receipt of the removal report of **_____ No.____Token/ Tablet/PLCT No. _____ issued to you.

Private Number_____ (in words) _____(in figures).

You are advised to ensure clearance of block section within block permitted.

_____

Signature of SM

Station Stamp

Date__/__/20__

Time__hrs.__mnts.

_____

Signature of official-in-charge

Date __/__/20___ Time __hrs.__ mnts.

*Strike out whichever is not applicable.

**Push/ Cycle/ Moped/ Motor Trolly/ Rail Dolly/ Ladder Trolly etc. whichever is applicable to be filled.

Form No. T 1427(5)

_____Railway Sl. No._____

WORKING OF *LORRY/ PUSH TROLLY / CYCLE TROLLY/ MOPED TROLLY/ RAIL DOLLY ON PARTIAL BLOCK.

RECORD

NOTICE FOR PARTIAL BLOCK

No._____

To

The SM _____

**_____No._____is required to work between _____station and _____station on *UP/DOWN line from __hrs.__mnts. to __hrs. __ mnts. on partial block.

The Section will be cleared at _____ station at ___hrs. ___mnts.

_____

Signature of official-in-charge

Date __/__/20___ Time __hrs.__ mnts.

*The block cannot be permitted/ will be granted after passage of Train No._____ *UP/DOWN.

*UP/DOWN Line between _____ station and _____ station has been blocked from ___ hrs. ___ mnts. after which caution order will be issued till removal of **_____No._____

Private Number _____ (in words) ___(in figures).

You are advised to ensure clearance of block section within permitted time.

_____

Signature of SM

Station Stamp

Date__/__/20__

Time__hrs.__mnts.

REMOVAL REPORT

No. _____

To

The SM _____

**_____No._____*has arrived at _____ station at __hrs. __ mnts./ has been removed from the track at km _____

Block section is clear and free from obstruction.

Discontinue issue of caution orders.

_____

Signature of official-in-charge

Removal report received Time ___hrs.___mnts.

Date ___/____/20__.

_____

Signature of SM

Station Stamp.

*Strike out whichever is not applicable.

**Push/ Cycle/ Moped/ Motor Trolly/ Rail Dolly/ Ladder Trolly etc. whichever is applicable to be filled.

Form No. T 1427(5)

_____Railway Sl. No. ____

WORKING OF *LORRY/ PUSH TROLLY/ CYCLE TROLLY/ MOPED TROLLY/ RAIL DOLLY ON PARTIAL BLOCK.

REMOVAL REPORT

No. _____

To

The SM _____

**_____No. _____

*has arrived at _____ station at __hrs. __ mnts./ has been removed from the track at km _____ .

Block section is clear and free from obstruction. Discontinue issue of caution orders.

_____

Signature of official-in-charge

Removal report received

Time ___hrs. ___mnts

Date ___/____/20__.

_____

Signature of SM

Station Stamp

*Strike out whichever is not applicable.

**Push/ Cycle/ Moped/ Motor Trolly/ Rail Dolly/ Ladder Trolly etc. whichever is applicable to be filled.

Form No. T 1427(5)

_____Railway Sl. No.___

WORKING OF *LORRY/ PUSH TROLLY/ CYCLE TROLLY/ MOPED TROLLY/ RAIL DOLLY ON PARTIAL BLOCK.

NOTICE FOR PARTIAL BLOCK

No._____

To

The SM _____

_____ No. _____is required to work between _____station and _____station on *UP/DOWN /_____line from __ hrs.__mts to__hrs. __ mnts. **on partial block.

The Section will be cleared at _____ station at ___hrs. ___mnts.

_____

Signature of official-in-charge

Date __/__/20__

Time __hrs.__mnts.

*The block cannot be permitted/ will be granted after passage of Train No. _____*UP/DOWN.

*UP/DOWN Line between _____ station and _____ station has been blocked from ___ hrs. ___ mnts. after which caution order will be issued till removal of **_____ No._____

Private Number _____ (in words) _____(in figures).

You are advised to ensure clearance of block section within permitted time.

_____

Signature of SM

Station Stamp

Date__/__/20__

Time__hrs.__mnts.

*Strike out whichever is not applicable.

**Push/ Cycle/ Moped/ Motor Trolly/ Rail Dolly/ Ladder Trolly etc. whichever is applicable to be filled.

APPENDIX 'B'

FORMAT

OF

STATION WORKING RULES

_____ RAILWAY

No. _____ DIVISION

STATION WORKING RULES OF ---------- (Name of the station)

(BG/MG/NG)

Date of issue: ----------

Date brought in force---------

Valid till date----------

1. STATION WORKING RULE DIAGRAM :

Station working rules diagram No. _____ based on CSTE/ _____ Railway and Signal Inter locking Plan No. _____ should show the complete layout of the yard, points, signals, gradients and interlocking arrangements of the station including the non-interlocked sidings, exact and actual holding capacity of all the individual lines in metres, actual inter signal (demarcation point) distances, names of adjacent stations and IBH signals, where provided, on either side of the station with their respective distances from the centre line of the station building to the central line of the adjacent stations and any other information necessary in the day to day operation of trains. The particulars of date up to which it is corrected should also be mentioned. Station working rules diagram should show actual distances and not the minimum prescribed. It should be signed by the branch officers of operating, signal & telecommunication and engineering departments. The detection table, lever collar chart and pull sheet may be provided in Appendix 'B' of the SWR. Pull sheet should be reproduced on a board brightly painted in the cabins to be placed above the lever frames.

2. DESCRIPTION OF STATION

2.1 GENERAL (LOCATION)

_____(Name of the station) is a _____ class station on the _____ (name of the section) multiple/double/twin single line/single line Electrified/non-electrified (BG/MG/NG) section of _____. Railway on _____ route. It is situated at KM _____ from _____(a nominated point on the Railway). The number of cabins should be furnished.

2.2 BLOCK STATIONS, IBH, IBS ON EITHER SIDE AND THEIR DISTANCE.

_____ Station is situated between _____ (Name of adjacent station on one side) in the _____ (North/South/ East/West) side at a distance of ____ km and _____ (Name of adjacent station on the other side) in the _____ (North/South/ East/West) at a distance of _____ km._____

In case of IBS being provided in the adjacent section the mention of the same need to be made as follows: The section between _____ & _____(name of the stations between which the IBS is provided) has been split into _____ (number of block sections) by providing Intermediate Block Stop Signal(s) at Km. _____ and Km. _____ on Up and/or Dn lines. These signals are controlled by Track Circuit/ Axle Counter and similar such device as well as Double Line Block Instrument or any other secured device for obtaining/granting line clear.

In case the adjacent section is provided with the automatic signals, necessary mention of the same need to be made in the SWR.

2.2.1 D CLASS STATION AND OUTLYING SIDINGS. ON EITHER SIDE AND THEIR DISTANCE.

In case of outlying sidings/DK station taking off from the section its name and Km in Up/Dn direction should be mentioned. Their detailed working instructions should be given in Appendix 'F' of the SWR.

2.3 BLOCK SECTION LIMITS ON EITHER SIDE OF THE STATION ON DIFFERENT DIRECTIONS

Points up to which block section in rear terminates and the point from which the block section in advance starts should be indicated in the following tabular format:

Between Stations.	The point from which the "Block Section" commences	The point at which the "Block Section" ends

2.4 GRADIENTS IF ANY

The gradients in the yard and the adjacent block sections should be mentioned with their locations. Any gradient which is steep enough to warrant special precaution in train operation should be mentioned along with the precautions required to be taken.

2.5 LAY OUT

Under this head, information pertaining to the number of running lines in the main yard, (namely UP Loop, UP Main, DN Main and Common Loop etc.), Goods sheds/siding, Hot Axle siding, passing sidings, engineering sidings, sidings taking off from the yard with the details whether electrified/non-electrified etc. and how they are isolated from the running lines should be mentioned. The information in relation to provision of low/high level platforms on the running lines/goods sidings should be given.

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT & HOLDING CAPACITY IN CSR.

The direction of movements on all the lines and Clear Standing Room of running lines in terms of metres need to be specified.

2.5.2 NON RUNNING LINES AND THEIR CAPACITY IN CSR

Details of non-running lines and their capacity in metres should be mentioned.

2.5.3 ANY SPECIAL FEATURE IN THE LAYOUT.

Any special feature of the yard such as catch siding, slip siding, non-standard turnouts, curves, spring points etc. having bearing on the operation of trains need to be mentioned.

3. SYSTEM OF SIGNALLING AND INTERLOCKING

3.1 The Standard of interlocking, type of signalling (MLQ/TALQ/MAUQ/MACLS), method of operating the signals/points from lever frames/control panel/VDU/CTC, provision of axle counters/track circuits on running lines, any other secured device for the purpose of obtaining/granting line clear, communication equipment(s)/system(s), calling-on signal(s)/IBS, special signalling features such as fixed warner, stop boards at terminal stations, emergency cross-overs, permanently locked points, motor operated points at an otherwise mechanically worked stations, emergency/crank handle keys and their custody, indications(electric/banner type) of points/trap points/signals/track circuits/axle counters need to be mentioned. The detailed description of the lever frame/control panel/video display unit for route setting using point/signal/gate control switches, individual operation of points, operations of gates within the station limits, setting of points using the crank handle and the maintenance of proper records of emergency operation counters provided on the panel need to be mentioned here. Procedure for working of stations provided with train protection and warning system, anti collision device or any other such device need to be mentioned. The procedure for resetting of the system in case of failure of axle counter on berthing portion as well as IBS section, emergency operation of points, emergency route cancellation, clearing of block etc also need to be mentioned from operations point of view.

(Details of signalling and interlocking should, however, be given in Appendix 'B'. Details of anti collision device, train protection and warning system or any other such device, if provided should also be given in Appendix 'C'.

3.2 CUSTODY OF RELAY ROOM KEY AND PROCEDURE FOR ITS HANDING OVER AND TAKING OVER BETWEEN SM AND S&T MAINTENANCE STAFF.

Details of the procedure to be followed and registers to be maintained to be mentioned here.

3.3 POWER SUPPLY

The sources of Power supply for Signalling such as Dn AT/Up AT/ Local supply (State Electricity Board)/Diesel Generator/UPS/Integrated Power Supply etc. should be mentioned here. It should be clearly mentioned whether the changeover from one source of supply to the other shall be automatic or manual in case of failure of normal source of supply. The procedure for manual changeover should be described.

4. COMMUNICATION EQUIPMENTS:

The availability of communication equipment and facilities at the station and their operational aspects should be clearly defined:

- **i)** Section Control/Dy. Control/Traction Power Control Telephone, etc.
- **ii)** Auto/DOT Telephones,
- **iii)** Magneto Telephone with the cabins/gates,
- **iv)** IBS Telephone with IBS at Km._____,
- **v)** Telephone with Axle Counter reset boxes,
- **vi)** Telephone with Relay room,
- **vii)** Telephone for yard communication,

viii) VHF Sets (walkie-talkie),

ix) Mobile Train Radio Communication (MTRC) and

x) Mobile telephone such as GSM-R, Tetra, GSM Mobile, CUG Mobile etc.

xi) Any other communication facilities provided.

The action to be taken in case of failure of communication equipment(s) given above to be clearly spelt out.

(Details of working should be given in appendix 'B')

5. SYSTEM AND MEANS OF WORKING

System of working in force (Absolute Block System/Automatic Block System/One train Only System/ Train Following System) as mentioned in GR 5.01(1) should be specified in the station working rules. System of obtaining/granting line clear by using double line/single line Token/ Tokenless Block Instruments including telephone attached to the block instruments/ other device for obtaining/ granting line clear, whether co-operative or non-co-operative or any other secured device, the staff responsible for their operation and custody of keys should be clearly mentioned.

5.1 CONDITIONS FOR GRANTING LINE CLEAR :

Under this head, based on the principles of the System of Working in force at the station conditions for granting line clear should be described briefly and clearly as applicable to the station. Specific points on the track up to which the line is required to be kept clear must be indicated. Mention of outlying sidings, if involved, may also be made.

5.2 RESPONSIBILITY FOR ASCERTAINING CLEARANCE OF THE LINES AND ZONES OF RESPONSIBILITY.

Responsibility for ascertaining clearance of lines and zones of responsibility of each of the staff on duty should be clearly mentioned here. Mention should be made that private number book should be under the custody of train passing staff who is authorised to use it.

5.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

This needs to be mentioned here giving reference to the relevant provisions of the General Rules and Subsidiary Rules.

5.4 SPECIAL CONDITIONS TO BE OBSERVED WHILE RECEIVING OR DESPATCHING A TRAIN

Special conditions required if any should be mentioned and should include.

5.4.1 Setting of points against block line.
5.4.2 Reception of train on blocked line.
5.4.3 Reception of train on non-signalled line.
5.4.4 Despatch of train from a non-signalled line or a line provided with a common departure signal

5.4.5 Any other special conditions should be mentioned giving reference to the General Rules, and subsidiary rules, including procedure and reception of trains for crossing and precedence.

5.5 SIMULTANEOUS RECEPTION/DESPATCH, CROSSING AND PRECEDENCE OF TRAINS:

This should mention the specific setting of points and traps for the purpose of achieving the desired signal overlaps/isolations to sand humps/sidings etc. while receiving trains simultaneously, crossing and giving precedence to trains at the station.

5.6 RESPONSIBILITY OF SM FOR RESTORATION OF SIGNALS TO 'ON'.

SM should ensure that signal is put back to 'ON' after passage of the train as per GR 4.15(2) (b).

6. COMPLETE ARRIVAL OF TRAINS

Responsibility for verification of complete arrival of trains before closing the block section should be made clear as per GR 6.31. In case of devices such as EOTT, BPAC, continuous track circuiting or any other similar device is installed between/at block stations on the section the procedure of ensuring complete arrival of train and block working should be mentioned, giving reference to the relevant provisions of GR & SR and Block Working Manual.

7. DESPATCH OF TRAINS:

Particulars regarding starting of trains from running lines, non-signalled lines, issue of caution orders etc should be mentioned giving reference to the provision of GR&SR and Block Working Manual. In case IBS is provided, the procedure for despatch of trains up to the IBS and thereafter to the next station should be clearly defined.

7.1 TRAINS RUNNING THROUGH:

The provisions given in GR & SR should be mentioned.

7.2 WORKING IN CASE OF FAILURE:

Working in case of failure of track circuits, points, signals, interlocking, block instruments, or other equipments for obtaining/granting line clear, axle counters, EOTT or any other similar such device, procedure for working over damaged points, reception of trains on obstructed lines, non-signalled line including failure to read the occupation of line by trolley or light engine etc. should be mentioned in detail here.

8. SHUNTING:

This should include -

8.1 General precautions

8.2 Shunting in the face of approaching train

8.3 Prohibition of shunting, special features if any.

8.4 Shunting on single line –

Within station section

Between Last Stop Signal and opposite First Stop Signal.

Beyond opposite First Stop Signal

During failure of block instrument on single line.

8.5 Shunting on double line-

Within station section

Between outermost facing points/BSLB and opposite First Stop Signal.

Block back

Block forward

Following a train travelling away.

Upto IBS

Beyond IBS

During failure of block instrument on double line.

8.6 Shunting in the siding taking off from station yard/ goods yard.

9. BLOCKING OF LINE:

The precautions to be taken by the SM, when lines are blocked by stabled vehicles or otherwise for maintenance works, to be detailed here.

10. LEVEL CROSSINGS:

Detailed working of the gate along with the particulars regarding LC gate No., location, class, normal position, whether interlocked or non-interlocked, whether communication provided or not and whether Train Actuated Warning Device(TAWD) or similar such protection device provided or not, how the gate is operated etc, need to be mentioned in Appendix 'A'.

11. PROVISIONS FOR WORKING OF LORRIES, TROLLIES, MOTOR TROLLIES AND RAIL DOLLIES

Some of the precautions such as given below should be mentioned:

(i) The section where axle counters are provided in lieu of track circuits, lorries trolleys, motor trolleys, and rail dollies etc., which are not insulated, shall not be allowed to run except on line clear.

(ii) Lorries, trolleys, motor trolleys, and rail dollies are not likely to actuate the axle counter correctly. When they are to run over the section split by axle counters, the whole section to be treated as one and next train to be started after the last train has arrived complete.

(iii) In all other respects the working of a light Motor trolley shall conform to the rules laid down for ordinary trolleys while running without block protection and to those laid down for motor trolleys while running under block protection or following another light motor trolley or a motor trolley.

(iv) Any other restriction on movement of trollies/trolleys/motor trolleys/rail dollies/tower wagons etc.

12. ABNORMAL CONDITIONS

(a) THE RULES TO BE OBSERVED IN THE EVENT OF ABNORMAL CONDITIONS.

The procedure to be followed in the event of following abnormal conditions should be specifically mentioned.

(i) During partial interruption/ failure of instruments or other equipments for obtaining/granting line clear and other signalling equipments;

(ii) The authority to proceed in the occupied block section in case of obstruction of line or - accident etc.;

(iii) Trains unusually delayed

(iv) Failure/passing of intermediate block stop signal at 'ON';

(v) Failure of Axle Counter Block/ BPAC;

(vi) Failure of MTRC;

(vii) Working of trains during bad weather impairing visibility;

(viii) Train parting;

(viii) Protection of trains stopped between station on account of accident, failure, obstruction and any other cause;

(ix) Train in a block section without authority to proceed;

(x) In case of fire.

(b) PROCEDURE FOR EMERGENCY OPERATION OF POINTS BY CRANK HANDLE.

(i) The detailed procedure for emergency crank handle operation of motor operated points at different lines at the station from operation point of view should be mentioned here.

(ii) Procedure for Emergency operation of point with point zone axle counter/ track circuit failure and emergency route release, giving reference to GR 13.01 should be mentioned here.

(c) CERTIFICATION OF CLEARANCE OF TRACK BEFORE CALLING ON SIGNAL OPERATION IS INITIATED.

Mention should be made that before taking off calling-on signal during failure of track circuit/axle counter, the route and the clearance of the track over which train would pass to be verified by SM.

(d) REPORTING FAILURE OF SIGNALS, POINTS, TRACK CIRCUIT/AXLE COUNTER AND INTERLOCKING.

(i) Mention should be made that whenever there is a failure of signals, points, track circuit/Axle Counter or any other interlocking gear at the station, the failure should be reported by on duty SM to the concerned signalling Maintenance Staff. Only after receipt of the written memo from the Signalling Maintainer for rectification of the fault, SM should restore the normal working.

(ii) The entries in signal failure register must be made. In controlled sections, the Section Controller should be advised of the failure.

12.1 TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE SECTION

Procedure for working to be spelt in detail keeping in mind GR 13.17.& SR therein.

12.2 TOTAL FAILURE OF COMMUNICATION

Procedure for working of trains during total failure of communication at the station should be briefly summed up keeping in mind GR 13.27. (A) or (B) as the case may be & SR therein.

13. DUTIES OF TRAIN WORKING STAFF

The duties of the train working operational staff such as SM, Switchman, Cabinman, Leverman, Pointsman, Platform Porter, Gateman for train operation should be mentioned in detail in Appendix 'D' giving specific references to the GR (s), SR(s) and the Block Working Manual of the Railway.

13.1 TRAIN WORKING STAFF IN EACH SHIFT

The availability of above operation staff provided at the station in each shift with their duties for working of trains should be mentioned in Appendix 'D'.

14. ESSENTIAL EQUIPMENTS AT THE STATION

The list of the essential equipment should be given in Appendix-'E'

15. VISIBILITY TEST OBJECT

Position of the Visibility Test Object in each Zone of operation and the officials authorised to check the V.T.O from a nominated place at the station should be mentioned here.

16. FOG SIGNAL MEN NOMINATED TO BE CALLED IN CASE OF FOG

In bad weather impairing visibility or in dust storm etc. when V.T.O. cannot be seen from the SM's Office, the SM shall send trained men to act as fog signalmen. Instructions regarding their selection from Traffic and Engineering Departments, entry of their names in the Fog Signal Register and taking assurance by the SM to be mentioned clearly.

LIST OF APPENDICES

APPENDIX 'A'	WORKING OF LEVEL CROSSING GATES
APPENDIX 'B'	SYSTEM OF SIGNALLING AND INTERLOCKING AND COMMUNICATION ARRANGEMENTS AT THE STATION
APPENDIX 'C'	ANTI COLLISION DEVICE (RAKSHA KAVACH)/TRAIN PROTECTION WARNING SYSTEM OR SIMILAR OTHER SUCH DEVICE.
APPENDIX 'D'	DUTIES OF TRAIN PASSING STAFF AND STAFF IN EACH SHIFT.
APPENDIX 'E'	LIST OF ESSENTIAL EQUIPMENTS PROVIDED AT THE STATION
APPENDIX 'F'	RULES FOR WORKING OF DK STATIONS, HALTS, IBH, IBS, AND OUTLYING SIDINGS
APPENDIX 'G'	RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS. [To be jointly signed by branch officers of Operating, Engineering and Electrical (Traction) departments]

MINISTRY OF RAILWAYS

(RAILWAY BOARD)

REPORT

OF THE

GENERAL RULES REVIEW

COMMITTEE

(VOLUME-II)

2009

ANNEXURE II

CONCORDANCE TABLE

CONCORDANCE TABLE OF CURRENT RULES vis-à-vis NEW RULES				
S.No.	**Current GR No.**	**Reference**	**New GR No.**	**Remarks**
1	1.01	Short title and commencement	1.01	Modified
2	1.02	Definitions -	1.04	Modified
3	1.03	Classification of stations	4.01	Modified
4	2.01	Supply of copies of rules	2.01	Modified
5	2.02	Upkeep of the copy of rules	2.02	Modified
6	2.03	Knowledge of rules	2.03	
7	2.04	Assistance in observance of rules	2.04	Modified
8	2.05	Prevention of trespass, damage or loss	2.05	Modified
9	2.06	Obedience to rules and orders	2.06	Modified
10	2.07	Attendance for duty	2.07	Modified
11	2.08	Absence from duty	2.08	Modified
12	2.09	Taking alcoholic, drink sedative, narcotic, stimulant drug or preparation	2.09	Modified
13	2.10	Conduct of railway servants	2.10	Modified
14	2.11	Duty for securing safety	2.11	Modified
15	3.01	General use of signals	3.01	Modified
16	3.02	Kinds of signals	3.02	Modified
17	3.03	Use of night signals by day	3.03	Modified
18	3.04	Placing of signals and signals arms; painting of signal arms	3.04	Modified
19	3.05	Use of fixed signals	3.03	Modified
20	3.06	Description of Warner signals and their indications	3.05	Modified
21	3.07	Description of Distant signals and their indications.-	3.06	Modified
22	3.08	Description of Stop signal and their indications	3.07	Modified
23	3.09	Kinds of fixed Stop signals for approaching trains	3.08	Modified
24	3.10	Kinds of fixed Stop signals for departing trains	3.09	Modified
25	3.11	Intermediate Block Stop Signal	3.10	
26	3.12	Kinds of fixed Stop signals in Automatic Block territories	3.12	Modified
27	3.13	Calling-on signals	3.13	Modified
28	3.14	Shunt signals	3.14	Modified
29	3.15	Co-acting signals	3.15	Modified
30	3.16	Repeating signals	3.16	Modified

31	3.17	Distinguishing markers and signs for signals	3.17	Modified
32	3.18	Signals out of use	3.18	
33	3.19	Placing of Stop signals at diverging junctions	3.19	Modified
34	3.20	Placing of Stop signals at converging junctions	3.20	Modified
35	3.21	Signals on bracket post or signal bridge or gantry	3.21	Modified
36	3.22	Placing of more than one signal on the same post	3.22	Modified
37	3.23	Electric repeater	3.23	Modified
38	3.24	Back-lights	3.24	
39	3.25	Obligation to provide fixed signals at stations	4.02	Modified
40	3.26	Commissioning of fixed signals	4.03	Modified
41	3.27	Minimum equipment of fixed signals at stations provided with manually operated multiple-aspect signalling	4.08	Modified
42	3.28	Minimum equipment of fixed signals at stations with modified lower quadrant signalling	4.10	Modified
43	3.29	Minimum equipment of fixed signals at other stations provided with two-aspect signalling	4.09	
44	3.30	Additional fixed signals at stations generally	4.13	Modified
45	3.31	Signals at class 'D' stations	4.11	
46	3.32	Provisions of an Advanced Starter, Shunting Limit Board or Block Section Limit Board	4.12	Modified
47	3.33	Exceptions to rules 3.27, 3.28, 3.29 & 3.32:	4.14	Modified
48	3.34	Fixed signals at level crossings	4.15	Modified
49	3.35	Protection and working of points of outlying sidings	4.16	Modified
50	3.36	Fixed signals generally	4.17	Modified
51	3.37	Normal aspect of signals	4.19	Modified
52	3.38	Points affecting movement of train	4.20	Modified
53	3.39	Locking of facing points	4.21	
54	3.40	Conditions for taking 'off' Home signal	4.22	Modified
55	3.41	Conditions for taking 'off' Outer signal	4.23	Modified
56	3.42	Conditions for taking 'off' last Stop signal or Intermediate Block Stop signal	4.25	Modified
57	3.43	Conditions for taking 'off' Warner signal	4.26	Modified
58	3.44	Conditions for taking 'off gate Stop signal	4.28	
59	3.45	Conditions for taking 'off' Calling-on signal	4.29	Modified
60	3.46	Use of fixed signals for shunting	4.30	Modified

61	3.47	Taking 'off' signals for more than one train at a time	4.31	Modified
62	3.48	Stoppage of trains out of course at stations provided with two-aspect signalling	4.32	Modified
63	3.49	Care and lighting of signal lamps	4.33	Modified
64	3.50	Traps, slip sidings and catch sidings	4.34	Modified
65	3.51	Points	4.35	
66	3.52	Exhibition of hand signals	3.35	Modified
67	3.53	Stop hand signal		Combined with 3.25
68	3.54	Proceed hand signal		Combined with 3.25
69	3.55	Proceed with caution hand signal		Combined with 3.25
70	3.56	Hand signals for shunting	3.26	Modified
71	3.57	Banner Flags	3.27	Modified
72	3.58	Knowledge and possession of hand signals	3.28	Modified
73	3.59	Description of detonating signals	12.02	Modified
74	3.60	Method of using detonators	12.07	Modified
75	3.61	Placing of detonators in thick, foggy or tempestuous weather impairing visibility	*12.05* *13.18*	*Modified*
76	3.62	Placing of detonators in case of obstructions	12.05	Modified
77	3.63	Replacement of a detonators on the line	*12.05*	*Modified*
78	3.64	Knowledge and possession of detonators	12.03	Modified
79	3.65	Description of flare signals		Deleted
80	3.66	Use of flare signals		Deleted
81	3.67	Knowledge and possession of flare signals:-		Deleted
82	3.68	Duties of Station Master generally when a signal is defective	13.03	Modified
83	3.69	Duties of Station Master when an approach Stop signal is defective:-	13.06	Modified
84	3.70	Duties of Station Master when a departure Stop signal is defective	13.07	Modified
85	3.71	Warner or Distant signals defective in the 'off' position	13.04	Modified
86	3.72	Warner not to be used when Stop signal is defective	13.05	Modified
87	3.73	Passing of a gate Stop signal at 'on'	13.15	Modified
88	3.74	Absence of a fixed signal or a signal without a light	13.02	Modified
89	3.75	Passing of Intermediate Block Stop signal at 'on'	13.08 13.14	Modified

90	3.76	Intimation to officials when defects remedied	13.10	Modified
91	3.77	Defective or damaged points etc.	13.01	Modified
92	3.78	Duties of engine crew in respect of signals	13.10 13.18	*Modified*
93	3.79	Duties of Driver in respect of a Calling-on signal	13.13	Modified
94	3.80	Duties of Driver when an approach Stop signal is 'on' or defective	13.11	Modified
95	3.81	Duties of Driver when a departure Stop signal is 'on' or defective	13.12	Modified
96	3.82	Permission before entering on or crossing a running line	11.17	Modified
97	3.83	Assistance of the engine crew regarding signals	11.40	Modified
98	3.84	Duties of Drivers as to signals when two or more engines are attached to train	11.41	Modified
99	3.85	Reporting of defects in signals	11.60	Modified
100	4.01	Standard time	11.01	Modified
101	4.02	Adherence to advertised time	11.02	Modified
103	4.03	Setting watch	11.03	Modified
104	4.04	Time of attendance for train crew	11.04	Modified
105	4.05	Proper running line		Deleted
106	4.06	Direction of running	11.05	Modified
107	4.07	Supply of Working Time Table and Schedule of Standard Dimensions	11.06	Modified
108	4.08	Limits of speed generally	11.07	Modified
109	4.09	Caution Order	11.08	Modified
110	4.10	Limits of speed over facing points	11.09	Modified
111	4.11	Limits of speed while running through stations	11.10	Modified
112	4.12	Engine pushing	11.11	Modified
113	4.13	Limits of speed with engine tender foremost		Deleted
114	4.14	Head light and marker lights	11.12	Modified
115	4.15	Tail and side lights		Deleted
116	4.16	Tail board or tail lamp	11.13	Modified
117	4.17	Responsibility of Station Master regarding tail board or tail lamp of passing trains	6.03	Modified
118	4.18	Means of communication	11.14	Modified
119	4.19	Guard's and Driver's equipment	11.15	Modified
120	4.20	Manning of engine in motion	11.16	Modified
121	4.21	Driving an electric train	11.18	Modified

122	4.22	Riding on engine or tender	11.19	Modified
123	4.23	Brake-vans	11.20	Modified
124	4.24	Position of brake-van on train	11.21	Modified
125	4.25	Guards	11.21	Modified
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127	4.27	Cranes	11.24	Modified
128	4.28	Loading of vehicles	11.25	Modified
129	4.29	Damaged or defective vehicles	11.26	Modified
130	4.30	Drive and Guard to examine notices before starting	11.27	Modified
131	4.31	Examination of train before starting	11.28	Modified
132	4.32	Examination of train by Driver	11.29	Modified
134	4.33	Examination of single and multiple units by Driver	11.30	Modified
135	4.34	Duties of Guard when taking over charge of a train	11.31	Modified
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137	4.36	Guard to be in charge of train	11.33	Modified
138	4.37	Subordination of Guards in station limits	11.34	
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140	4.39	Driver to obey certain orders	11.36	Modified
141	4.40	Driver and Fireman or Assistant Driver to keep a good look-out	11.37	
142	4.41	Driver and Fireman or Assistant Driver to look back	11.38	Modified
143	4.42	Exchange of signals between Driver, Guard and station staff	11.42	Modified
144	4.43	Guard to keep a good look-out	11.43	Modified
145	4.44	Trains held up at first Stop signal	11.44	Modified
146	4.45	Attracting attention of Driver	11.45	Modified
147	4.46	Assistance from Guard's hand brake	11.46	Modified
148	4.47	Application of Guard's hand brake	11.46	Modified
149	4.48	Permission of Guard to detach engine from train	11.47	Modified
150	4.49	Starting and stopping of train	11.48	
151	450	Sounding of engine whistle	11.49	Modified
152	4.51	Bell signals between Driver and Guard	11.50	Modified
153	4.52	Throwing out water, fire or cinders		Deleted
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155	4.54	Passengers	11.51	Modified
156	4.55	Shutting off power	11.52	
157	4.56	Guard to see that train is stopped clear of fouling marks	11.53	Modified
158	4.57	Detaching engine	11.55	Modified
159	4.58	Driver to see that train is stopped clear of fouling marks	11.56	Modified
160	4.59	Moving of train carrying passengers after it has been stopped at a station	11.57	Modified
161	4.60	Guard not to leave train till handed over	11.58	Modified
162	4.61	Driver not to leave engine when on duty	11.59	Modified
163	4.62	Working of a material train in a block section	11.61	Modified
164	4.63	Workers on material train	11.62	Modified
165	4.64	Protection of material train when stabled	11.63	Modified
166	4.65	Working of track maintenance machines	11.64	Modified
167	4.66	Private engines and vehicles	11.65	
168	5.01	Responsibility of the Station Master for working	10.01	Modified
169	5.02	Supply of copies of the rules and distribution or exhibition of other documents	10.01	Modified
170	5.03	Obedience to orders and keeping of books and returns	10.01	Modified
171	5.04	Signal Cabins	10.02	Modified
172	5.05	Report of neglect of duty	10.03	Modified
173	5.06	Station Working Rules	10.06	Modified
174	5.07	Forms	10.05	Modified
175	5.08	Access to and operation of equipment	10.04	Modified
176	5.09	Reception of a train on an obstructed line	10.07	Modified
177	5.10	Reception of a train on a non-signalled line	10.08	Modified
178	5.11	Departure of a train from a non-signalled line	10.09	Modified
179	5.12	Departure of a train from a line provided with a common departure signal	10.09	Modified
180	5.13	Control of shunting	10.10	Modified
181	5.14	Responsibility for shunting	10.11	Modified
182	5.15	Shunting at stations under Centralized Traffic Control	10.16	Modified
183	5.16	Shunting during reception of trains	6.02	Modified
184	5.17	Shunting near level crossing	10.12	Modified
185	5.18	Drawing of a train to an advanced position	10.18	Modified
186	5.19	Obstruction of a running line	10.17	Modified
187	5.20	Shunting on gradients	10.13	Modified
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202	7.01	System of working	5.01	Modified
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204	8.01	Essentials of the Absolute Block System	6.01	Modified
205	8.02	Conditions for granting Line Clear at a class ‘A’ station	6.02, 6.12	Modified
206	8.03	Conditions for granting Line Clear at a class ‘B’ Station-	6.06, 6.16	Modified
207	8.04	Conditions for granting Line Clear at a class ‘C’ station	6.11, 6.21	Modified
208	8.05	Obstruction on double line at a block station when a train is approaching	6.03 & 6.07, 6.17,	Modified
209	8.06	Obstruction on double line in the block section	6.04, 6.08, 6.09, 6. 10, 6.18, 6.19, 6.20	Modified
210	8.07	Obstruction on single line at a class `A' station when a train is approaching	6.13	Modified
211	8.08	Obstructing the block section at class `A' station on single line	6.14, 6.15	Modified
212	8.09	Obstruction in face of an approaching train at a class ‘B’ station on single line	6.17	Modified
213	8.10	Obstruction within station section at a class ‘B’ station on single line	6.17	Modified

214	8.11	Obstruction outside station section at a class 'B' on single line station equipped with two-aspect signals	6.19, 6.20	Modified
215	8.12	Obstruction outside station section at a class 'B' on single line station equipped manually operated multiple aspect signals	6.19, 6.20	Modified
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225	9.06	Conditions for taking 'off' Manual Stop signals in Automatic Block territory on single line	7.06	Modified
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229	9.10	Protection of a train stopped in an Automatic block signalling section	7.12	Modified
230	9.11	Driver to report failures.	7.10	Modified
231	9.12	Procedure during failure of Automatic signalling	7.13	Modified
232	9.13	Movement of trains against the direction of traffic on the Automatic Block System	7.14	Modified
233	9.14	Procedure when Semi-Automatic Stop signal is 'on'	7.15	Modified

234	9.15	Passing a gate Stop signal at 'on' in Automatic signalling territory	7.16	Modified
235	9.16	Illustrative diagrams.	7.18	
236	10.01 to 10.09	The following Trains system		Deleted
237	11.01 to 11.06	The Pilot Guard system		Deleted
238	12.01 to 12.17	The Train-Staff and Ticket system		Deleted
239	13.01	Use of the One Train Only System.	8.01	Modified
240	13.02	Essentials of the One Train Only System.	8.02	Modified
241	13.03	Authority to enter the section.	8.03	Modified
242	13.04	Procedure in case of accident or disablement on the One Train Only System	8.04	Modified
243	14.01	Means of granting or obtaining line Clear	6.24	Modified
245	14.02	Provision of instruments	6.25	Modified
246	14.03	Consent required before interfering with Block working equipment	4.05	Modified
247	14.04	Certificate of competency	6.26	Modified
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250	14.07	Train Signal Register	6.28	Modified
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252	14.09	Driver to examine authority to proceed	6.30	Modified
253	14.10	Conditions for closing the block section	6.31	Modified
254	14.11	Responsibility of Station Master as to authority to proceed -	6.30	
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256	14.13	Failure of electrical block instruments or track circuits or axle counter	13.16	Modified
257	14.14	Closing of Intermediate Block Post	13.09	Modified
258	14.15	Transmission of signals		Deleted
259	14.16	Train Signal Register	6.28	Modified
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262	14.19	Writing and signing of messages and written authorities to proceed	6.30, 10.05	Modified
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265	14.22	Cancellation of Line Clear		Deleted
266	14.23	Driver to have authority to proceed	6.30	Modified
267	14.24	Authority to proceed: when to be given to Driver	6.29	Modified
268	14.25	Line Clear Tickets	6.30	Modified
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270	15.01	Condition of Permanent Way and Works	14.01	Modified
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272	15.03	Keeping of material	14.03	Modified
273	15.04	Inspection of Permanent Way and Works	14.04	Modified
274	15.05	Patrolling of lines	14.05	Modified
275	15.06	Work involving danger to trains or traffic	14.06	Modified
276	15.07	Work in thick, foggy or tempestuous weather impairing visibility	14.07	Modified
277	15.08	Precautions before commencing operations, which would obstruct the line	14.08	Modified
278	15.09	Showing of signals	14.09	Modified
279	15.10	Assistance in protection of trains	14.10	Modified
280	15.11	Gang mate in each gang	14.11	Modified
281	15.12	Knowledge of signals and equipment of gang	14.12	Modified
282	15.13	Inspection of gauges, signals, tools and implements	14.13	Modified
283	15.14	Responsibility of Gang mate as to safety of line	14.14	Modified
284	15.15	Blasting -	14.15	Modified
285	15.16	Putting in or removing points or crossings	14.16	Modified
286	15.17	Duties of Gang mate and Gang man when apprehending danger	14.17	Modified
287	15.18	Distinction between trolly, lorry and motor trolly	14.18	Modified
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289	1520	Equipment of trolly, lorry or motor trolly	14.19	Modified
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291	15.22	Qualified person to be in charge of lorry or trolly when on the line	14.22	Modified
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294	15.25	Motor Trolly	14.18	Modified
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296	15.27	Protection of lorry on the line	14.27	Modified

297	15.28	Lorries and trollies out of use	14.29	--
298	16.01	Knowledge of signals	15.02	Modified
299	16.02	Supply and care of equipment	15.05	Modified
300	16.03	Road Traffic	15.08	Modified
301	16.04	Gateman to observe passing trains	15.09	Modified
302	16.05	Channel for flange of wheels	15.10	Modified
303	16.06	Defects at level crossings	15.11	Modified
304	16.07	Obstruction at level crossing	15.12	Modified
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306	16.09	Trespassing	15.14	--
307	16.10	Transfer of charge of gate	15.15	--
308	16.11	Height gauges	15.16	Modified
309	17.01	Applicability of General Rules	16.01	
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311	17.03	Inspection of Electrical way and Works	16.03	Modified
312	17.04	Permit – to – work on electrical equipment	16.06	Modified
313	17.05	Warning to staff and public	16.07	Modified
314	17.06	Alteration to track	16.08	Modified
315	17.07	Tripping of circuit breakers of locomotive and electrical multiple units at neutral sections	16.09	Modified
316	17.08	Tower wagon	16.10	Modified
317	17.09	Additional rules for electrified sections	16.11, 16.12, 16.13	Modified

NEW RULES FRAMED

S.No	New GR No	Subjects
1	1.02	Authority to grant dispensation :-
2	1.03	Codes, Books and Manuals:-
3	1.04	Applicability of rules for male and female railway servants.
4	1.05	Definitions- Following definitions added- (4) “approved means of communication (6) “aspect of signal” (10) “bad weather impairing visibility” (13) “block overlap” (14) “block proving by axle counter”(BPAC). (15) “catch siding” (20) “communication equipment(s)”. (32) “ in advance of a signal. (33) “ indication of a signal (34) “in rear of a signal” (41) “junior engineer/ section engineer (JE/SE) train examination” (42) “junior engineer/ section engineer (JE/SE) loco” (45) “last vehicle checks device” (51) “material lorry” (55) “multiple unit train” (58) “ ‘OFF’ aspect of a signal” (59) “ ‘ON’ aspect of a signal” (60) “on board safety device” (63) “permanent way mate” (65) “Railway Board” (66) “Railway(s)” (70) “signal overlap” (71) “single unit train” (72) “slip siding” (78) “station yard” (81) “temporary working rule (TOW)” (82) “terminal station/yard” (85) traffic block” (87) “transportation inspector” (88) “trolly”
3	3.29	On Board Signals
4	4.04	Interference with Points, Signals, Block Instruments or related equipments and other gears connected with for obtaining/ granting line clear, etc.

5	4.05	Inspection of Points, Signals, Block Instruments, and related equipments
6	4.06	Disconnections and Reconnection of Signal and Telecommunication (S&T) Equipments
7	4.07	Opening of Cabin basement/Relay rooms by the railway servant of signal department
8	4.18	Points affecting movement of trains
9	4.24	Conditions for taking 'OFF' Starter or Intermediate starter Signal
10	4.25	Berthing of Passenger Trains
11	4.34	Point Indicator
12	4.35	Trap Points and Trap Indicators
13	6.05	Obstruction/Shunting when line clear has not been granted to a train:-
14	6.22	Rules applicable to Special Class Station on Single Line /Double Line/Multiple Line/Twin Single Line
15	6.23	- Rules applicable to Twin Single Line:
16	7.02	Minimum equipment of fixed signals in Automatic Block territory on a double line station
17	7.08	Rules applicable to Multiple lines and Twin Single Lines
18	7.17	Passing a Semi-Automatic Gate Stop Signal at 'ON' in Automatic Signalling Territory
19	8.05	Working of Motor trolley and Material lorry:-
20	9.01	Use of the Train Following System
21	9.02	Essentials of the Train Following System
22	9.03	Line Clear and authority to proceed
23	9.04	Obstruction in face of approaching train
24	9.05	Obstruction when section is clear
25	9.06	Protection of Trains on the Train Following System
26	9.07	Procedure when train is disabled on the Train Following System
27	9.08	Authority to proceed to be given up and cancelled on arrival of train
28	9.09	Double line section
29	9.10	Double line section temporarily used as single line or on single line section
30	9.11	Cessation of working of Train Following System introduced as a temporary measure on a portion of railway
31	10.15	Fly shunting
32	11.22	Working of Mail, Express and other Passenger Trains when diverted via alternate routes
33	11.54	Drawing a train ahead:

34	12.01	Audio Visual Aids:-
35	12.04	Stock of Detonators and Supply of detonators
36	12.06	Storage of Detonators
37	12.08	Testing of Detonators
38	12.09	Method of destroying the detonators
39	12.11	Other Audio Visual Aids
40	13.17	Working of trains temporarily on single line on a double section:-
41	13.19	Duties of Fog signal man during bad weather impairing visibility
42	13.20	Duties of Loco pilot during bad weather impairing visibility
43	13.26	Train operation in case of Loco Pilot and/or Guard experiencing any abnormal condition in the track, information of sabotage or likely sabotage to the track/bridge/fixed installation and obstruction on adjacent line(s)
44	14.24	Conveyance of non-railway officials by lorry or trolly:-
45	14.25	Working of Trollies/Motor Trollies/Over Head Euipment-Ladder Trollies and rail dollies
46	15.02	Traffic and Engineering Gates
47	15.03	Classification of Level Crossings
48	15.05	Gate Lamps:
49	15.06	Locking Arrangements at Gates
50	16.05	Protection of worksite and staff
51	16.12	Accidents and blocking of train movement in emergency
52	16.13	Special precautions by TPCs, Controllers, SMs and train crew on electrified sections when a section of the OHE is found faulty and / or abnormality is noticed / reported on running trains
53	17.01	Tickets
54	17.02	Reservation of accommodation
55	17.03	Charge entered incorrectly in receipt of ticket
56	17.04	Passenger changing to a superior class of carriage
57	17.05	Restriction of the use of certain trains by the passenger
58	17.06	Physically challenged and lady passengers
59	17.07	Prisoners and insane passengers
60	17.08	Passengers suffering from Infectious or Contagious Disorders
61	17.09	Disinfection of Carriages
62	17.10	Luggage to be booked
63	17.11	Free allowance of passenger’s luggage
64	17.12	Luggage in carriage with passengers

65	17.13	Luggage insufficiently secure
66	18.01	Duties of SM in case of drunkenness or nuisance
67	18.02	Smoking or carrying of open fire, light lamp, inflammable goods, explosive etc
68	18.03	Exclusion of persons from Railway premises
69	18.04	Unauthorised persons on engine
70	18.05	Getting down from and leaving a train
71	18.06	Begging
72	18.07	Investigation by SM in case of offence by passenger
73	18.08	Preventing breach of rules
74	18.09	Arrests
75	19.01	Penalties for breach of rules

Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
			CHAPTER I **PRELIMINARY**	
1.01	**Short title and commencement.-** (1) These rules may be called the Indian Railways (Open Lines) General Rules, 1976. (2) They shall come into force on such date as the Central Government may, by notification in the Official Gazette, appoint.	**1.01**	**Short title and commencement:-** (1) These rules may be called the *Railway General Rules 200__ These rules shall, unless otherwise stated, be applicable to Government Railways and Non-Government Railways governed by Railway Act 1989 (24 of 1989). These rules shall not apply to Metro railways including Kolkata Metro railway.* (2) These rules shall come into force on a date to be notified by the Central Government through a notification in the Official Gazette.	Modified
		1.02	***Authority to grant dispensation:-*** *(1) Whenever required, Railway Board may grant condonation/dispensation from the laid down provisions of these rules;* *(2) In case of absence of a specific provision in these rules, the Railway Board is empowered to permit movement of train(s)/vehicle(s) on specified sections.*	*New Rule*
		1.03	***Codes, Books and Manuals:-*** *(1) Railway Board may issue Codes/ Manuals/ Instructions, where as Railways may issue books/ instructions pertaining to various aspects of working of railways. However, they shall have to be in conformity with these rules. These rules cannot be superseded or by passed by such Codes/ Books/ Manuals/ Instructions. Fresh Codes/ Books/ Manuals must be printed before issue of fiftieth amendment.* *(2) Whenever rules and/or instructions are issued under sub-rule (1) above or otherwise, which have any*	*New Rule*

			bearing on train running they shall be got approved by Member Traffic/ Chief Operations Manager(COM) in case of rules/ instructions being issued by Railway Board/ railway respectively.	
		1.04	***Applicability of rules for male and female railway servants:-*** *In these rules, wherever words such as he/his/him etc. are used in the context they shall include corresponding feminine word such as she/her etc. unless expressly mentioned to the contrary. These rules will apply equally to both male and female railway servant(s).*	*New Rule*

1.02	**Definitions.- In these rules, unless the context otherwise requires,-** (1) "*ACT*" means the Railways Act, 1989 (24 of 1989); (2) *"adequate distance*" means the distance sufficient to ensure safety; (3) "*approach lighting"* means an arrangement in which the lighting of signals is controlled automatically by the approach of a **train**; (4) *"approved special instructions*" means special instructions approved of or prescribed by the Commissioner of Railway safety; (5) "*authorised officer*" means the person who is duly empowered by general or special order of the Railway Administration , either by name or by virtue of his office, to issue instructions or to do any other thing; (6) *"authority to proceed*" means the authority given to the Driver 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 axle in and counting axles out, whether the section of the track between the said two points is clear or occupied;	***1.05***	**Definitions:-** (1)"Act" means the Railways Act, 1989 (24 of 1989) as amended from time to time; (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 means of communication(s)" means audio communication equipments as approved under sub-rule (20) below;* (5)"approved special instruction(s)" means special instruction(s) approved of or prescribed by the CRS; *(6)"aspect of a signal" means the appearance (position of arm/ disc/ banner or colour of light) of a signal as seen by the Loco pilot of an approaching train;* *(7)* "authorised officer" means the *officer* who is duly empowered to issue special instruction(s) or *other instructions in the matter of working of trains. The Chief Operations Manager (COM) of the railway shall be the authorised officer for this purpose;* *(8)*"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; *(9)*"axle counter" means *a device* which, when provided at two given points on the track, proves *whether the section of the line between the said two points is clear or occupied by counting axles in and counting axles out;* *(10)"bad weather impairing visibility" means adverse weather condition whereby normal visibility is affected due to fog, dust and/or thunder storm, heavy winds, rain etc. resulting in reduced visibility;*	Modified

	(8) "*block back*" means to dispatch a message from a block station intimating to the block station immediately in a 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 the block section in advance is to be obstructed or is to be obstructed; (10) "*block section*" means that portion of the running line between two block stations onto which no running train may enter until Line Clear has been received from the block station at the other end of the block section;		*(11)*"block back" means to dispatch a message *on approved means of communication* from a block station intimating to the block station immediately *in rear* on a double line, or to the adjacent block station on either side on a single line, *to advise* that the block section is obstructed or is to be obstructed; *(12)* "block forward" means to dispatch a message *on approved means of communication from a block station intimating to the block station immediately in advance on a double line that the block section concerned is obstructed or is to be obstructed;* *(13)"block overlap" means the adequate distance beyond the first stop signal at that end of a block station which is required to be kept clear when granting Line Clear to the block station in rear. This adequate distance shall not be less than 200 mtrs. in TACL/TALQ signalling and 100 mtrs. in MACL/MAUQ and Modified Lower Quadrant signalling. Under approved special instruction this distance may be reduced, if considered necessary;* *(14)"block proving by axle counter (BPAC)" means a system using axle counters with detection points located at either end of the block section to prove by counting axles entering/exiting the block section whether the block section is occupied or not and is used for obtaining/granting Line Clear;* *(15)* "block section" means that portion of the running line between two block stations onto which no train may enter until Line Clear has been received from the block station at the other end of the block section; *(16)"catch siding" is intended to catch vehicle(s) which have escaped from the adjacent block section or the adjacent station or trains which have become out of control. Catch siding shall not be used for shunting*	

	(11) "*Centralised Traffic Control*" means a system by which the working of trains over a route to which the system applies, governed by fixed signals remotely controlled from a designated place; (12) "*Centralized Traffic Control Operator*" means the person on duty who may for the time being be responsible for the working of trains on the Centralized Traffic Control; (13) "*Commissioner of Railway Safety*" means a Commissioner of Railway Safety appointed to exercise any functions under the Act, and includes the Chief Commissioner of Railway Safety; (20) "*electrical communication instrument*" means either a telephone or a Morse telegraph instrument; (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		*purposes and for stabling vehicle(s)/train.* *(17)*"Centralized Traffic Control *(CTC)*" means a system by which the working of trains over a route to which the system applies, *is* governed by signals remotely controlled from a designated place; *(18)*"Centralized Traffic Control Operator (CTC operator)" means the *competent railway servant* on duty who may for the time being be responsible for the working of trains on CTC area; *(19)*"Commissioner of Railway Safety (CRS)" means a commissioner of railway safety appointed to exercise designated functions under the Act, and includes the Chief Commissioner of Railway Safety (CCRS); *(20)"communication equipment(s)" means audio and/or visual equipment(s)/ appliance(s)/ system(s) approved under special instruction(s) and/or provided by railway administration for facilitating communication between control/ stations/ train crew and other officials concerned with working of trains;* *(21)*"competent railway servant" means a railway servant duly qualified to undertake and perform the duties entrusted to him; *(22)*"connections" when used with reference to a running line, means the points, crossings *and* other appliance(s) used to connect such line(s) with other lines or to cross it; *(23)*"Controller" means a railway servant on duty *who, for* the time being *is* responsible for regulating the working of traffic on a section of a *railway provided with communication equipment(s) between the control and stations/train crew etc.;* *(24)* "day" means from sunrise to sunset; *(25)* "direction of traffic" means- (a) on a double line *and multiple line*, the direction for	

	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; (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 the 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;		which the line is signalled; (b) on a single line *and twin single line,* the direction for the time being established, under the system of working, to allow trains to move in that direction; *(26)* "facing and trailing points": points are facing or trailing in accordance with the direction *of* a train or vehicle *moving* 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 *to another line;* *(27)*"fixed signal" means a signal *at* fixed location indicating a condition affecting the movement of *trains* and includes a semaphore arm/disc/banner *for use by day* or *colour* light for use by day *and/or night*; *(28)* "fouling mark" *indicates location beyond* which infringement of *standard moving dimensions* occurs, where two lines cross or join one another; *(29) "free zone" means portion of running line between block section and station section on a 'B' class station (if required) or portion of running line at a special class station where a traffic LC gate can be provided to reduce barrier closure time of LC gate, when Line Clear has been granted for a train or when approach signals have been taken 'OFF' for reception of a train from other direction.* *Free zone may be located –* *(a) On double line 'B' class station -* *(i) equipped with MACL or MAUQ signalling- between BSLB and FZLB/outer most facing points* *or* *between FZLB and Advanced Starter* *(ii) equipped with TACL or TALQ signalling- between BSLB and Home signal* *or*	

			between FZLB and Advanced Starter *(b) on single line B class station –* *(i) equipped with MACL or MAUQ signalling-* *between BSLB and Advanced starter/SLB or between BSLB and outer most facing point where Advanced starter/SLB is not provided.* *Or* *between FZLB and Advanced starter/SLB* *(ii) equipped with TACL or TALQ signalling-* *between BSLB and Advanced starter/SLB* *or* *between BSLB and Home signal where Advanced starter/SLB is not provided.* *Or* *between BSLB and outer most facing point where Advanced starter/SLB or Home signal is not provided* *Or* *between FZLB and Advanced starter/SLB* *(c) At a special class station free zone can be created between approach signal and FZLB or FZLB and Intermediate Starter/Advanced Starter by providing FZLB.*	
	(26) *"gateman*" means a competent railway servant posted at a level crossing for working the gates; (27) "*goods train"* means a train (other than a material train) intended solely or mainly for the carriage of animals or goods; (28) *"Guard*" means the railway servant in charge of a train and includes a Brakesman or any other railway servant who may for the time being be performing the duties of a Guard;		*(30)* "Gateman" means a competent railway servant posted at a level crossing for working the gates; *(31)*"goods train" means a train (other than a material train) intended solely or mainly for the carriage of animals or goods; *(32)"G*uard" means the *competent* railway servant in charge of a *train or any* other railway servant who may for the time being be performing the duties of a Guard; *(33)"in advance of a signal" means that portion of the line which is beyond the signal, as viewed from the direction of an approaching train. This portion of the line is protected by the signal, if it is a stop signal;*	

			(34)"indication of a signal" means the information or meaning conveyed by the aspect of a signal; *(35)"in rear of a signal" means that portion of the line which leads upto the signal, in the direction from which the train approaches;*	
	(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;		*(36)"interlocking"* means an arrangement of signals, *points and other appliances which is operated from station/ cabin or a centralised location and so interconnected by mechanical and/or electrical/ electronic means so that their operation must take place in a proper sequence to ensure safety in train operation;* *(37) "Intermediate Block Hut (IBH)" means a manned class 'C' station on a double line;*	
	(31) "*Intermediate Block Post"* means a class 'C' station on a double line, remotely controlled from the block station in rear; (32) *"Intermediate Block Signalling"* means an arrangement of signalling on double line in which a long block section is split into two portions each constituting a separate block section by providing an Intermediate Block Post; (33) *"isolation"* means an arrangement, secured by the setting of points or other approved means, to protect the line so isolated from the danger of obstruction from other connected line or lines;		*(38)* "I*ntermediate Block Post (IBP)"* means *an unmanned* class 'C' station on a double line, remotely controlled from the block station in rear; *(39)"Intermediate Block Signalling (IBS)"* means an arrangement of signalling on double/*multiple* line in which a long block section is split into two portions each constituting a separate block section by providing an IBP or IBH; *(40)"isolation"* means an arrangement, secured by the setting of points or other means approved under special instructions, to protect the line so isolated from the danger of obstruction from other connected line or lines;	
	(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; (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		*(41)"Junior Engineer/Section Engineer (JE/SE) (P.Way/Works/Bridge/OHE/Signal/ Telecommunication)"* means *competent railway servant* responsible for the construction or maintenance of P. way, points, signals, communication equipments, bridges *and OHE* or other works connected therewith and includes any other railway servant who may for the	

	who may for the time being be performing the duties of a Train Examiner; (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;		time being be performing these duties; *(42)"Junior Engineer/Section Engineer (JE/SE) (Train Examination)"* means *a railway servant so designated and entrusted with the duties* to examine trains *or any other rolling stock (excepting locomotive)* and certify their fitness for safe running and includes any other railway servant who may for the time being be performing *these* duties; *(43)"Junior Engineer/Section Engineer (JE/SE) (Loco)"* means *a railway servant so designated and entrusted with the duties* to examine a *locomotive and/or traction equipment* of *EMU/MEMU/DMU/etc.* and certify their fitness for safe running and includes any other railway servant who may for the time being be performing *these* duties; *(44)"Key man" means a railway servant employed on P. way to patrol on foot and check fitting and other internal deficiencies*; *(45)"last stop signal"* means the stop signal of a station controlling the entry of trains into the next block section; *(46)"last vehicle check device (LVCD)" means a device which automatically checks the complete arrival of the train at a station such as end of train telemetry(EOTT) etc.;* *(47)"level crossing*" means the intersection of road with railway track at the same level; *(48)*"l*evel crossing gate (LC gate)*" means any form of movable barrier, including a chain *and/or metallic wire rope and/or other device* capable of being closed *and locked* across the road *for blocking the path of road vehicles* at the level crossing. *It* does not include a wicket *gate* or a turnstile *which is* for the use of pedestrians;	

	(37) "l*ine clear*" means the permission given from 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 block station in advance for a train to leave the former and proceed towards the latter; (19*) "Driver"* means the engine driver or any other competent railway servant for the time being in charge of driving a train; (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 aspect 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 expression includes a train, vehicle or obstacle on or fouling a line, or a stop signal at 'on', or any condition which is dangerous to trains;		*(49)"Line Clear" means permission obtained/given by the SM of a block station from/to the SM of adjacent block station to dispatch a train;* *(50)"Loco pilot"* means the *locomotive* driver including *motorman or co-Loco pilot* or any other competent railway servant for the time being in charge of driving a train or *a self propelled vehicle;* *(51)*"m*ain line*" means the line ordinarily used for running trains through and between stations; *(52)"material lorry" means a lorry used solely for the carriage of P. way or other heavy material;* *(53) "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; *(54)* "mi*xed train"* means a train intended for the carriage of passengers and goods, or of passengers, animals and goods; *(55)* "m*ultiple-aspect signalling (MACLS/MAUQ)"* means a signalling arrangement in which signals display at any *given* time any one of the *two* or more aspect and in which the aspect of every signal is pre-warned by the aspect of the previous signal or signals; *(56)"multiple unit train" means a train consisting of two or more single unit trains coupled together and operated as one train;* *(57)"night"* means from sunset to sunrise; *(58)"obstruction"* and its *similar* expression includes a train, vehicle or obstacle on or fouling a line, or any condition which *may be potentially dangerous* to *running of* trains;	

			(59)"OFF" aspect of a signal means any prescribed aspect other than its most restrictive aspect displayed by a signal; *(60)"ON" aspect of a signal means the most restrictive aspect displayed by a signal;* *(61)"on boards safety device" means a device which ensures automatic application of brakes on a train and/or any such action which may prevent occurrence of an unsafe condition. The device gets automatically activated in case the Loco pilot fails to act or is unable to act so as to prevent occurrence of an accident due to an obstruction or failing to control speed or a stop signal being passed at 'ON'. Some of these devices are Anti Collision Device(ACD), Signal Passing At Danger Device (SPAD), Train Protection Warning System (TPWS), Auxiliary Warning System (AWS), Automatic Emergency Brakes (AEB) and will also include any other such similar device;*	
	(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 and mainly for the carriage of passengers and other coaching traffic, and includes a troop train; (25) "g*angmate*" means the person in charge of a gang of workmen employed on permanent way or work connected therewith; (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;		*(62)*"o*ver head equipment(OHE)"* means the electrical conductors over the tracks together with their associated fittings, insulators and other attachments, by means of which they are suspended and *secured* in position for the purpose of electric traction; *(63)*"p*assenger train"* means a train intended solely and mainly for the carriage of passengers *or* other coaching traffic, and includes a troop train; *(64)*"Permanent way *Mate*" (P.way Mate)means the *competent railway servant* in charge of a gang of workmen employed on P. way or work connected therewith; *(65)"point and trap indicators"* are appliances fitted to and working with points to *indicate the position in which these are set;* *(66)"Railway Board" means Railway Board as*	

			constituted under 'The Indian Railway Board Act, 1905 (No. 4 of 1905). Under Section 60 of the Railways Act 1989, and Section 2 (b) of 'The Indian Railway Board Act, 1905'. Railway Board is empowered to issue, amend, add to or delete any existing General Rule(s). For the purpose of these rules, Railway Board shall mean Member Traffic(MT); *(67)"railway(s)" means railway as defined under Section 2.(31) of The Railways Act, 1989 (24 of 1989) and will include Government Railways (zonal railways), Konkan Railway Corporation and Non- Government railways;*	
	(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 the 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;		*(68)"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; *(69)"running train"* means a train which has started under an authority to proceed *from a station/yard* and has not completed its journey; *(70)*"s*hunting*" means the movement of the vehicle or vehicles with or without an *locomotive* or of any *locomotive* or any other self-propelled vehicle, for the purpose of attaching, detaching or transfer or for any other purpose. *(71)"signal overlap" means the adequate distance which is required to be kept clear in order to take 'OFF' a home signal. This adequate distance shall not be less than 100 mtrs. in TALQ/TACL signalling and 75 mtrs. in MACL/MAUQ and Modified Lower Quadrant signalling. At large junction stations which are not terminal stations and which have more than one Home signal, the signal overlap beyond the Starter signal may be reduced upto 50 mtrs. under special instructions. It can further be reduced under approval of Railway*	

			Board. *(72)"single unit train" means the combination of a driving coach(es), motor coach(es) and trailer coach(es) used as a single operating unit;* *(73) "slip-siding" is intended to prevent vehicle(s) at station from escaping on to the main line. It shall not be used for shunting purposes and for stabling of vehicles.*	
	(50) *"special instruction*" means instructions issued from time to time by the authorised officer in respect to particular cases or special circumstances;		*(74)*"special instruction(s)" means instruction(s) issued from time to time by the authorised officer *of a railway* in respect to particular *case(s)* or special in 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;		*(75)*"s*tation"* means any place on a line of railway at which traffic is dealt with, *and/*or at which an authority to proceed is given *to the Loco pilot* 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;		*(75)*"s*tation limits*" means the portion of a railway which is under the control of a *SM* and is situated between the outermost signals *in each direction* of the station or as may be specified under special instructions;	
	(53) "*station master*" means the person on duty who is for the time being responsible for the working of the traffic within station limits, and includes any person who is for the time being in independent charge of the working of any signals and responsible for the working of trains under the system of working in force;		*(76)"Station Manager (SM)"* means the *competent railway servant* i*n charge of a station and includes such authorised person on duty, who is responsible* for the working of the traffic within station limits *and is in* independent charge *of working of signals and trains* under the system of working in force. *These may include Deputy Station Manager, Assistant Station Manager, Station Superintendent, Deputy Station Superintendent, Station Master, Assistant Station Master, Cabin Assistant Station Master, Chief Yard master or Yard Master etc.;*	
	(54) *"station section*" means that section of station limits- (1) at a class 'B' station provided with two-aspect		*(78)"station section" means that portion of station limit at a 'B' class station, which need not be kept clear for the purpose of granting Line Clear;*	

	signals, which is included- (a) on a double line, between the Home signals 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 signal 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 limits 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 Limits 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 Limits Boards or Advanced Starters ; (55) *"subsidiary rule"* means special instruction which is subservient to the General Rule to which it relates and shall not be at variance with any General Rule; (56) "*system of working*" means the system adopted for the time being for the working of trains on any portion of a railway;		*(79)"station yard" means the station area which lies within the specified place and/or specified distance (as prescribed by Railway Board) at either ends of the station, and shall include all points, crossings, running and non running lines falling within this area. The approaches of station yard shall be on a grade not steeper than the permissible gradient unless so approved by Railway Board;* *(80)"subsidiary rule(s)"* means special instruction*(s) issued by authorised officer of a railway which shall be in conformity with the rule* to which it relates and shall not be at variance with these rule*;* *(81)*"s*ystem of working*" means the system adopted for the time being for the working of trains on any portion of a railway; *(82)"temporary working order (TWO)" means instructions issued jointly by the concerned branch*	

			officers of the division whenever any pre-planned work of signalling, OHE or P. way affecting train working is to be executed, which require special safety precautions to be observed. *(83)"terminal station/yard" means station/yard/part of the yard, specially declared so by the authorised 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 the yard shall be provided with stop boards (where no stop signals are provided) at a place where trains normally come to a stop. Signal overlap is not required at such station/yard;*	
	(57) "*track circuit*" means an electrical circuit provided to detect the presence of vehicle on a portion track, the rails of the track forming part of the circuit;		*(84)*"t*rack circuit*" means an electrical circuit provided to detect the presence of vehicle on a portion *of* track, the rails of the track forming part of the circuit;	
	(24) "*gangman"* means a railway servant employed on permanent way or work connected therewith;		*(85)"Trackman"* means a railway servant employed on P. way or work connected therewith; *(86)"traffic block" means blocking of a particular portion of line against movement of all traffic except movement of train(s)/vehicle(s) required for carrying out the work for which block is being operated;*	
	(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;		*(87)"train"* means an locomotive with or without vehicles attached, or any self-propelled vehicle with or without a trailer, which cannot be readily lifted off the track; *(88)"Transportation Inspector (TI)" means a competent railway servant who is responsible to inspect and ensure smooth train working at station(s) and over the section under his beat and perform other duties allotted to him;* *(89)"trolly" means any self propelled motor driven or*	

	(60)"*two aspect signalling*" means a signalling arrangement in which each signal displays at any one time either of two aspects.		*hand pushed vehicle, which can be readily lifted bodily off the track by four or less than four persons.* *(90)*"t*wo aspect signalling (TACLS/TALQ)*" means a signalling arrangement in which each signal displays at any one time either of the two aspects;	

Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
	CHAPTER II **RULES APPLYING TO RAILWAY SERVANTS GENERALLY**		**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 rules, or of such portion thereof as relate to his duties, and (c) to any railway servant a translation of the said rules or of such portions thereof as relate to his duties as may be prescribed by Special Instructions.	**2.01**	**(1) 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 these rules, or of such portion thereof as relates to his duties, and (c) to any railway servant a copy of these rules or translation of the said rules or of such portion, thereof as relates to his duties, as may be prescribed *under special instructions.*	Modified
2.02	**Upkeep of the copy of rules.-** Every railway servant who has been supplied with a copy of these rules shall- (a) have his copy readily available when on duty, (b) keep it posted with all corrections, (c) produce the same on demand by any of his superiors, (d) obtain a new copy from his superior in case is lost or defaced , and (e) ensure that the staff working under him are supplied with all correction and that they also comply with the provisions this rule.	**2.02**	**Upkeep of the copy of rules: –** (1) 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 *amendments,* (b) produce the same on demand *for inspection* by any of his superiors *within such time specified as under special instructions.* (c) obtain a new copy from his superior in case *it* is lost or defaced, and (2) All supervisor shall ensure that the staff who are required to be in possession of these rules as per rule 2.01 and working under him *are* supplied with all *amendment(s)* and that they also comply with the provisions of *the amended* rule.	Modified

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 rules relating to his duties and the Railway Administration shall ensure that he do so, (b) pass the prescribed examination ,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.	**2.03**	(1)**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 rules relating to his duties and the railway administration shall ensure that he *does* so, (b) pass the prescribed examination, if any, (c) satisfy himself that the staff working under him have complied with clauses (a) and (b) above, and (d) if necessary, explain to the staff working under him, the rules so far as they apply to them.	No change
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.	**2.04**	**Assistance in observance of rules:-** Every railway servant shall render all possible assistance in carrying out these rules and report promptly any violation or breach thereof, which may come to his notice to his superior *official* and other *concerned railway officials.*	Modified
2.05	**Prevention of trespass, damage or loss.-** (1) Every railway person is responsible for the security and protection of the property of the Railway Administration under his charge. (2) Every Railway servant shall endeavor to prevent- (a) trespass on railway premises, (b) theft, damage or loss of railway property, (c) injury to himself and others, and (d) fire in railway premises.	**2.05**	**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 *try to prevent or provide assistance to the authority entrusted with the specific responsibility* to prevent- (a) trespass on railway premises, (b) theft, damage or loss of railway property, and (c) fire in railway premises. *(3) Every railway servant shall endeavour to prevent injury to self and others.*	Modified
2.06	**Obedience to rules and orders.-** Every railway servant shall promptly observe and obey- (a) all rules and special instruction, and (b) all lawful orders given by his superiors.	**2.06**	**Obedience to rules and orders:-** (1) Every railway servant shall - (a) strictly observe and/or promptly obey all rules and special instructions. (b) strictly observe and/or promptly obey all lawful orders given by his superiors, and	Modified

			(c) update his knowledge of rules, special instructions and other instruction(s).	
2.07	**Attendance for duty.** - Every railway servant shall be in attendance for duty at such times and places for such periods as may be fixed in this behalf of Railway Administration and shall also attend at any other time and place at which his services may be required.	**2.07**	**Attendance for duty: –** Every railway servant shall be in attendance for duty at such times and places for such periods as may be fixed in this behalf *by the* railway administration and shall also attend at any other time and place at which his services may be required.	Modified
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 on duty desires to himself absent from duty on the ground of illness, he shall immediately report the matter to the superior and shall not leave his duty until a competent railway servant has been placed in charge thereof.	**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 on duty desires to absent *himself* from duty on the ground of illness, he shall immediately report the matter to his supervisor/incharge and shall not leave his duty until a competent railway servant has been placed in charge thereof. *(3) If any railway servant is taken ill and is unable to attend his duty he should immediately inform his controlling authority and submit a medical certificate of sickness duly signed by an authorised medical officer within such time as prescribed by the railway administration.* *(4) If SM on duty has to leave his station office or cabin for a short duration for any unavoidable or compelling reasons, on controlled section he should advise the Controller before doing so. In addition, he should lock the instruments of granting/obtaining Line Clear, signalling equipment etc.. Also, he must lock his office before leaving in case no other railway servant is present there.* *(5) If a railway servant finds himself unable to attend*	Modified

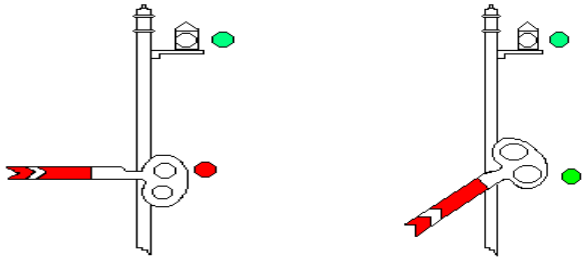
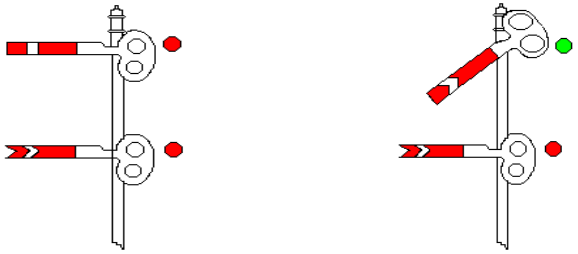
			his appointed roster duty or is unable to continue his duty, he shall inform his supervisor/incharge well in advance so that a competent staff can be arranged to relieve him. The supervisor/incharge should try to arrange relief at the earliest.	
2.09	**Taking alcoholic, drink sedative, narcotic, stimulant drug or preparation.-** (1) While on duty, no railway servant shall, whether he is directly connected with the working of train or not, be in a state of intoxication or in the 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.	**2.09**	**Taking alcoholic drink, sedative, narcotic, stimulant drug or *such* preparation:-** (1)While on duty, no railway servant *shall be in possession of, or* be in a state of intoxication or *be* in *such a* state which *impairs his capacity to perform duties* by reason of his having consumed or used any alcoholic drink, sedative, narcotic or stimulant drug or such preparation *etc.* *(2) No railway servant shall take or use any alcoholic drink, sedative, narcotic or stimulant drug or preparation thereof while on duty or within eight hours as such other time as prescribed under special instructions before commencement of his duty.* *(3) All Loco pilot's and Guard's lobbies or at the place where running staff sign on/off should be provided with breath analysers, as prescribed under special instructions.* *(4) No running staff should be allowed to 'sign on' for duty without undergoing breath analyser test. Similar test should be conducted at the time of 'signing off'.* *(5)Railway servant found under the influence of alcohol or in a state of intoxication should not be put on duty.*	Modified
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 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	**2.10**	**Conduct of railway servants:-** (1) A railway servant shall- (a) wear the badge and uniform, *as* prescribed, and be neat and tidy in his appearance on duty; (b) be prompt, *alert*, civil and courteous; (c) not solicit or accept illegal gratification; (d) give all reasonable assistance and be careful to give	Modified

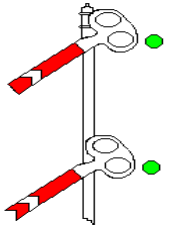
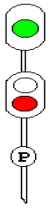
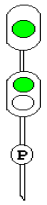
	correct information to the public, and (e) when asked, give his name and designation without hesitation.		correct *and relevant* information to the public; (e) give his name and designation without hesitation when asked, and *(f) not sleep while on duty.*	
2.11	**Duty for securing safety.-** (1) Every railway servant shall- (a) see that every exertion is made for ensuring the safety of the public, (b) promptly report to his superior any occurrence affecting the safe or proper working of the railway which may come to his notice, and (c) render on demand all possible assistance in the case of an accident or obstruction. (2) Every railway servant who observes- (a) that any signal is defective, (b) any obstruction, failure or threatened failure of any part of the way or works, (c) anything wrong with a train, or (d) any unusual circumstances likely to interfere with the safe running of the train, or the safety of the public, shall take immediate steps, such as the circumstances of the case may demand, to prevent accident; and where necessary, advice the nearest Station Master by the quickest possible means; Provided that in the case of a train having parted, he shall not show a Stop hand signal endeavor to attract the attention of the Driver or Guard by shouting gesticulating or other means.	**2.11**	**Duty for *ensuring* safety:-** (1) Every railway servant shall- (a) see that every *effort* is made for ensuring the safety of the trains and of passengers; (b) promptly report any occurrence affecting *or likely to affect* the safe or proper working of the railway which may come to his notice; (c) render on demand all possible assistance in the case of an accident, disaster or obstruction; and *(d) never resort to shortcut methods endangering safety.* (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 or OHE, (c) anything wrong with a train, or (d) any unusual circumstance*(s) or situation(s)* likely to interfere with the safe running of the train, or the safety of the public, shall take immediate steps, such as the circumstances of the case may *warrant,* to prevent accident, disaster or obstruction; and *must inform* the nearest *SM and/or control office* by quickest possible means;	Modified *Deleted. Included in 13.24*

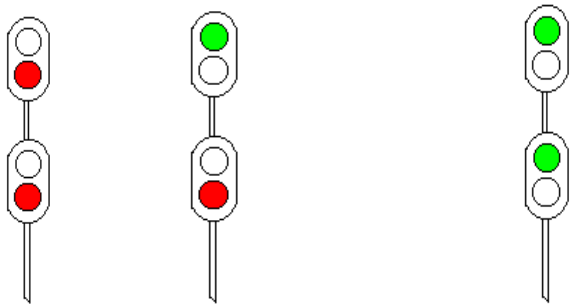
Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
	CHAPTER III **SIGNALS** **A - General Provisions**		**CHAPTER III** **SIGNALS** **A - General Provisions**	
3.01	**General use of signals.-** The signals prescribed in these rules shall be used for controlling the movement of trains in all cases in which exceptions are not allowed by approved Special Instructions.	**3.01**	**General use of signals:-** The signals prescribed in these rules shall be used for controlling the movement of trains in all cases excepting *where exceptions have been allowed by Railway Board.*	Modified
3.02	**Kinds of signals.-** The signals to be used for controlling the movement of trains shall be- (a) fixed signals, (b) hand signals, (c) detonating signals, and (d) flare signals.	**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)On Board Signals,*	Modified *Detonating and Flare signals be deleted from here and considered in chapter 12.*
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.			*Deleted and included in GR 3.03*
	B. Description of Fixed Signals		**B - 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 illustration given in this Chapter, which are not drawn to scale , the day aspect of the semaphore is shown by the position of the arm and the	***3.03***	**Use of fixed signals:-** *(1) Except under special sanction of the Railway Board, all railways shall be equipped with fixed signals as prescribed in these rules.* *(2)Semaphore signals* *(a)* The aspects of a semaphore signal shall be displayed by the position of the arm by day *and light*(s) by night. *(b)* The arm of a semaphore signal shall work in - *(i)* the lower quadrant in two-aspect signalling (TALQ),	Modified

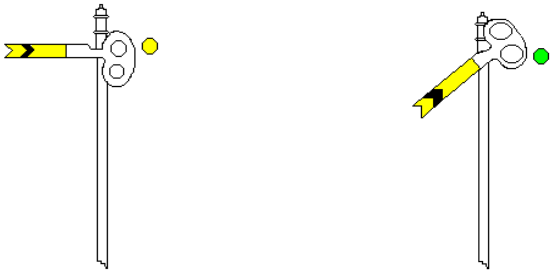
	night aspect its shown by the light or lights to the right of the signal concerned. (3) The aspects of a colour light and position light signal both by day and by night shall be the same and shall be displayed by fixed light or lights. (4) The arm of a semaphore signal shall work in - (a) the lower quadrant in two-aspect signalling , and (b) the upper quadrant in manually operated multiple-aspect signalling. (5) The 'off' position of a semaphore signal shall be displayed by day by inclined position of the arm from 45 deg. to 60 deg. below the horizontal in case of two-aspect lower quadrant signals, and 45 deg. or 90 deg. above the horizontal in case of multiple-aspect upper quadrant signals.		and *(ii)* the upper quadrant in multiple-aspect signalling (MAUQ). *(c) The 'ON' position of a semaphore signal shall be displayed during day by horizontal position of the arm.* The 'OFF' position of a semaphore signal shall be displayed by day by inclined position of the arm from 45 deg. to 60 deg. below the horizontal in case of TALQ, and 45 deg. or 90 deg. above the horizontal in case of MAUQ. *(3) Colour light signals* *The aspects of a colour light and position light signal both by day and by night shall be the same and shall be displayed by static light(s) and/or flashing light(s) and /or a combination of both .* *(4) The aspects of semaphore signals for use by night shall also be used by day in tunnels and in bad weather conditions impairing visibility.* 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(s) to the right of the signal concerned.	
3.04	**Placing of signals and signals arms; painting of signal arms.-** (1) Fixed signals shall be clearly visible to the Drivers 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 instruction. (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),	***3.04***	**Placing of signals and signals 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 under special instructions. (2) In the case of semaphore signals, signal arms shall be placed on left hand side of the post as seen by the Loco pilot of any approaching train to which they refer. (3) (a) Except as provided for in clauses (b) and (c)	Modified

	signals arms shall be painted the same colour as the light exhibited in the 'on' position with a white bar on the side facing trains to which they refer and white with a black bar on the other side. Such bars shall be parallel with the end of the arms. (b) In the case of a yellow arm, a black bar shall take the place of the white bar on the side facing trains. (c) Calling-on arms shall be painted white with a red bar on the side facing trains to which they refer, and white with a black bar on the other side.		hereunder, signals arms shall be painted the same colour as the light exhibited in the 'ON' position with a white bar on the side facing trains to which they refer and white with a black bar on the other side. Such bars shall be parallel with the end of the arms. (b) In the case of a yellow arm, a black bar shall take the place of the white bar on the side facing trains *to which they refer and white with a black bar on the other side.* (c) Calling-on *signal* 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.	
3.06	**Description of Warner signals and their indications.-** (1) A semaphore Warner signal has a fish-tailed arm. (2) A Warner signal is intended to warn a 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 metres above it by night ,or (b) on the same post below the first Stop signal or the last Stop signal. (4) When placed in accordance with clause (b) of sub-rule (3), the variable light of the Stop signal shall take the place of the fixed green light of the Warner signal and the mechanical arrangement shall be such that the Warner signal cannot be taken 'off' while the Stop signal above it is 'on'.	***3.05***	**Description of Warner signals and their indications:-** *(1) A semaphore Warner signal has fish tailed arm whereas a colour light Warner signal when on a post by itself shall be provided with a marker consisting of a white-enamelled disc with letter 'P' in black.* (2) A Warner signal conveys to a Loco pilot: – (a) the condition of the block section ahead, *and* (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 mtrs. above it *(to be lit at night)*, or (b) on the same post below the first stop signal or *below* the last stop signal. (4) When placed in accordance with clause (b) of sub-rule (3), the variable light of the stop signal shall take the place of the fixed green light of the Warner signal and the mechanical arrangement shall be such that the Warner signal cannot be taken 'OFF' while the stop signal above it is 'ON'. *(5)* A Warner signal with a fixed green light above it by night, on a post by itself, shall be located at an adequate distance *(not less than 1000 mtrs.)* in rear of the stop	Modified

	(5) The aspects and indication of a semaphore Warner signal are shown below :- (a) Semaphore 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) Semaphore Warner signal in Two--Aspect Signalling 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.		signal, the aspect of which it pre-warns: Provided that when such a Warner signal applies to a LC Gate stop signal, it shall not display the 'proceed' aspect unless there is adequate distance between the L C Gate stop signal and the first stop signal of the station ahead. The adequate distance in such case shall never be less than *1000 mtrs..* *(6) In case, the distance between the last stop signal of station in rear and the first stop signal of the station ahead is less than 1000 mtrs, the Warner signal of the station in rear shall be taken 'OFF' only after satisfying the conditions prescribed under 4.24..* *(7)* Where special circumstances justify the use of an unworked Warner, it shall be secured in the 'ON' position and *will* not be coupled or duplicated for directing purpose. *(8) The aspects and indication of a semaphore and colour light Warner signals are as shown in rule even no. in Annexure- I.*	

	Semaphore Warner signal in Two-Aspect Signalling Territory - below a stop signal 'Off' position  ASPECT: Proceed Indication: Proceed (6) The aspects and indication of a colour light Warner signals 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 next Stop signal Proceed			

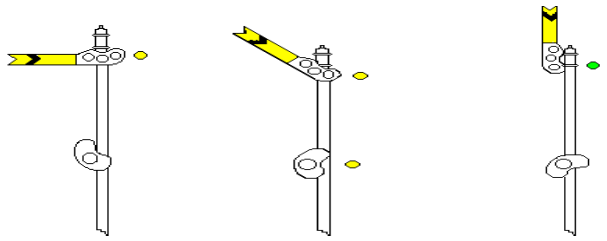
	(b) Colour light Warner signal in two-aspect signalling Territory-below a stop signal 'On' position 'Off' position  ASPECT: Stop Proceed with caution Proceed Indication: Stop dead Proceed with caution and be prepared to stop at next Stop signal. Proceed (7) A Warner signal with a fixed green light above 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 case shall never be less than 1200 metres. (8) Where special circumstances justify the use of an unworked Warner, it shall be secured in the 'on' position and not be coupled or duplicated for directing purpose.			

3.07	**Description of Distant signals and their indications.-** (1) A semaphore Distant signal has a fish-tailed arm. (2) The aspects and indication of a semaphore Distant signal working in the lower quadrant are shown below:- Semaphore Distant signal in Two-aspect Signalling Territory 'On' position 'Off' position  ASPECT: Caution Proceed Indication: Proceed and be prepared to stop at the next Stop signal Proceed Note- This signal shall be provided only in Modified Lower Quadrant signalling.	***3.06***	**Description of Distant signals and their indications:-** (1) A semaphore Distant signal has a fish-tailed arm, *where as colour light Distant signal shall be provided with a marker consisting of white-enamelled disc with letter 'P' in black.* *(2)* A Distant signal shall be located at an adequate distance *(not less than 1000 mtrs.)* in rear of the stop signal, the aspect of which it pre-warns. *(3) The Distant signal post shall have alternate yellow and black bands painted on it. In case of more than one Distant signal, the post(s) of Inner Distant signal(s) should be painted white.* *(4) The aspects and indication of a semaphore and colour light Distant signal is as shown in rule even no. in Annexure- I.* *(5)* 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. *(6) In such case, the Inner Distant signal shall generally be located 1000 mtrs. ahead and the Distant signal 2000 mtrs. from the first stop signal in the direction of approaching train. Under this arrangement Warning Board need not be provided.* *The aspects of the Distant and Inner Distant signals are as indicated below:-* *The aspects of the Distant and Inner Distant signals ar as indicated in rule even no. in Annexure-I.*	

(3) The aspects and indication 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

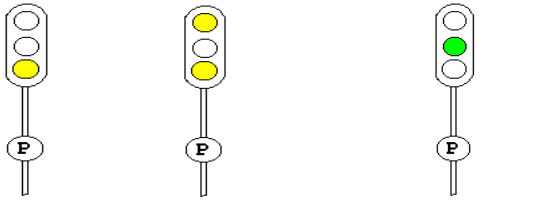
Indication :

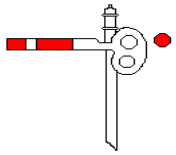
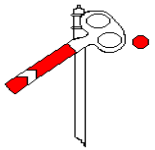
Proceed cautiously and be prepared to stop at next Stop signal.

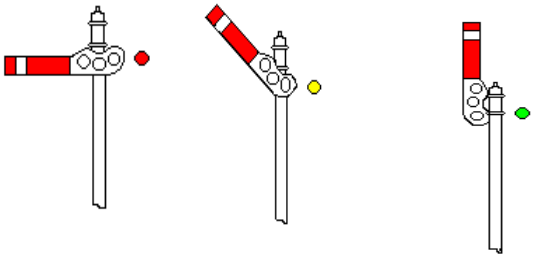
Proceed cautiously and be prepared to pass next signal at such restricted speed as may be prescribed by special instructions.

Proceed

Note.- The distance between the two yellow lights shall be 1.5 metres when this signal displays 'Attention' aspect at night.

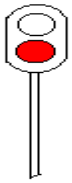
	(4) The aspects and indication of a colour light Distant signal are shown below:- Colour light Distant signal in Multiple-Aspect Signalling Territory 'On' position 'Off' position  ASPECT: Caution Attention Proceed Indication: Proceed and be prepared to stop the next Stop signal Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by special instruction. Proceed			

	(5) A Distant Signal shall be located at an adequate distance in rear of the Stop signal, the aspect of which it pre-warns. (6) Where necessary more than one Distant signal may be provided. In such a case, the outermost signal, to be located at an adequate distance from the first Stop signal, shall be called the Distant signal and the other called the Inner Distant signal , with the Distant signal capable of displaying 'Attention or 'Proceed' aspect only. (7) Under approved special instruction, a colour light distant signal may be combined with the last Stop signal of a station in rear or with a Stop signal protecting a level crossing. When a colour light Distant signal is combined with the last stop signal of the station in rear or with a Stop signal protecting a level crossing, arrangement shall be such that the signal shall not display a less restrictive aspect than the 'Stop' aspect till Line Clear has been obtained from the station ahead in the former case and until the level crossing gates has been closed and locked for passage of trains in the latter case.			*Existing rule 3.07 (7) replaced by 3.11 in Proposed rules.*
3.08	**Description of Stop signal and their indications.-** (1) A semaphore stop signal has a square ended arm. (2) The aspect 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	***3.07***	**Description of Stop signal and their indications:-** (1) A semaphore stop signal has a square ended arm. *(2) The aspects and indication of a semaphore and colour light stop signals are as shown in rule even no. in Annexure-I.*	Modified

	(3) The aspects and indications of a semaphore Stop signal working in the upper quadrant are shown below:- Semaphore Stop signal in the Multiple-Aspect Signalling Territory 'On' position 'Off' position  ASPECT: Stop Caution Proceed Indication: Stop dead Proceed and be prepared to stop at the next Stop signal Proceed			

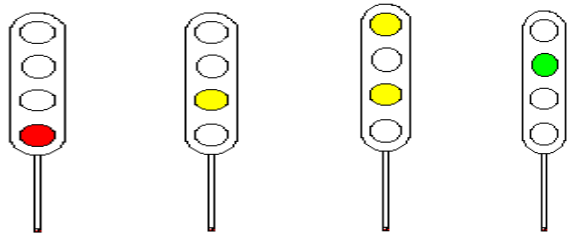
(4) The aspect and indications of a colour light Stop signal are shown below:-

(a) Colour light Stop signal in Two-Aspect Signalling Territory

'On' position	'Off' position
	
ASPECT:	
Stop	Proceed
Indications:	
Stop dead	Proceed

(b) Colour light Stop signal in Multiple Three-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

	(c) Colour light Stop signal in Multiple Four-Aspect Signalling Territory 'On' position Off' position  ASPECT: Stop Caution Attention Proceed Indication: Stop dead Proceed and be prepared to stop at the next stop signal. Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by Special Instructions. Proceed			
3.09	**Kinds of fixed Stop signals for approaching trains.-** (1) The Stop signals which control the movement of trains approaching a station are of three kinds, namely - Outer, Home and Routing signals. (2) The Outer signal, where provided, is the first Stop signal of a station and is located at an adequate distance outside the point upto which the line may be obstructed after Line Clear has been granted to or obtained by the station in rear. (3) The Home signal is the first Stop signal of a station at which an Outer signal is not provided and the second Stop signal of a station at which an Outer signal is provided. It shall be located outside all connections on the line to which	***3.08***	**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 *Home* signals. (2) The Outer signal, where provided, is the first stop signal of a station and is located at an adequate distance outside the point upto which the line may be obstructed after Line Clear has been granted. (3) *(a)* 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 *in case of two aspect*	Modified

	it refers. (4) The Routing signal is a signal used to indicate to a Driver 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.		*signalling. In case of multiple aspect signalling, it shall be located at an adequate distance outside the point up to which the line may be obstructed after Line Clear has been granted.* *(b) More than one Home signal can be provided at a station. In case more than one Home signal is provided the outer most Home signal shall be called Home signal and subsequent signals shall be called second Home, third Home and so on. In case the signal(s) indicate the route, it shall be called Routing Home signal(s).*	
3.10	**Kinds of fixed Stop signals for departing trains.-** (1) The Stop signal which control the movement of trains leaving a station are of two kinds, namely - Starter and Advanced Starter. (2) When a train leaving a station is guided by only one starting signal, it is the last Stop signal of 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 Driver 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.	***3.09***	**Kinds of fixed Stop signals for departing trains.-** (1)(a) The stop signal which control the movement of trains leaving a station are of two kinds, namely - Starter and Advanced Starter. *(b) More than one Starter signal can be provided at a station. In case more than one Starter signal is provided the first Starter signal shall be called Starter signal and subsequent signal(s) shall be called first Intermediate Starter signal, second Intermediate starter signal and so on. In case the Starter/ Intermediate Starter signal indicates two or more diverging route it shall be called Routing Starter/ Intermediate Starter signal.* (2)When a train leaving a station is guided by only one starting signal, it is the last stop signal of the station and *shall be* called the Starter *signal.* (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	Modified

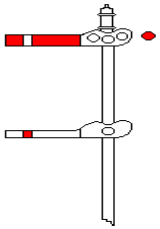
	(5) Where an Advanced Starter is provided, the Starter referring to any line shall be placed so as to protect the first facing points or fouling mark of the connections to another running line.		connections on the line to which it refers except where otherwise authorised by *the Railway Board.* Shunting operations beyond this limit shall be carried out only if permitted under 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. *(6) At a 'C' Class station Home signal is also the last stop signal.*	
3.11	**Intermediate Block Stop Signal.-** Intermediate Block Stop Signal is the Home signal provided at an Intermediate Block Post.	***3.10***	**Intermediate block stop signal.-** Intermediate block stop signal is the Home signal provided at IBP/IBH.	Modified
		3.11	***Combining of Signals:-*** *Any signal(s) at a station can be combined, if required, with the last stop signal of a station in rear or with a stop signal protecting a level crossing under special instructions. In such cases, arrangement should be so made so as to ensure that the combined signal cannot be taken 'OFF' unless the conditions for taking 'OFF' of each of the respective signals of the constituents of that combined signals are fulfilled and if it is protecting a LC Gate, then the LC Gate has been closed and locked for the passage of train.*	*Existing rule 3.07 (7) replaced by 3.11.*
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	**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	Modified

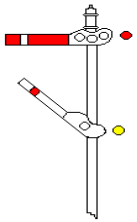
	operated either as an Automatic Stop signal or as a Manual Stop signal, as required; (i) when a Semi-Automatic Stop signal works as an Automatic Stop signal, it assumes 'on' and 'off' aspects automatically according to the condition of the automatic block signalling sections ahead; (ii) when a Semi-Automatic Stop signal works as a Manual Stop signal, it assumes 'on' aspect automatically on the occupation of the automatic block signalling section ahead, but assumes 'off' aspect when operated manually, provided the relevant automatic block signalling sections ahead are clear; (iii) when a Semi-Automatic Stop signal works as an Automatic Stop signal, the 'A' marker provided under the signal is illuminated. When the 'A' marker is extinguished, the signal shall be deemed to work as a Manual Stop signal; and (c) a Manual Stop signal operated manually and which cannot work as an Automatic or a Semi-Automatic Stop signal. (2) Colour light signal in Automatic Block territory shall be three-aspect or four-aspect.		a manual stop signal, as required; (i) when a semi-automatic stop signal works as an automatic stop signal, it assumes 'ON' and 'OFF' aspects automatically according to the condition of the Automatic Block signalling sections ahead; (ii) when a semi-automatic stop signal works as a manual stop signal, it assumes 'ON' aspect automatically on the occupation of the Automatic Block signalling section ahead. *When operated manually, it can be taken 'OFF' only when the Automatic Block signalling section ahead is clear and conditions for taking 'OFF' the said signal are fulfilled.* (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 *of* three-aspect or *more*. *(3)(a) King lever where provided in cabin(s) when reversed, locks the levers of all semi-automatic stop signals in the reverse position and enables them to function as automatic stop signals.* *(b) In the case of panel/route relay/solid state interlocking certain signals can function as automatic stop signals as well as semi-Automatic stop signals. The switching arrangement of such signals shall be specified in the SWR.*	
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	**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*	Modified

	(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 Driver of a train draw ahead with caution, after the train has been brought to a stop even though the Stop signal above it is 'on' and indicates to the Driver 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 aspect 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> <u>'On' position</u> <u>'Off' position</u>  ASPECT: Proceed slow Indication: Driver shall obey the aspect of Stop signal Stop and then draw ahead with caution and be prepared to stop short of any obstruction.		*used when the signal below which it is provided is defective or to receive a train on an obstructed line.* It shall be- (a)a short square ended semaphore arm, or (b)a miniature *yellow* 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 special instructions,* a Calling-on signal may be provided below any other stop signal except the last stop signal. *(3)*A Calling-on signal shall show no light in the 'ON' position. *(4)A Calling-on signal shall except where permitted under special instructions, detect all the points falling in the route, which the main signal above it detects excluding those points which fall within signal overlap.* *(5) The aspects and indications of Calling-on signals are as shown in rule even no. in Annexure-I.*	

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

'On' position | Off' position





ASPECT: Proceed slow

Indication:

Driver shall obey the aspect of the stop signal.

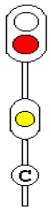
Stop and then draw ahead with caution and be prepared to stop short of any obstruction.

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

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

'On' position | 'Off' position





ASPECT: Proceed slow

Indication:

Driver shall obey the aspect of Stop signal

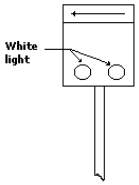
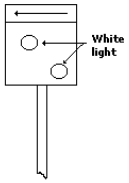
Stop and then draw ahead with caution and be prepared to stop short of any obstruction.

	(b) Colour light type Calling-on signal in Multiple-Aspect Signalling Territory 'On' position 'Off' position   ASPECT: Proceed slow Indication: Driver shall obey aspect of Stop signal. Stop and then draw the 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 instruction, 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 signal other than the first Stop signal of a station. (4) More than one Shunt signal may be placed on the same post and when so placed the topmost Shunt signal shall apply to the extreme left hand line and the second Shunt signal from the top shall apply to the next line from the left and so on. (5) When a shunt signal is taken 'off', it authorizes the Driver to draw ahead with caution for shunting purposes although Stop signal, if any, above it at 'on'.	**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 signal(s) control shunting movement(s). (3) A Shunt signal may be placed on a post by itself or below a *stop* signal other than the first *and last* stop signal of a station. (4) More than one Shunt signal may be placed on the same post and when so placed the topmost Shunt signal shall apply to the extreme left hand line and the second Shunt signal from the top shall apply to the next line from the left and so on. (5) When a Shunt signal is taken 'OFF', it authorizes	Modified

	(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 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		the *Loco* pilot to draw ahead with caution for shunting purposes although stop signal, if any, above it *is* at 'ON'. (6) When a Shunt signal is placed below a stop signal, it shall show no light in the 'ON' position. (7) In case Shunt signals are not provided, Hand signals may be used for shunting. (8) *The Shunt signal will have no signal overlap.* (9) The aspects and indications of *different types of* Shunt *signals* are shown in rule even no. in Annexure – I. *(10) Defective Shunt signal: – The Loco pilot shall not pass a Shunt signal that refers to him which is at 'ON' or defective during shunting movement unless he has received shunting order (T633) from the SM on duty with remarks that the Shunt signal cannot be taken 'OFF' or is defective.* *(11) Shunting Permit Indicator –* *(a) Shunting Permit Indicator may be of disc type or a light type.* *(b)Provision- Shunting Permit Indicator may be provided to permit uninterrupted to and fro movements towards shunting neck or other connected lines.* *(c)Working- Shunting Permit Indicator may be operated by a ground lever frame which works in conjunction with a stop signal so that either the Shunting Permit Indicator or the associated stop signal can be taken 'OFF' at a time.*	

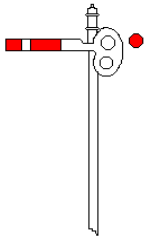
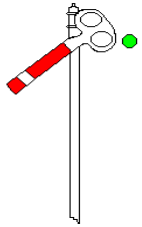
(9) The aspects and indications of a position light type Shunt signal are shown below:-

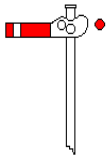
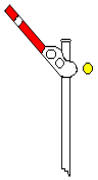
position light type Shunt signal in Two-Aspect or Multiple-Aspect Signalling Territory

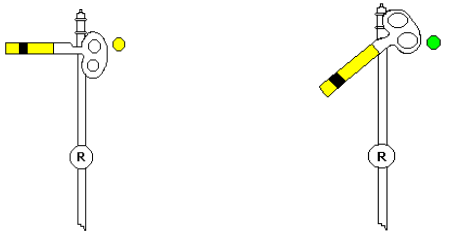
'On' position	'Off' position
	
ASPECT:	
Stop	Proceed slow
Indication:	
Stop dead	Proceed with caution for shunting

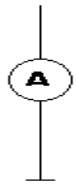
(10)The aspects and indications of a semaphore arm type Shunt signal are shown below:-

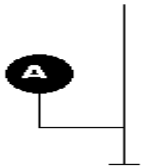
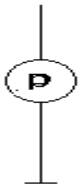
(a) Miniature Semaphore Arm type Shunt signal in Two-Aspect Signalling Territory

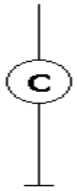
'On' position	'Off' position
	
ASPECT:	
Stop	Proceed slow
Indication:	
Stop dead	Proceed with caution for shunting

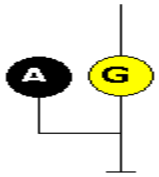
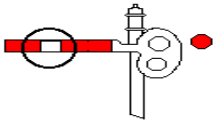
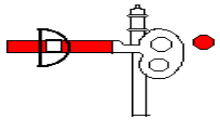
	(b) Miniature Semaphore Arm type Shunt signal in Multiple-Aspect Signalling Territory 'On' position 'Off' position   ASPECT: Stop Proceed slow Indication: Stop dead Proceed with caution for shunting			
3.15	**Co-acting signals.-** (1) Co-acting signals are duplicate signals fixed below ordinary signals and are provided where, in consequence of the height of the signal post, or of there being an over-bridge or other obstacle, the main arm or light is not in view of the Driver 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.	**3.15**	**Co-acting signals:-** *(1) Co-acting signal is placed on the same post as the main signal for the purpose of repeating the aspect of main signal to the Loco pilot of an approaching train in case the visibility of the main signal is getting obstructed due to presence of an over bridge etc.* (2) It shall be fitted at such height that either the main arm or light, or the Co-acting arm or light, *is visible.*	Modified
3.16	**Repeating signals.-** (1) A signal placed in rear of the fixed signal for the purpose of repeating to the Driver of an approaching train the aspects of the fixed signal in advance is called a Repeating signal. (2) A repeating signal shall be provided with an 'R' marker and shall be of- (a) banner type, or (b) a square ended semaphore arm, or (c) a colour light signal. (3) The aspects and indications of a banner type Repeating signal are shown below:-	**3.16**	**Repeating signals:-** (1) A signal placed in rear of a fixed signal for the purpose of repeating to the *Loco pilot* of an approaching train the aspects of the fixed signal in advance is called a Repeating signal. It is provided when a fixed signal is not visible to the Loco pilot from the minimum sighting distance due to curvature etc. or any other cause while he is approaching it. (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	Modified

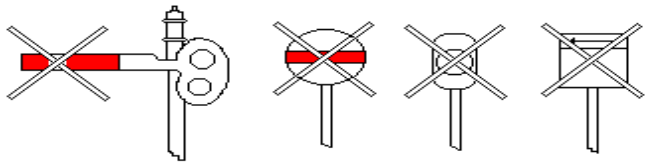
	Banner type Repeating signal in Two-Aspect Signalling Territory 'On' position 'Off' position  ASPECT: Signal 'On' Signal 'Off' Indication: Signal which it repeats is 'On'. Signal which it repeats is 'Off' (4) The aspects and indications of a semaphore arm type Repeating signal are shown below:- Semaphore Arm type Repeating signal in Two-Aspect Signalling Territory 'On' position 'Off' position  ASPECT: Signal 'On' Signal 'Off' Indication: Signal which it repeats is 'on' Signal which it which it repeats is 'off'		(c) a colour light signal. *(3) A common Repeating signal may be provided for a group of Home signals on the same bracket post and the Repeating signal will show the 'ON' aspect, if all the Home signals are showing the 'ON' aspect and the 'OFF' aspect, if any one of them is showing the 'OFF' aspect.* *(4) More than one Repeating signal may be provided for one signal, when so warranted by local conditions.* *(5) The aspects and indications of Repeating signal are shown in rule even no. in Annexure-I.* *(6) A colour light Repeating signal will show no light in track circuited territory in the event of the track between the Repeating signal and the signal the aspect of which it repeats is obstructed.* *(7) The banner type Repeater disc shall be white with two black bars and a yellow bar in between. The banner shall be horizontal in the normal ('ON') position.* *(8) The arm of a semaphore repeating signal shall be square ended. The front of the arm shall be yellow with a black bar. The back of the arm shall be white with a black bar. The bars shall be parallel to the end of the arm.* *(9) If the Repeater signal is defective in 'ON' position all officials as in the case of defective stop signal, shall be informed and the failure recorded in the Signal Failure Register. The Loco pilot of a train shall proceed with Caution upto the place from where the signal to which it refers is clearly visible and thereafter act as per indication given by that signal.* *(10) If the Repeater signal is defective in 'OFF' position, action shall be taken as per rule 13.04(B)(1)(a).* *(11) Starting indicators (Guard's repeaters) may be*	

	(5) The aspects and indications of a colour light type Repeating signal are shown below:- Colour light Repeating Signal 'On' position 'Off' position  ASPECT: Signal 'On' Signal 'Off' Indication: Signal which it repeats is 'On' Signal which it repeats is 'Off'		*provided, if required at convenient location to repeat the aspect of the Starter signal as an aid to the Guard to enable him to know the aspect of the Starter signal. The Starting indicator shall exhibit no light when the Starter signal is at 'ON' and yellow light when it is 'OFF'.*	
3.17	**Distinguishing markers and signs for signals:-** (1) Where necessary, signals shall be distinguished by prescribed markers. Such markers shall be fixed on the signal post below the signals as under:- Appearance Provided on Description  Automatic stop signal Letter 'A' in black on white circular disc	**3.17**	**Distinguishing markers and signs for signals:-** (1) Where necessary, signals shall be distinguished by prescribed markers. Such markers shall be fixed on the signal post below the signals are in rule even no. in Annexure-I. (2) Where necessary, signal arms shall be distinguished by prescribed signs in rule even no. in Annexure – A (3) Other distinguished markers or signs may be used with approval of the Railway Board.	Modified

	Appearance Provided on Description  Semi-automatic Stop signal — White illuminated letter 'A' against black background when working as an automatic Stop signal, and letter 'A' extinguished when working as a Manual Stop signal Appearance Provided on Description  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 dispenced with. Appearance Provided on Description  Intermediate Block Stop signal — Letter 'IB' in black on white circular disc			

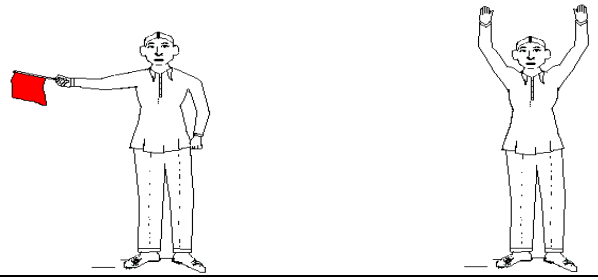
	Appearance Provided on Description  Calling-on signal Letter 'C' in black on white circular disc Appearance Provided on Description  Repeating signal in semaphore signalling territory Letter 'R' in black on white circular disc Appearance Provided on Description  Repeating signal in Colour light signalling territory. White illuminated letter 'R' against black background Appearance Provided on Description  Gate Stop signal Letter 'G' in black on yellow circular disc			

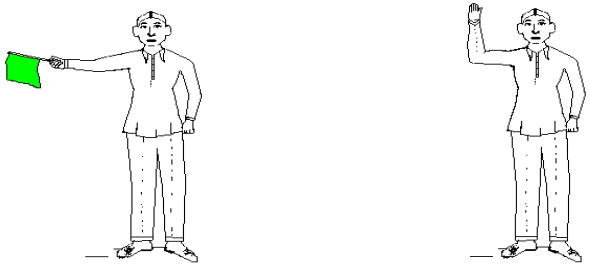
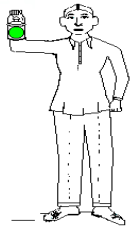
	Appearance Provided on Description  Gate Stop signal in Automatic Block territory — Letter 'G' in black on yellow circular disc and white illuminated letter 'A' against black background *Note*.- Letter 'A' shall be lit only when the gates are closed and locked against road traffic. (2) Where necessary, signal arms shall be distinguished by prescribed signs as under:- Appearance Provided on Description  Approach stop signal for Goods running lines only — One black ring on semaphore arm  Approach Stop signal for Dock platform — Letter 'D' in black on semaphore arm (3) Other distinguished markers or signs may be used with approval of the Railway Board.			

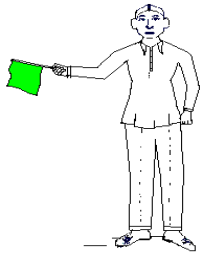
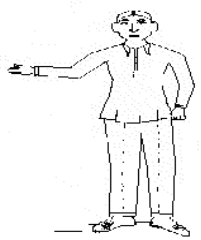
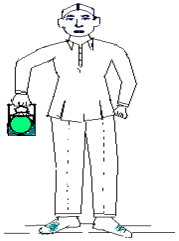
3.18	**Signals out of use.-** (1) When a fixed signal is not in use, it shall be distinguished by two crossed bars. each bar being not less than 1 meter long and 10 centimeter wide, as illustrated below:-  (2) A semaphore or disc signal when not in use shall be kept fixed in the 'on' position. (3) Signals not in use shall not be lit.	**3.18**	**Signals out of use:-** (1) When a fixed signal is not in use, it shall be distinguished by two crossed bars. Each bar being not less than 1 metre long and 10 centimetre wide in rule even no. in Annexure –I. (2) A semaphore/disc/banner signal when not in use shall be kept fixed in the 'ON' position. (3) Signals not in use shall not be lit and shall be turned towards the side which is not facing train movement.	No Change
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 Kilometres per hour with manually operated multiple-aspect signals, only a single arm Home signal may be provided instead of separate signals on a bracket post or a route indicator. The facing points must be provided with point indicators.	**3.19**	**Placing of Stop signals at diverging junctions:-** *(1)* Unless otherwise permitted by special instructions, where two or more lines diverge, the signals shall be fixed on a bracket post *of* an approved type *or* route indicator shall be provided instead of separate signals; *(2) Route Indicators:- Route Indicators work in conjunction with stop signals and show the route only when the signal is 'OFF'.* *(3) The indications of route indicator(s) shall be in rule even no. in Annexure- I.* *(4) For the purpose of diversion, a signal displaying yellow aspect with a minimum of three lights out of the five white lights of the route indicator lit, shall be taken as a signal correctly taken 'OFF'. If less than three white lights are lit, the signal shall be treated as defective.*	Modified
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 bracket post or a signal bridge or gantry.	**3.20**	**Placing of Stop signals at converging junctions:-** Unless otherwise permitted under 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 bracket post or a	Modified

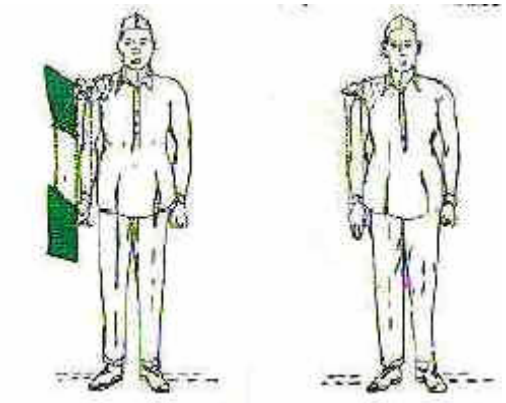
			signal bridge or gantry.	
3.21	**Signals on bracket post or signal bridge or gantry.-** Where signals are placed on a bracket post or a signal bridge or a gantry, these shall be- (a) so grouped that the respective signals are easily distinguishable for each running line and are placed as nearly as possible 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.	**3.21**	**Signals on bracket post or signal bridge or gantry: -** (1) 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) *(i)* so placed that the signal referring to the main line is higher than the signal*(s)* referring to the other running line(s); *(ii) The main line signal shall be placed at the same level as other signals, where the speed of running through trains over the straight line is permanently restricted to 15 kmph. The Warner/Distant signal, if provided, shall be fixed in the 'ON' position, and Home signal in MAUQ and MACL signalling shall show caution aspect in 'OFF' position.* *(iii) Where the permanent speed restriction is more than 15 kmph, the main line signal may be placed at higher level but restricted speed shall be notified in the WTT and necessary speed indicator(s) erected 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.	No Change
3.22	**Placing of more than one signal on the same post.-** (1) Not more than one signal referring to trains moving in the same direction, whether on the same line or on separate lines, shall be placed on the same post, except- (a) as prescribed in these rules for Calling-on, Shunt, Co-acting and Warner signals, or (b) Under approved special instruction. (2) Where under approved Special Instructions more than	**3.22**	**Placing of more than one signal on the same post:-** (1) Not more than one signal referring to train(s) moving in the same direction, whether on the same line or on separate lines, shall be placed on the same post, except as prescribed in these rules for Calling-on, Shunt, Co-acting, Warner signals or exempted under special instructions. (2) Where under special instructions more than one signal is placed on the same post, the topmost signal	Modified

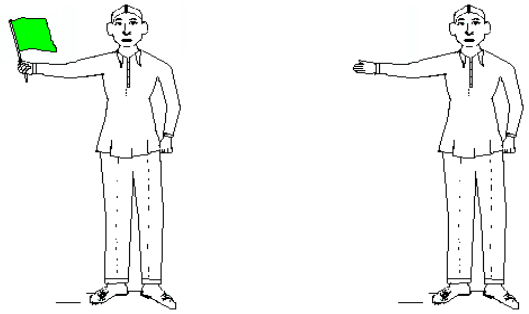
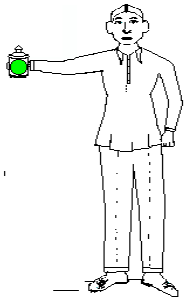
	one signal is placed on the same post, the topmost signal shall apply to the extreme left hand diverging line and the second signal from the top shall apply to the next line from the left and so on. Provided that in exceptional cases where two home signals are placed on the same post, under approved Special Instructions, the top signal shall apply to the main line and the lower signal shall apply to the other lines.		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 *approval of Railway Board* the top signal shall apply to the main line and the lower *signal* shall apply to the other *line(s)*.	
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.	**3.23**	**Electric repeater.-** The arm and*/or* light of any fixed signal which cannot be seen from the place from which the signal is worked shall be repeated *to the place from where it is worked* by means of an efficient electric repeater.	Modified
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 signal 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.	**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 signal 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) *When back-light(s) is not visible from the place from which the signal(s) is worked, arrangement shall be* made at the place from which the signal is worked to indicate whether signal light is burning or not. *(5) Semaphore arm L C Gate stop signals, L C Gate Distant/Warner signals shall be provided with back lights which shall be visible to the Gateman when the signal is in 'ON' position.*	Modified

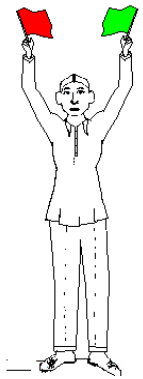
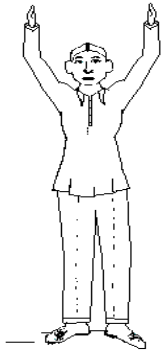
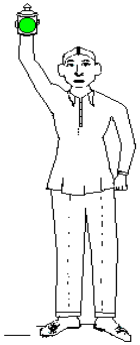
	E. Hand Signals		***C* - Hand Signals**	
3.52	**Exhibition of hand signals.-** (1) All hand signals shall be exhibited by day by showing a flag or hand and by night by showing a light as prescribed in these rules. (2) During day a flag or flags shall normally be used as hand signals. Hand shall be used 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 a static or flashing type.	***3.25***	(1) All Hand signals shall be exhibited by showing a flag or hand*(s) by day* and by showing a light *by night* as prescribed in these rules. (2) During day a flag or flags shall normally be used as Hand signals. Hand shall be used in emergencies only when flags are not available. *(3) The size of Hand signal flags (green and red) should not be less than 50 centimetres long and 45 centimetres wide.* *(4)* During night and bad weather and impairing visibility, a Hand signal shall be given by showing a red or green light. A white light *vigorously waved in horizontal direction* shall be used as a stop signal only when the red light is not available. *White light in such eventuality should be waved horizontally.* *(5)* Red or green light *of Hand signals* shall be either a static or flashing type. *(6)Red flag should normally be kept in the active hand and green flag in the other hand.* *(7) Hand signals shall be displayed in rule even no. in Annexure – I.*	Modified
3.53	**Stop hand signal.-** Indication: Stop dead How given by day: By showing a red flag or by raising both arms with hands above the head as illustrated below: 			*Included in rule 3.25.*

	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: 			*Included in rule 3.25.*

3.55	**Proceed with caution hand signal.-** Indication : Proceed slowly reducing speed further if the signal is given at a progressively slower rate How given by day: By waving a green flag vertically up and down or by waving one arm in the 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 the slower and slower rate and when a stop is desired, the stop hand signal be shown.			*Included in rule 3.25.*

3.56	**Hand signals for shunting.**-The following hand signals shall be used in shunting operation in addition to the stop hand signal:- **(a) Indication : Move away from the person signalling** *How given by day :* By a green flag or one arm moved slowly up and down as illustrated below:  *How given by night:* By a green light moved slowly up and down as illustrated below:  **(b) Indication : Move towards the person signalling**	***3.26***	**Hand signals for shunting -** *Hand signals for shunting shall be displayed in rule even no. in Appendix – I.*	

	How given by day: By a green flag or one arm moved from 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 signal for 'Move away from the person signalling,' and 'Move toward the person signalling ' shall be displayed slower and slower, until the stop hand signal is given if it is desired to stop. **(c) Indication : Move slowly for coupling** *How given by day:* By a green and a red flag held above the head or both hands raised over the head and moved towards and away from each other as illustrated below:			

	  *How given by night:* By a green light held above the head and moved by twisting the wrist as illustrated below: 			
3.57	**Banner Flags –** A banner flag is a temporary fixed danger signal, consisting of a red cloth supported at each end on a post and stretched across the line to which it refers.	***3.27***	***Banner Flag –*** A banner flag is a temporary *stop* signal, consisting of a red cloth *or any other material approved under special instructions supported on post(s)* and stretched across the line to which it refers.	Modified
3.58	**Knowledge and possession of hand signals:-** (1) Every railway servant connected with the movement of trains, shunting operations, maintenance of installation of 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	***3.28***	**Knowledge and possession of Hand signals:-** (1) Every railway servant connected with the movement of trains, shunting operations, maintenance of installation of works of any nature affecting safety of trains shall have - (a) a correct knowledge *regarding display* of Hand	Modified

	keep them in good working order and ready for immediate use. (2) Every railway servant shall see that the staff under him concerned with use of hand signals are adequately supplied with all necessary equipment for hand signalling and have a correct knowledge of their use. (3) A red flag and a green flag by day or a lamp, which is capable of showing red, green and white lights by night, shall constitute the requisite equipment for hand signalling. (4) Every Station Master shall see that his station is adequately supplied with all necessary equipment for hand signalling.		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 *concerned supervisor shall see that the staff working under him who are required to use* 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 *and* a lamp which is capable of showing red, green and white lights by night, shall constitute the requisite equipment for hand signalling. (4)Every *SM* shall see that his station is adequately supplied with all necessary equipment for hand signalling.	
		3.29	***D - On Board Signals*** ***On board signals*** *- On board signal are those signals where the signal aspects and other relevant information are conveyed to the Loco pilot in the locomotive either through audio and/or visual means as approved under special instructions.*	

Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
	CHAPTER IV **WORKING OF TRAINS GENERALLY** **A Timing and Running of Trains**		**CHAPTER IV** **STATIONS AND THEIR EQUIPMENT OF SIGNALS** ***A - Class of Stations***	
1.03	**Classification of stations -** (1) Station shall for the purpose of these rules, be divided into two categories-block station and non block stations. (2) Block station 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 up to 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 – stations-block huts, where Line Clear may not be given for a train, unless the whole of the last preceding train has passed complete at least 400 metres beyond the Home signal, and is continuing it's 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.	***4.01***	**Classification of stations:-** (1) *For* the purpose of these rules, *stations are classified* into two categories i.e. block *stations* and non block stations. (2)Block stations are those at which the *Loco pilot* must obtain an authority to proceed under the system of working to enter the block section with his train. *Under Absolute Block System, stations are further divided into four classes-* *(a)*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 *200* mtrs. beyond the Home signal, or up to the Starter; *(b)*Class 'B' stations - where Line Clear may be given for a train even before the line has been cleared for the reception of the train within the station section; *(c)*Class 'C' stations *- where Line Clear may not be given for a train, unless the whole of the last preceding train has passed completely and has cleared the block overlap beyond the Home signal. This will also include IBP and IBH. At 'C' class station there is no station yard.* *(d) 'Special' Class stations – are such block stations which do not fall under the category of Class 'A', 'B' & 'C' above.* *(3)Non-block stations or Class 'D' stations are stopping places situated between two consecutive block stations. They do not form boundary of any block section.*	

			Class 'D' stations are of two type- *(a)Those at which there is a siding known as 'D.K.' stations; and* *(b) Those at which there is no siding and are known as flag or halt stations.* *Note- Under Automatic Block System all stations shall be classified as special class stations.*	
3.25	**C. Equipment of signals** **Obligation to provide fixed signals at stations.**-Fixed signals prescribed in this sub-chapter shall be provided at every station, except- (a) at stations between which trains are worked on the One Train Only System, and (b) at stations which are exempted from the provision of signals under approved Special Instructions.	***4.02***	***B*** **- Equipment of Signals** **Obligation to provide fixed signals at stations:–** Fixed signals prescribed in this sub-chapter shall be provided at every *Block* station, except- (a)at stations between which trains are worked *on One* Train Only System/Train Following System; and (b)at stations which are exempted from the provision of signals *by Railway Board.*	Modified
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.	***4.03***	**Commissioning of fixed signals** – *(1)* Fixed signals shall not be brought into use until they have been *sanctioned* by *CRS* as being sufficient to *secure safe* working of trains. *However, signals which are exclusively meant for movement of goods trains can be brought in use provided they have been cleared by a committee consisting of PCE, CSTE and COM.* *(2) Whenever a new signal(s) is placed or the existing signal is shifted, it must be inspected by a Sighting Committee, consisting of the Senior Supervisors of traffic, loco and signal departments before being brought into use. The Sighting Committee shall satisfy themselves that the signal(s) is correctly placed and focused for day and night indications before certifying it as fit for use, by filing a report in prescribed form. A Caution Order should be issued for a period of seven days, after the signal has been brought into use or shifted, drawing the attention of the Loco pilots to the change as provided under rule 11.08.*	Modified

(3) The visibility of signals on a section shall be jointly inspected both by day and by night by a committee of Senior Supervisors of traffic, loco and signal departments at least once every quarter. Joint reports pertaining to these shall be submitted to the concerned divisional officers.

(4) The minimum sighting distances of signals should be as under-

(a) TALQ signalling–

Signal	*Minimum visibility*
Warner on a post by itself	*400 metres*
Outer signal	*1200 mtrs. in sections where sectional speed is 100 Kmph and above. 800 mtrs. where sectional speed is less than 100 Kmph. Where minimum visibility as above cannot be achieved, Warner signal on a separate post shall be provided. In such a case minimum visibility of outer signal shall not be less than 400 mtrs.*
Home signal	*400 mtrs.*
Main Line Starter signal	*400 mtrs.*
All other signals	*200 mtrs.*

(b) MAUQ/MACL Signalling-

Signal	*Minimum visibility*
Distant signal	*400 mtrs. An Inner Distant signal where provided, shall also be visible from a minimum distance of 200 mtrs.*
All Stop signals	*200 mtrs.*

			Note : Where visibility of stop signals in two aspect or multiple aspect signalling can not be maintained, Repeater or Co-acting signal should be provided. In the absence of the above, suitable speed restriction should be imposed. *(5)At 'D' class halt / flag stations 'locomotive to stop' boards should be provided at a distance of 15 mtrs. ahead of the end of the platform to indicate to the Loco pilot the place at which his locomotive is required to be stopped. The size of the board should be 5 ft. by 1 ft. with the letters "LOCO TO STOP" painted in black on a yellow back ground.* *(6) The warning board is an indication to the Loco pilot that he is approaching the first stop signal of a station or a L C Gate signal. There are two types of warning boards-* *(a)Passenger warning board - passenger warning boards having yellow stripes diagonally painted on a black board of distinctive design shall be provided for speeds above 50kmph at a distance of 1000 mtrs. in rear of the first stop signal/Gate stop signal. A warning board need not, however, be provided where the first stop signal is preceded by a Warner or Distant signal.* *(b)Goods warning board –goods warning board having circle between two horizontal /parallel lines and painted yellow on a black board of distinctive design shall be provided on sections where the maximum permissible speed of goods trains is more than 50 Kmph. It shall be provided at a distance of 1400 mtrs. in rear of the first stop signal.* *For diagrams refer sub-rule (a) and (b) of rule 4.03 in Annexure – I.*	*New Rule*

		4.04	***Inspection of Points, Signals, Block Instruments, and related equipments: -*** *(1)Supervisors of concerned departments shall inspect all points and crossings, signals, signal wires, signal cables, interlocking gear, and any other related equipment including equipments for obtaining/ granting Line Clear which have effect on safety and working of trains over their jurisdiction at an interval as laid down by the railway administration and submit report to their controlling officials.* *(2) Locking of interlocking frames, interlocking key boxes and SMs control frames shall be tested and overhauled as prescribed by the railway administration.*	*New Rule*
		4.05	***Interference with points, signals, block instruments or related equipments and other gears connected with, for obtaining/granting Line Clear etc.: -*** *(1) No railway servant shall interfere with or disconnect any points, signals, block instruments, continuous track circuits, axle counters, any other secured device for the purpose of obtaining/ granting Line Clear, communication equipment(s)/ system(s), connected gears including interlocking gears, relay rooms for the purpose of effecting repairs, or for any other related purpose, which would affect running of trains and/or endanger safety without prior written permission of the SM on duty of the concerned station.* *(2)No work requiring interference with points, lock bars, detectors, signals, interlocking gear, block instruments or related equipments and other gears connected with, for obtaining/granting Line Clear etc., which is likely to involve safety of trains or traffic, shall be commenced at a station, except with the knowledge and consent of the JE/SE (Signal) and SM on duty.*	*New Rule*

			(a)A railway servant of signal department who has been granted a certificate of competency by artisan school or as a temporary measure by ASTE declaring that he understands all the relevant rules and instructions pertaining to his duties and is competent to undertake the works, independently which may require interference with points, lock bars, detectors, signals, interlocking gear, block instruments or related equipments and other gears connected with, for obtaining/granting Line Clear etc., may also undertake such works, except those involving interference with the locking arrangement in an interlocked lever frame. *(b)Before commencing any work involving any S&T equipments/instrument affecting the train working, for effecting repairs or for any other purpose, JE/SE (Signal) or the railway servant of signal department authorized to do so, shall advise the SM on duty in writing through disconnection memo (S&T/DN T405) and obtain his signatures before the work is started and after its completion.*	
		4.06	***Disconnections and Reconnection of S&T equipments:-*** *(1)The railway servant of S&T department shall not undertake any work involving repair, replacement, alteration, additions, removal of any S&T equipments/ instrument affecting the train working, for obtaining /granting Line Clear etc. before a Disconnection Memo (S&T/DN T405) is issued by him and acknowledgement of SM on duty is obtained on the record foil of the Disconnection Memo. After completion of the work a Reconnection Memo must be issued.* *(2) On receipt of Disconnection Memo (S&T/DN T405), SM/Cabin SM on duty shall advise the Controller on controlled section about the gears to be disconnected*	*New Rule*

			and the likely effect on running of trains during disconnection period. The Controller shall permit the disconnection keeping in mind the running of important trains. *(3)(a)Pre-planned programme for taking disconnections should normally be organized to avoid repercussions on train services.* *(b)In case the proposed opening of the gear is not permitted the Disconnection Memo should be returned with clear remarks assigning reasons for refusal and an entry to this effect should be made by the SM on duty in his register with the remarks that "could not be accepted due to..... (reason)".* *(c)However, where the issue of Disconnection Memo becomes essential to ensure safety or in case of emergency these can be issued without waiting for prior programme.* *(4)In case of cabin working, the SM on duty shall inform the railway servant incharge of cabin(s) from where such signalling gear is being operated, (as distinct from the operations from centralised signal cabin/panel over which the SM on duty exercises complete control) and repeat to the railway servant incharge of cabin details of the interlocking gear to be disconnected under exchange of Private Numbers. The SM on duty will make entry in his diary. The railway servant incharge of the cabin will similarly record the Private Numbers exchanged in the Cabin Register/TSR.* *(5) If the railway servant of signal department issuing disconnection anticipates that the rectification of the failure is likely to take a long time, he will inform the SM on duty in writing on a Disconnection Memo and will mention the expected time of reconnection.* *(6) SM on duty must make entries in his diary about*	

			disconnection, mentioning therein the expected time of reconnection. SM on duty must also explain to the railway servants on duty, responsible for train working at the station about disconnected points, lock bars, detectors, signals, interlocking gear, block instruments or related equipments and other gears connected with, for obtaining/granting Line Clear etc., and precautions to be observed during disconnection period. *(7)Only after the procedure as prescribed under sub-rules (3), (4), (5) and (6) above has been complied with, the SM on duty will sign on the record foil of the Disconnection Memo retaining the first foil which should be kept pasted on the Disconnection and Reconnection Register specially maintained for the purpose.* *(8)The work mentioned in the Disconnection Memo shall only be commenced after the acknowledgment of the SM on duty has been received.* *(9)After the work has been completed and the disconnected gear reconnected, the railway servant of signal department on duty shall ensure after testing that the disconnected gear is in proper working order. Thereafter, the railway servant of signal department on duty shall again give written notice on the second (i.e., reconnection) foil of S&T/DN T405 to the SM on duty.* *(10)The SM on duty after satisfying that the reconnected gear is in working order, will sign on the record foil of S&T/DN T405, and retain the second (i.e. reconnection) foil recording the date, time and his Private Number on both the foils. In case the gear is controlled by the cabin, before signing on S&T/DN T405, he shall exchange Private Number with the cabin incharge, who will record the Private Numbers exchanged in the Cabin Register/TSR. SM on duty shall*	

			make a note of these transactions in the station diary. The first and the second foils will be preserved and pasted on the opposite pages of the Disconnection and Reconnection Register. *(11) Private Number books should be made available at such of the cabins where exchange of Private Numbers is called for to comply with the procedures mentioned in this rule.* *(12)In the interval between disconnection and reconnection of the gear, if it is necessary to pass a train or perform any shunting, the SM on duty must advise the railway servant of signal department, in charge of the work by a memo, mentioning the movement to be done and the position in which the points are required to be set. After obtaining such permission in writing, the SM on duty or any other authorised railway servant acting on his behalf shall then set, clamp/cotter bolt and lock the facing points in the desired position to set the route. It shall be the duty of the railway servant of signal department in charge of the work to assist in setting of points. The clamp/cotter bolt should be removed by the SM or the authorised railway servant after completion of the train or shunting movement and the SM shall issue a written authority to the person in charge to recommence the work.* *(13)For carrying out normal maintenance checks and testing of signal and interlocking equipment which does not involve any disconnection/interference/repair of signalling gear and does not interface with safe train operation, issue of disconnection memo is not necessary.*	

		4.07	***Opening of cabin basement/relay rooms by the railway servant of signal department:-*** *Whenever any cabin basement/relay room is required to be opened for maintenance/attending failures etc., the following procedure shall be observed:-* *(1)(a) Two locks should be provided on the main door leading to the cabin basement/relay room including at station(s) where the railway servants of signal department is/are available round the clock.* *(b) Key of one of the locks shall be kept in the custody of the SM on duty and key of the other with the railway servant of signal department. Whenever required, the key in the custody of the SM on duty shall be given to the railway servant of signal department, the transaction of the key shall be properly recorded in the Cabin Basement/Relay Room Register maintained at the station and duly signed by the SM and the railway servant of signal department. Key of each location should be kept separately with proper label for identification.* *(c) Before parting with the keys of cabin basement/relay room, the SM on duty will inform the concerned cabin under exchange of Private Numbers. The entries in this regard should be made in the TSR/Cabin Basement Register and cabin log books.* *(d) The railway servant(s) of signal department while carrying out maintenance work / inspection etc. in the cabin basement / relay room will be personally responsible to ensure that no unsafe practices are adopted.* *(e) When the key of cabin basement/ relay room is handed over to the railway servant of signal department on duty at the time of any failure/maintenance of Signal/Point or other S&T gear, the SM on duty should*	New Rule

			dispatch /receive the train(s) as per rules prescribed for reception/dispatch of trains at the time of failure of signal/points. If a train movement is covered by "Authority to pass signal in 'ON' or defective position", it should be completed as per procedure even if the work is completed and keys are handed over. Thereafter, normal working should be reintroduced for subsequent train movements. *(f) When the key of cabin basement/ relay room is received back from the railway servant of signal department, the SM on duty should ensure personally or through the concerned Cabin SM/ Switchman/ Cabinman on duty under exchange of Private Number that the cabin basements/ relay rooms are properly locked.*	
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.	***4.08***	***Minimum equipment of fixed signals at stations:–*** (1) The minimum equipment of fixed signals *at stations provided with MACL/MAUQ signalling* in 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 (2)Minimum equipment of fixed signals at stations provided with TACL/TALQ signalling in 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, on single line/double line/twin single line/multiple line, a Warner shall be provided in accordance with rule *3.05,* if trains run through *the station* at a speed exceeding 50 kilometers an hour without stopping.	Modified

			(c) at class 'C' stations- a Warner and a Home. (3) Minimum equipment of fixed signals at stations provided with modified lower quadrant signalling in each direction shall be as follows- (a) at class 'B' stations - a Distant, a Home and a Warner below the Main Home and Starter. (b) at class 'C' stations - a Distant and a Home. Note- Modified lower quadrant signalling may be introduced only where it is expressly sanctioned by a special order of the Railway Board. *(4) Minimum equipment of fixed signals at a special class station on double/ single/ twin single/ multiple line (except otherwise exempted under special instructions) - In Absolute Block System – Home and Starter.* *In Automatic Block System – Manual or Semi automatic Home and Manual or semi automatic Starter.*	
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 the double and the single 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.			*Included in rule 4.08*
3.28	**Minimum equipment of fixed signals at stations with modified lower quadrant signalling.-** Modified lower quadrant signalling may be introduced only where it is expressly sanctioned by a special order of the Railway Board. The minimum equipment of fixed signals to be provided for each direction shall be as follows- (a) at class 'B' stations - a Distant, a Home and a Warner below the Main Home, and			*Included in rule 4.08*

	Starter. (b) at class 'C' stations - a Distant and a Home.			
3.31	**Signals at class 'D' stations.-** At a class 'D' station. A train may be stopped in such a manner as may be authorized by Special Instructions.	***4.09***	**Signals at class 'D' stations:-** At a class 'D' station. A train may be stopped in such a manner as may be authorised under special instructions.	No change
3.32	**Provisions 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 station and fitted with a lamp showing white light in both direction to mark its position by night) shall be provided. It shall be placed at a distance of not less than 180 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.	***4.10***	**Provisions of an Advanced Starter, Shunting Limit Board(SLB), Block Section Limit Board(BSLB) *or Free Zone Limit Board (FZLB):-*** (1)*(a) Provision of SLB or Advanced Starter- On a single line class 'B' or special class station worked under Absolute Block System, normally a SLB or an Advanced starter may be provided at such a distance (which shall not be less than signal overlap) from the starter signal or from the fouling mark, provided the distance between the SLB or the Advanced Starter and the first stop signal of opposite direction is not less than the block overlap. The location of such board or Advanced Starter shall mark the limit of station section where FLZB is not provided (up to which shunting may be permitted).* *(b) On a double line class 'A','B' or special class station an Advanced Starter may be provided at such a distance (which shall not be less than signal overlap) from the Starter signal.* *(2) Provision of BSLB- On a double line or on a single line class 'B' or special class station worked under Absolute Block System or Automatic Block System a BSLB may be provided;* *(a) On a double line stations equipped with MACL or MAUQ signals, where there are no points or outermost point is or a trailing point, it is essential to provide a BSLB. The BSLB can also be provided at such stations where the outermost point is a facing point or at stations equipped with TACL or TALQ signals to*	Modified

			facilitate creation of free zone. It shall be placed in such a way that it protects the fouling mark of trailing/facing points, if any and is at a distance of not less than block overlap in advance of the first stop signal. This location shall mark the limit of the block section at such stations. On double line Obstruction/Shunting in face of an approaching train upto the BSLB shall not be permitted unless otherwise permitted in SWR keeping in view rule 7.0. *(b) On single line BSLB can be placed to indicate the place at which block overlap (block section) ends. It shall be placed at distance which shall not be less than block overlap from the first stop signal.* *(3) Provision of FZLB-* *(a) (i) On a double line class 'B' or special class station stations equipped with MACL/MAUQ signals worked under Absolute Block System or Automatic Block System a FLZB may be provided between BSLB and outermost points (facing or trailing) or between outermost facing points and Advanced starter in such a case distance between outermost facing points and FLZB shall not be less than signal overlap.* *(ii) On a double line class 'B' or special class station stations equipped with TACL/TALQ signals worked under Absolute Block System or Automatic Block System a FLZB may be provided between outermost facing points and Advanced starter in such a case distance between outermost facing points and FLZB shall not be less than signal overlap.* *(c) (i)On a single line class 'B' or special class station stations equipped with MACL/MAUQ signals worked under Absolute Block System or Automatic Block System a FLZB may be provided between BSLB and Advanced Starter/SLB/outermost facing points (in such*	

			a case distance between outermost facing points and FLZB shall not be less than signal overlap. *(ii) On a single line class 'B' or special class station stations equipped with TACL/TALQ signals worked under Absolute Block System or Automatic Block System a FLZB may be provided between BSLB and Advanced Starter/SLB/Home signal/outermost facing points (in such a case distance between Home signal/ outermost facing points and FLZB shall not be less than signal overlap.* *(4) Description of SLB/BSLB/FLZB- SLB/BSLB/FLZB shall be a square board painted yellow having strips of black retro reflective material at the border and diagonals. On the same board, the words 'SHUNTING LIMIT/BSLB/FZLB' shall be written in black below the bottom horizontal strip with retro reflective material.*	
3.30	**Additional fixed signals at stations generally.-** In addition to the minimum equipment of signals prescribed in Rules 3.27, 3.28, 3.29 and 3.32 such other fixed signals shall be provided at every station as may be necessary for the safe working of trains.	***4.11***	**Additional fixed signals at stations generally:–** In addition to the minimum equipment of signals prescribed in rules *4.08* such other fixed signals *and/or boards* shall be provided at every station as may be necessary for the safe working of trains.	Modified
3.33	**Exceptions to rules 3.27, 3.28, 3.29 & 3.32: -** Notwithstanding any thing contained in Rules 3.27, 3.28, 3.29 & 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 outermost facing points of the station and trains worked in accordance with approved Special Instructions : and (c) On any Railway having very light traffic, all signals may be dispensed with and trains worked under approved Special	***4.12***	**Exceptions to rule*:-*** Notwithstanding anything contained in *the* rule*, 4.08 –* (1) if the station has only one connection off the main line, the station shall be worked in accordance with the approval of the Railway Board; (2)on any section where traffic is light and speeds low, only one stop signal in each direction may be provided at each station; such signal *is* to be located at an adequate distance *which shall not be less than sum of block overlap and signal overlap* outside the outermost facing points of the station and trains worked in accordance with the approval of the Railway Board: and	Modified

	Instructions : Provided that at stations with manually operated multiple aspect signals, where the speed of trains through a station does not exceed 50 kilometres per hour, a Distant signal and a Home signal only may be provided in each direction under approved Special Instructions.		(3) on any railway having very light traffic, all signals may be dispensed with and trains worked in accordance with the approval of the Railway Board; Provided that at stations with manually operated multiple aspect signals, where the speed of trains through a station does not exceed 50 kmph, a Distant signal and a Home signal only may be provided in each direction under approval of the Railway Board. *Provided that at stations with manually operated multiple-aspect signals, where facing points are provided with point indicators, Distant and home signal (without route indicator) only may be provided and speed restricted to 75 kmph. However where point indicators are not provided, speed shall be restricted to 50 kmph.*	
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 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.	***4.13***	**Fixed signals at level crossings:-** (1) Unless exempted by Railway Board, every *interlocked* LC Gate which closes across the *road* at a level crossing shall, except when interlocked with station signals, be provided with signals fixed at an adequate distance from level crossing showing stop aspects in both Up and Down directions when the LC Gates are open for the passage of road traffic. (2) *A 'G' marker shall be provided on a LC Gate stop signal except under following circumstances:-* *(a) When there is a bridge between the LC Gate stop signal and the gate;* *(b) When LC Gate stop signal is protecting points;* *(c) Where LC Gate stop signal is controlling the movement of trains into rail-cum-road bridge.* *(3) The level crossings which are not on running lines and which close across the railway line shall be protected by station signals unless exempted by COM. Working of such gates, which are not on running lines*	Modified

			shall be prescribed under SWRs.	
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.	***4.14***	**Protection and working of points of outlying sidings:-** *(1)* Where there are points *on* 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, under approval of the Railway Board.* *(2) To indicate the position of facing points of an outlying siding to the Loco pilot, 'S' marker indicator will be provided which will be a yellow circular disc with letter 'S' in black, on a post painted white and black alternatively.* *(3) Fixed Signals and indicators at points of outlying siding –* *(a)When siding points situated outside block station limits are so equipped that trains are permitted to run through in the facing direction at the maximum permissible speed of the section, a stop signal adjacent to the point and permissive signal or a Warning Board at an adequate distance in the rear shall be provided. The signal shall normally remain in the 'OFF' position. In such cases, the points shall be controlled by providing block instrument.* *(b)Where speed restriction has been imposed on account of facing points of an outlying siding, an 'S' marker should be fixed near the points in addition to the speed and caution boards fixed in the rear of the points. Where, however, the sanctioned speed of the section is less than 50 kmph, the speed indicator and 'S' marker need not be provided except where the speed over the points is less than the sanctioned speed of the section.* *(c)Where such point switch is not detected, speeds of all trains passing over such points in the facing direction*	Modified

			shall be restricted to 15 kmph, and caution boards should be provided. *(4)Operation of points of outlying sidings– The mode of working of outlying points shall be prescribed in the SWR of the station controlling such points. SM on duty of controlling station must ensure that Guards or such staff who have to perform shunting in such sidings have studied the relevant portion of SWR and have given their assurance.*	
3.36	**D Working of Signals and Points** **Fixed signals generally-** (1) Every Fixed signal shall be so constructed that, in case of failure of any part of its connections, it shall remain at, or return to its most restrictive aspect. (2) A signal which has been taken 'off ' for the passage of a train shall not be placed 'on ' until the whole of the train which it controls has passed it , except - (a) in case of emergency , or (b) where arrangement is provided to restore the signal to 'on' automatically, the control operating the signal shall not be restored to its normal position till the whole of the train has passed it. (3) No fixed signal within station limits shall be taken 'off' without the permission of the Station master and in the case of a signal outside the station limits without the permission of such person as may for the time being in independent charge of the working of such signal.	***4.15***	***C* - Working of Signals and Points** **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 most restrictive aspect, however, in case of electric/electronic signalling it shall return to its next restrictive aspect.* (2) A signal which has been taken 'OFF' for the passage of a train shall not be placed *at* 'ON' until the whole of the train for which it has been taken 'OFF' has passed it, except - *(a) In an emergency, if a signal has to be put back to the 'ON' position before the passage of the train for which it was taken 'OFF', no points or lock shall be moved until train has come to stand.* (b)Where *the signalling arrangement automatically restores the signal* to 'ON' *position,* 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 *SM on duty* 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. *(4) Signals should not be taken 'OFF' for a train*	Modified *Board may take a view, may involve modification in interlocking thereby necessitating expenditure*

			earlier than the time prescribed in SWR. *(5) (a) For all stopping trains having scheduled halt of less than two minutes at a station, the respective starting signal(s) can be taken 'OFF' after 'Line Clear' has been received from the station in advance before arrival of the train.* *(b)The Loco pilot/Motorman and the Guard (if available) shall be responsible to stop their train at the station including Automatic Block System in the circumstance mentioned in sub-rule (a) above at places where it is booked to stop in the WTT even though the signal governing departure of the train is showing 'OFF' aspect.* *(6) Under no circumstances, a signal should be taken 'OFF' by resorting to methods other than those prescribed.* *(7) The SM on duty and railway servant responsible for working of signals should personally watch the arm/back light/arm and electric repeater/indication on panel to satisfy himself that the correct signal has been taken 'OFF'. They should also see that the signal arms/lights or electric repeaters where provided, in respect of all the signals whether provided with automatic replacing arrangements or not have gone back to 'ON' position immediately after the train for which they have been taken 'OFF', has passed them. The levers/slides/switches, operating/controlling the signals should however, be put back to normal only when the train has passed over the facing points. Detector levers, where provided, should also be restored to their normal position whenever the movements, over the points they detect, is completed clearing the fouling mark/point zone.* *(8) In case Starters and Advanced starters are taken*	

			'OFF' for departing trains and are required to be put back for the purpose of precedence or crossing or any other reason, the following precautions must be taken prior to replacing the Starter/ Advanced Starter signal to 'ON'; *(a)The Loco Pilot of the train for which the signal has been taken 'OFF' should be advised through approved means of communication to the effect that he should not start his train and that signal will be replaced to 'ON'. Thereafter, Starter/Advanced Starter should be put back to 'ON'. However, points should only be changed after a gap of two minutes.* *(b)On single line section, where a tangible authority has been delivered to the Loco Pilot, the same should be withdrawn from him in addition the action as prescribed in para (a) above before changing the points.* *(9)In the event of any unsafe condition noticed on a passing train by the SM on duty/Switchman /Cabinman of a station worked with end cabins, he shall exhibit danger Hand signals and advise the Loco pilot and the Cabin SM on duty/Switchman/Cabinman at far-end-cabin through approved means of communication. The SM on duty /Switchman/Cabinman of the far-end-cabin, on receipt of the intimation about the unsafe condition, shall immediately put back the departure signals to 'ON' position and exhibit danger Hand signal and take all other steps to stop the train.* *(10) In case of a train booked to run through a station stops on through signals, and is likely to be detained. The SM on duty shall arrange to have the signals put back to the 'ON' position informing the cabin(s) accordingly. He shall also restore his slide control of the last stop signal where provided to normal position.*	

		4.16	***Setting and locking of points generally for reception and despatch of trains:-*** *(1) At an interlocked station provided with cabin(s), SM on duty shall nominate and advise the line number to the incharge of cabin on which the train shall be admitted. The Cabin incharge shall set the route as per SM's instructions and also ensure clearance of line, thereafter the SM on duty shall release slot to take 'OFF' relevant signals. At station(s) worked with Panel/RRI/SSI, this duty shall be that of the incharge of Panel/RRI/SSI. The exchange of above information between station and cabins shall be supported by exchange of Private Numbers. The detailed procedure for reception and despatch shall be prescribed in the SWR of each station.* (2) *The procedure for reception and despatch of trains at non-interlocked stations shall be prescribed in the SWR of each station.*	New Rule
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'.	***4.17***	**Normal aspect of signals:-** (1) Unless otherwise authorized *by Railway Board*, 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 is 'Caution' or 'Attention'.	Modified
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	***4.18***	**Points affecting movement of train:-** *(1)* Whenever a running line is blocked by a stabled load, wagon, vehicle or by a train *(including waiting to cross or give precedence to another train or is stopped for any other reason), the SM on duty after its arrival shall ensure that the points* in rear on double line	Modified

	(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 arrival of a train at the station in rear on double line section and at either end on single line sections should be immediately set against the block line except when shunting or any other movement is required to be done immediately in that direction on that line.		section and at either end on single line *section are set* against the blocked line immediately where interlocking *and/or station layout permits,* except when shunting or any other movement is required to be done *on that line*. *(2) When Line Clear has been granted to a train and all the lines at a station are blocked, the SM on duty shall ensure that points are set for the line occupied by a stable load or a goods train in that order. In case, all the lines at a station are occupied by passenger trains, points should be set for the loop line. While doing so, points may be set preferably for the loop line which is occupied by a train whose locomotive is facing the incoming train.* *(3) (a) To prevent operation of points, signals and to serve as a visual reminder of the line occupied by a train, the railway servants responsible for operating panel, lever, switches and slides should immediately put Lever Collars, Slide Collars/Pins, Button/Switch Collars on the relevant point/signal/lever/ switches and slides that lead to the obstructed line.* *(b)Collars/Pins should be removed as soon as the obstruction or cause of placing them has been cleared. Collars/Pins not in use must be placed on spare lever/slides/ buttons/ switches.*	
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.	***4.19***	***Locking of facing points:-*** *(1)Facing points, when neither interlocked nor key* locked, shall be locked for the passage of a train either by a clamp *and padlock or cotter* bolt. It is not sufficient to lock the lever working the points. *(2) Permanently locked Points—* *(a)Non-interlocked (padlocked or key locked) points leading from running lines to other lines, such as goods lines (other than goods running lines), sick lines, stabling lines, sidings, etc. and those leading from such*	No Change

			lines to running lines, will be kept permanently locked to ensure isolation of running lines. Non-interlocked points of intermediate crossovers on running lines and those isolating the traffic yard from other yards such as Loco yards, etc., will also be kept permanently locked. *(b)Normal position of permanently locked points on a running line is for the running line and of those leading towards running line is against the movement towards the running line.* *(c)Permanently locked points and their normal position will be prescribed in the SWR.* *(d)The railway servant responsible for setting of points to whom the SM on duty issues the keys must themselves reset and lock them in their normal position and personally inform the SM on duty of having done so.* *(e) Passage of train over permanently-locked points - Before receiving or despatching a train, the SM shall keep the keys of all the permanently locked points in his personal possession except when such a key is required to release a signal and cannot be extracted until the signal lever is returned to its normal position.* *(3) Custody of keys of points, derailing switches, scotch blocks and signals except as otherwise provided for in the SWR –* *(a)At all stations, keys of all key-locked, permanently-locked points and signals will remain normally in the custody of the SM on duty. The keys of non-interlocked padlocked points, derailing switches and scotch blocks in the portion of the yard in their respective charge, will remain either in possession of railway servants responsible for the working of these points or the SM on duty as prescribed in SWR.* *(b) Keys of points, derailing switches, scotch blocks and signals when not issued or on their return, will remain*	

			locked in the non-interlocked key box or SMs interlocking frame provided for the purpose, the key of which must remain in the personal possession of the SM on duty .	
3.40	**Conditions for taking 'off' Home signal** (1) When a train is approaching a Home signal otherwise than at a terminal station, the signal shall not be taken 'off' until the train has first been brought to a stand outside it, unless- (a) on a double line, the line is clear for an adequate distance beyond the Starter; or (b) on a single line, the line is clear for an adequate distance beyond the trailing points, or under approved Special Instructions for an adequate distance beyond the place at which the train is required to come to a stand. (2) Where a train has first been brought to a stand outside the Home signal, the signal may be taken 'off', if - (a) on a double line, the line is clear upto the Starter, or (b) on a single line, the line is clear upto the trailing points or under approved Special Instructions upto the place at which the train is required to come to a stand. (3) Except under approved Special Instructions, the adequate distance referred to in sub-rule (1) shall never be less than (a) 180 metres at stations equipped with two-aspect lower quadrant or two-aspect colour light signals, or (b) 120 metres in the case of stations provided with multiple-aspect signals or modified lower quadrant signals. (4) Where a sand hump of approved design, or under approved Special Instructions a derailing switch, has been provided for the line on which a train is to be received, they shall be deemed to be efficient substitutes for the adequate distance referred to in sub-rule (3).	***4.20***	***Conditions for taking 'OFF' Home signals:-*** *(1) The signal may be taken 'OFF' if –* *(a)on a double line, the line is clear and free from obstructions for an adequate distance beyond the next stop signal;* *(b)*on a single line, the line is clear and free from obstructions for an adequate distance beyond Starter signal or fouling mark. *(c) adequate distance mentioned in sub-rule (a) and (b) may be reduced/dispensed with under special instructions at terminal stations or where complete track circuiting exists and in addition there are more than one Home signal provided.* *(d) all relevant points over which the train will pass are correctly set and facing points locked.* *(2)Except under approval of the Railway Board, adequate distance referred to in sub-rule (1) shall not be less than the signal overlap. The location at which signal overlap ends shall be specified in the SWR.* *(3) Where a sand hump of approved design, or a dead end of approved design as been provided for the line on which a train is to be received, they shall be deemed to be adequate substitute for signal overlap.* *However, under special instructions, a derailing switch or a trap at least 50 meters beyond the starter signal or from the place at which trains normally come to a stand, can also be provided in lieu of sand hump/dead end. Conditions under which special instructions are obtained and restrictions imposed (if any) shall be incorporated in the SWR.*	Modified

3.41	**Conditions for taking 'off' Outer signal** (1) When a train is approaching the Outer signal otherwise than at a terminal station, the signal shall not be taken 'off' until the train has first been brought to a stand outside the signal, unless the line on which the train is to be received in the station is clear - (a) in the case of a double line, upto the Starter signal, and (b) in the case of a single line, for an adequate distance beyond the first facing points. (2) Where the train has first been brought to a stand outside the Outer signal, the signal shall not be taken 'off' unless the line is clear upto the first facing points, or upto the Home signal at a station where there are no facing points.	***4.21***	**Conditions for taking 'OFF' Outer signal:-** *(1) The Outer signal shall not be taken 'OFF' until the Home signal has been taken 'OFF'. The Outer signal shall normally be put back to 'ON' before the Home signal.* *(2) At single line station(s) equipped with only one signal in terms of rule 4.12, the conditions for taking 'OFF' this signal will be the same as for taking 'OFF' the Home signal as mentioned in rule 4.20.*	Modified
		4.22	***Conditions for taking 'OFF' Starter or Intermediate Starter signal:–*** *The Starter or an Intermediate Starter signal shall be taken 'OFF' only after ensuring that all points over which the train shall pass are correctly set and facing points locked.*	*New Rule*
3.42	**Conditions for taking 'off' last Stop signal or Intermediate Block Stop signal** The last Stop signal or Intermediate Block Stop signal shall not be taken 'off' for a train unless Line Clear has been obtained from the block station in advance.	***4.23***	***Conditions for taking 'OFF' last stop signal or Intermediate Block stop signal:–*** *(1) 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) The last stop signal of a block station in rear of an IBS, shall be taken 'OFF' only after the track circuit/axle counter/any other approved device beginning from this signal and extending upto the block overlap beyond the IBS Home signal or the axle counting units or any other such device indicates clear.* *(3)For despatch of a train, the Starter/Intermediate starter signal where provided shall be taken 'OFF' only after taking 'OFF' the last stop signal. At terminal and large stations where lines are track circuited exception*	Modified

			to this rule may be permitted under special instructions. This should be specifically incorporated in SWR.	
3.43	**Conditions for taking 'off' Warner signal** A Warner signal shall not be taken 'off' for a train that is booked to stop or for a train that has to be stopped out of course.	***4.24***	***Conditions for taking 'OFF' Warner signal:-*** *(1) A Warner signal can be taken 'OFF' only when Line Clear has been obtained from the station in advance and the train is intended to run through on main line and all approach and departing signals for the said train have been taken 'OFF'.* *(2) 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.*	Modified
		4.25	***Berthing of passenger trains:—*** *(1) a stopping passenger train should normally be received on platform line.* *(2) procedure to be followed during crossing and/or precedence of involving passenger train(s) shall be prescribed in the SWR of the station keeping in the mind, the number, length and the height of platform(s) as well as other local conditions at that station.*	*New Rule*
3.44	**Conditions for taking 'off gate Stop signal** A gate Stop signal shall not be taken 'off' until the concerned level crossing or crossings is or are free from obstruction and the gates of such level crossing or crossings are closed and locked against road traffic. Where a gate Stop signal is interlocked with station signals it shall be worked in accordance with Special Instructions.	***4.26***	**Conditions for taking 'OFF'** *LC Gate* **stop signal -** A *LC Gate* stop signal shall not be taken 'OFF' until the concerned level crossing(s) is free from obstruction and the gates of such level crossing or crossings are closed and locked against road traffic. Where a *LC Gate* stop signal is interlocked with station signals it shall be worked in accordance with SWR.	No Change
3.45	**Conditions for taking 'off' Calling-on signal** A Calling-on signal shall not be taken 'off' until the train has been brought to a stand at the Stop signal below which the Calling-on signal is provided.	***4.27***	**Conditions for taking 'OFF' Calling-on signal:-** *The Calling-on signal should be taken 'OFF' only after the train has come to a stop. However under special instruction a Calling-on signal can be permitted to be taken 'OFF' in advance (except while receiving the train on an obstructed line), if required. In such a case the Loco pilot shall be responsible to ensure that his train comes to a stop, observing the aspect of the main*	No Change

			signal before he passes the concerned signal on the authority of Calling-on signal.	
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.	***4.28***	**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, *and/or Routing Starter signals /Intermediate Starter signals* may be taken 'OFF' for shunting purposes. *At stations where interlocking does not permit this, shunting order (T633) shall be issued to the Loco pilot and* Hand signals shall be used where Shunt signals are not provided.	Modified
3.47	**Taking 'off' signals for more than one train at a time** When two or more trains are approaching simultaneously from any direction, the signals for one train only shall be taken 'off', other necessary signals being kept at 'on', until the train for which the signals have been taken 'off' has come to a stand at the station, or has cleared the station, and the signals so taken 'off' for the said train have been put back to 'on', except where under Special Instructions, the interlocking or the layout of the yard renders a contrary procedure safe.	***4.29***	**Taking 'OFF' signals for more than one train at a time -** (1) When two or more trains are approaching simultaneously from any direction, the necessary signals for one train only shall be taken 'OFF' *after fulfilling its conditions. Other signals will be* kept at 'ON', until the train for which the signals have been taken 'OFF' has come to a stop at the station, or has cleared the station, and the signals so taken 'OFF' for the said train have been put back to 'ON'. *However,* under special instructions, *where* the interlocking or the layout of the yard renders a contrary procedure safe, *signals for two or more trains can be taken 'OFF' after fulfilling their respective conditions for reception on nominated lines.* *Note- At a class 'B' single line station, this rule does not forbid direct reception of a train from one side, when Line Clear has been given to the block station on the other side provided the distance between the Outer signal and outermost facing points in two-aspect signalling, and between the Home signal and outermost facing points in multiple-aspect signalling, or modified lower quadrant signalling is not less than sum-total of*	Modified *Provision of old GR 8.02 included in this GR.*

			signal overlap and block overlap even where SLBs or Advanced Starters have not been provided as prescribed in sub-rule(1) of Rule 4.10. *(2) Simultaneous Reception of Trains-* *(a) On the double line or multiple line interlocked stations, where the path of one train crosses another, signals may be taken 'OFF' for two or more trains simultaneously, provided the layout and interlocking permits each train to be received on a line which is isolated from the other line(s) and provisions of rule 4.20 and 4.21 are complied with.* *(b) On a single line or twin single line at interlocked stations, signals for more than one train may be taken 'OFF' simultaneously if the layout and interlocking permits each train to be received on a line which is isolated from the other line(s) and provisions of rule 4.20 and 4.21 are complied with.* *(c) On a single line or twin single line interlocked station except where simultaneous reception is permitted, during crossing of trains, the signals for the second train shall not be taken 'OFF' until the first train has arrived complete and is also standing clear of fouling marks of the line on which the second train is to be received.* *(d) Detailed instructions for crossing/precedence of trains at all type of stations shall be incorporated in SWR.*	
3.48	**Stoppage of trains out of course at stations provided with two-aspect signalling** When a train which is booked to run through has to be stopped out of course at a station equipped with two-aspect signals, it shall not be received until -- (a) at stations provided with working Warners but not provided with Starters, the working Warner is kept at 'on'. (b) at stations provided with Starters but not provided with	***4.30***	***Out of course stoppage of trains:-*** *(1) Whenever feasible, Loco pilot and Guard (if available) should be pre-warned through approved means of communication by the SM on duty.* *(2) At stations provided with two aspect signalling -* When a train which is booked to run through has to be stopped out of course at a station equipped with two-	Modified

	working Warners, the relevant Starter is kept at 'on'. (c) at stations provided with both working Warners and Starters, both the signals are kept at 'on', and (d) at stations provided with neither a working Warner nor a Starter, the first Stop signal is kept at 'on', and the train brought to a stand outside it.		aspect signals, it shall not be received until – (a) at stations provided with working Warners but not provided with Starters, the working Warner is kept at 'ON'. (b) at stations provided with Starters but not provided with working Warners, the relevant Starter is kept at 'ON'. (c) at stations provided with both working Warners and Starters, both the signals are kept at 'ON', and (d) at stations provided with neither a working Warner nor a Starter, the first Stop signal is kept at 'ON', and the train brought to a stand outside it. *(3) At stations provided with multiple aspect signalling or modified lower quadrant signalling as the aspects of stop signals are pre-warned, additional precautions are not necessary except informing the Loco pilot through approved means of communications.* *(4)In an automatic signalling territory when a train which is not booked to stop at a station and is required to be stopped out of course, signals ahead should be put to 'ON' using method and/or devices as prescribed under special instruction and hand danger signal should be exhibited near the place where train is required to be stopped.*	
3.49	**Care and lighting of signal lamps** (1) The Station Master shall see that lamps of fixed signals, indicators and boards such as Shunting Limit Board, Block Section Limit Board and Stop Board at his station are lighted at sunset, and are not put out until after sunrise, or at such earlier or later time as may be prescribed by Special Instructions. (2) Sub-rule (1) shall not apply to - (a) approach lighted signals, (b) colour light and position light signals which shall be kept lit throughout the day and night, and	***4.31***	**Care and lighting of signal lamps:-** (1)The *SM* shall see that lamps of fixed signals, indicators and boards such as *SLB, BSLB* 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,	Modified

	(c) the sections where no train is scheduled to run at night. (3) The Station Master shall ensure that the lamps of fixed signals, indicators and boards such as Shunting Limit Board, Block Section Limit Board and Stop Board, when lit, are burning brightly and that the lenses of lamps and spectacle glasses are properly cleaned and back-lights clearly visible. (4) Whenever night signals are used the Station Master shall not grant Line Clear unless he has ensured, either personally or in the manner prescribed under Special Instructions, that the lamps of fixed signals at his station which are not approach lighted and which apply to the train are burning. If signal lights cannot be kept burning he shall, before giving Line Clear, initiate action in accordance with the procedure prescribed in Rules 3.68 to 3.72. (5) Before lighting a semaphore signal or indicator lamp, the railway servant deputed for lighting it, shall inspect the lenses and spectacle glasses. In case he finds the red roundel broken, 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 on charge of signals shall see that greatest care is taken in the focusing, cleaning and trimming of signal lamps.		(c) the sections where no train is scheduled to run at night, *and* *(d) such indicator and boards which are provided with reflective strips /luminous paint.* *(3) The SM on duty shall ensure that the lamps of oil lit fixed signals,* indicators and boards such as SLB, BSLB 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. *The railway servant of S&T Department shall be responsible for focusing of signal lamps. For electrically lit signals the above responsibility will rest with the railway servant responsible to maintenance and upkeep of such signals.* (4) 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 *roundels* broken, cracked or missing, he shall not light the lamp and shall report the fact immediately to the *SM* on duty who shall treat *the night aspect of* the signal as defective. (5) Every railway servant in charge of signals shall see that greatest care is taken in cleaning *of signal lens* and trimming of *wicks of oil lit* signal lamps. *(6)(a) In case colour light signal(s) cannot be kept lit due to power failure or any other reason(s), the SM on duty at that station shall not grant Line Clear unless he has advised the SM on duty at the station in rear to warn the Loco pilot through a Caution Order, that the signals at his station are showing no light and are 'blank'. Such advice to the Loco pilot can also be given from the notice station or last stopping station in case the failure is expected to last for a reasonably long duration.* *(b) In case SM on duty notices that a colour light*	

			signal has become blank after granting of Line Clear but the train has not left the station in rear shall immediately advise the SM on duty at the station in rear to stop the train and advise the Loco pilot through the approved means of communications and also issue a Caution Order to the effect. *(c) In case signals become blank after the train has already left the station in rear, the SM on duty shall try to warn the Loco pilot through approved means of communications and shall depute a railway servant to proceed towards the approaching train to exhibiting danger hand signal.* *(d) An advice shall also be given to the railway servant responsible for upkeep of such signals, who will attend at the earliest.* *(7) The railway servants posted at station for working of points and signals are responsible for cleaning, lighting of signals, point indicator lamps and founts.* *(8) TIs and JE/SE (Signal) must examine signals and point indicator lamps on his visit to station to see that the lamps and founts are in good order and are being kept clean. Lamps and founts found defective must be replaced promptly. All signal lamps should be over-hauled once in a year and the date of over-hauling should be marked on each lamp.*	
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.	***4.32***	**Slip sidings and Catch sidings:-** *(1) Provision of slip and catch sidings- At any station situated in the immediate neighbourhood of an incline steeper than 1 in 50 falling towards the station and/or falling away from the station a catch siding in the former case and a slip siding in the later case, may be provided, if necessary, at a suitable location.* *However, on an incline less than or upto 1 in 37 falling towards the station and/or falling away from the station*	Modified

			a catch siding in the former case and a slip siding in the later case need not be provided, provided the following conditions are complied with- *(a) Only air brake rolling stock is running on the section having composite brake blocks;* *(b) All locomotives running on the section are equipped with dynamic brakes and Automatic Emergency Brakes (AEB);* *(c)Brake Power and AEB is checked by JE/SE(C & W and loco respectively) at a suitable location before commencement of graded section.* *(d)Emergency braking distance is found to be adequate after trials by the railway;* *(e)For passenger trains, the loco brake is capable of holding train on the ruling gradient.* *(2)The SM on duty 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.* *(3) Except at locations where speed sensing devices are provided, all trains should first be brought to a stop short of the stop signal which protects the points leading to the catch siding, before the same can be set for the main line.*	
3.51	**Points** (1) All points shall normally be set for the straight except when otherwise authorized by Special Instructions. (2) The railway servant concerned with the operation of points and signals shall not, while on duty, leave the place of operation of points or signals which are under his charge except under Special Instructions. (3) No railway servant shall interfere with any points, signals, or their fittings, signal wires or any interlocking or block gear for the purpose of effecting repairs, or for any other purpose,	***4.33***	**Points:-** (1) All points shall normally be set for the straight except when otherwise authorized by special instructions. *(2) Points should not be moved or reversed when the leading wheels of an locomotive/ vehicles are near the points so that they cannot be fully thrown over before the locomotive/ vehicles come on the points. The points shall not be moved until the locomotive and all the*	Modified

	except with the previous permission of the Station Master.		*vehicles have passed completely over them.* *(3) The railway servant responsible for operating points finds any points damaged shall immediately advise SM on duty on approved means of communication (if available) and/or attract the attention of the SM on duty by waving a red flag or lamp or by sending a messenger and shall show a 'stop' Hand signal towards any train approaching the points.* *(4)Whenever a train trails through a set points, the Loco Pilot on realizing the situation, shall immediately stop his train and advise the Guard and the SM on duty through approved means of communications Assistant Loco pilot.* *(5)On receipt of advise as mentioned in sub-rule (4) above, the SM on duty shall inspect the point(s) trailed through along with Guard (if available), Loco pilot as well as S&T and/or P. way staff (if available at the station) and take necessary action as may be required to make the point(s) safe for train operation.* *(6) Thereafter, the train will be restarted and proceed onward only if the train can pass safely over the points without any accident.* *(7) Backing of trains over points which have been trailed through is prohibited unless points have been disconnected, set, clamped/cotter bolted and locked and the SM on duty after having done so advises the Loco pilot to do so through a written memo.*	
		4.34	***Point Indicator:-*** *(1)Point Indicators shall be provided on non-interlocked facing points which are protected by only a single arm Home signal instead of separate signals on a bracket post or a route indicator. In colour light territory, point indicator shall be provided where Home signal is provided without route indicator.*	*New Rule*

			(2) When the points are set for the straight line, the point indicator shall display a white target by day and a white light by night in each direction. *(3) When the points are set for the diverging line, the point indicator shall display no target by day and a green light by night in each direction.*	
		4.35	***Trap Points and Trap Indicators:-*** *(1)Trap points are single switched rail points provided on a line to isolate it from other line(s). The switch is so designed that a vehicle passing over the switch in the open position will derail. Trap switches shall be set against the running line and locked in that position. The railway servant in possession of the keys of the traps shall be held responsible for carrying out these instructions. Points leading to a short dead-end and used solely for the purpose of isolating the running line or sidings shall be treated as derailing switches.* *(2)Trap Indicators shall be provided at all trap points on running lines which are non-interlocked with signals unless the position of trap points is otherwise proved.* *(a)When the trap points or derailing switches are open, the trap indicator shall display a red target by day and a red light by night in each direction.* *(b)When the trap points or derailing switches are closed, the trap indicator shall display no target by day and green light by night in each direction.* *Note:- In case of Point Indicator and Trap Indicator retro reflective strips of appropriate colour may be provided in place of lamp.*	*New Rule*

Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
	CHAPTER VII **SYSTEM OF WORKING**		**CHAPTER V** **SYSTEMS OF WORKING**	
7.01	(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 Train System, (d) the Pilot guard system, (e) the train -staff and ticket System, (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 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.	***5.01***	**Systems of Working -** (1)All trains working between stations shall be worked on one of the following systems, namely:- *(a)Absolute Block System,* *(b)Automatic Block System,* *(c) One Train Only System* *(d) Train Following System,* (2) The Absolute Block and the Automatic Block Systems alone shall be used on every railway, except *on* any railway or portion of 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.	Modified
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.	***5.02***	**Applicability of General Rules referring to the working of signals and trains -** All rules referring to the working of signals and *trains apply* to the systems of working detailed in these rules, except where otherwise provided.	Modified

Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
8.01	**CHAPTER VI** **ABSOLUTE BLOCK SYSTEM** **A. Essentials** **Essentials of the Absolute Block System** 1. Where trains are worked on the Absolute Block System,- a. no train shall be allowed to leave a block station unless Line Clear has been received from the block station in advance, and b. on double lines such Line Clear shall not be given unless the line is clear, not only upto the first Stop signal at the block station at which such Line Clear is given but also for an adequate distance beyond it; c. on single lines such Line Clear shall not be given unless the line is clear of trains running in the same direction, not only upto the first Stop signal at the block station at which such Line Clear is given, but also for an adequate distance beyond it, and is clear of trains running in the direction towards the block station to which such Line Clear is given. 2. Unless otherwise directed by approved Special Instructions, the adequate distance referred to in clauses(b) and (c) of sub-rule (1) shall not be less than- a) 400 metres in case of two-aspect lower quadrant signalling or two-aspect colour light signalling, and b) 180 metres in case of multiple-aspect signalling or modified lower quadrant signalling.	***6.01***	**CHAPTER VI** **ABSOLUTE BLOCK SYSTEM** **A - Essentials** **Essentials of the Absolute Block System:-** (1)Absolute block system works on the basis of space interval between two trains. To ensure this, only one train is allowed in *a* block section at any *point of* time. (2)Where trains are worked on the Absolute Block System,- (a) a train shall be allowed to leave a block station only after Line Clear has been received from the block station in advance, and (b) Line Clear shall be given only after ensuring that the concerned block section as well as adequate distance i.e., block overlap beyond the first stop signal of the station granting Line Clear is clear of trains or other obstructions. (3)Unless otherwise approved by Railway Board, the adequate distance i.e., is block overlap referred to in clause (b) of sub-rule (2)above shall not be less than *what has been defined in rule 1.04 (13).*	Modified
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	***6.02***	***B - Rules applicable to Double Line – Class 'A' station*** **Conditions for granting Line Clear:-** Line shall not be considered clear and Line Clear shall not be given, unless- (1) the whole of the last preceding train has arrived complete *as provided under rule 6.31*;	Modified

	complete; b) all signals have been put back to `on' behind the said train; c) the line on which it is intended to receive the incoming train is clear upto the Starter; and d) all points have been correctly set and all facing points have been locked for the admission of the train on the said line.		(2) all the reception signals behind the said train have been put back to 'ON'; (3) the line on which it is intended to receive the incoming train is clear for 200 metres. Beyond the Home signal or upto the Starter; and (4) all points over which the said train will pass have been correctly set and all facing points have been locked for the admission of the train on the said line.	
8.05	**Obstruction on double line at a block station when a train is approaching,-** 1. Class 'A' station-When Line Clear has been given, no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, upto the Starter pertaining to the said line. 2. Class 'B' station-When Line Clear has been given, no obstruction shall be permitted outside the station section but shunting within the station section may go on continuously, provided the necessary signals are kept at 'on'. 3. When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried on towards the points over which the incoming train will pass.	***6.03***	***Obstruction/Shunting when Line Clear has been granted to a train but signals have not been taken 'OFF' for receiving the train: –*** (1) Obstruction/shunting movement may be permitted only on isolated line(s). (2) No obstruction/shunting shall be permitted beyond the Home signal in the direction of an approaching train and upto the starter on the line on which it is intended to receive the train. Obstruction/shunting towards points over which the incoming/outgoing train is intended to pass is not permitted. Such shunting however can be permitted under special instructions provided *there is a fixed signal to stop the shunting movement or an* isolation is provided or on board safety device is provided and working on the locomotive of the incoming train and on the locomotive performing shunting and/or on the last vehicle.	
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	***6.04***	***Obstruction/Shunting when Line Clear has been granted and signals have also been taken 'OFF' for receiving a train:-*** *Obstruction/Shunting shall be done as per rule 6.03*	

	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			
		6.05	***Obstruction/Shunting when Line Clear has not been granted to a train:-*** *Obstruction/Shunting can be permitted beyond the first or last stop signal respectively subject to-* *(1) (a) The block section in rear is clear and is blocked back.* *(b) The block section in advance is clear and is blocked forward;* *Provided that when the block section in advance is occupied by a train travelling away from the station, shunting or obstruction may be permitted behind the said train under special instruction taking into consideration the gradient on the section. The precautions required to be taken in such cases should be clearly mentioned in the respective SWRs. As soon as intimation has been received that the train has arrived complete at the block station in advance, the line shall be blocked forward if it is still obstructed.* *(2) To perform shunting outside the first stop signal or last stop signal, the SM on duty shall issue shunting order (T 633) to the Loco pilot and the person in charge of shunting after blocking back or forward as the case may be.*	*New Rule*
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,	***6.06***	***C- Rules applicable to Double Line – Class 'B' station*** **Conditions for granting Line Clear: -** Line Clear shall not be given, unless- (1)the whole of the last preceding train has arrived complete *as provided under rule 6.31*;	Modified

	unless- a) the whole of the last preceding train has arrived complete; b) all necessary signals have been put back to `on' behind the said train; and c) the line is clear- i) at stations equipped with two-aspect signalling- upto the Home signal, or ii) at stations equipped with multiple-aspect signalling or modified lower quadrant signalling- upto the outermost facing points or the Block Section Limit Board (if any).		(2)all the reception signals behind the said train have been put back to 'ON'; and (3) the line is clear- (a) at stations equipped with two-aspect signalling- upto the Home signal *or BSLB (where provided)*, or (b) at stations equipped with multiple-aspect signalling or modified lower quadrant signalling either upto the BSLB (where provided) or up to outer most facing points.	
8.05	**Obstruction on double line at a block station when a train is approaching,-** 1. Class `A' station-When Line Clear has been given, no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, upto the Starter pertaining to the said line. 2. Class `B' station-When Line Clear has been given, no obstruction shall be permitted outside the station section but shunting within the station section may go on continuously, provided the necessary signals are kept at `on'. 3. When signals have been taken `off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried on towards the points over which the incoming train will pass.	***6.07***	**Obstruction/Shunting when Line Clear has been granted to a train but signals have not been taken 'OFF' for receiving the train:–** (1) Obstruction/shunting movement may be permitted within station section provided necessary signals are kept at 'ON'; (2) *In case of emergency/accident,* obstruction/shunting may be permitted upto the first stop signal only after the approaching train has arrived and stopped at the first stop signal. The *SM on duty* will personally confirm with the train crew on approved means of communication that the train has come to a stop at the signal *before permitting any shunting.*	Modified
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	***6.08*** ***6.09***	***Obstruction/Shunting when Line Clear has been granted and signals have also been taken 'OFF' for receiving a train:-*** Obstruction/Shunting shall be permitted on the line(s) which is isolated. No shunting movement shall be carried *over/or near the points which may cause infringement to the incoming train.* ***Obstruction/Shunting upto the first stop signal before granting Line Clear:-***	Modified

	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	***6.10***	(1) Obstruction/shunting beyond the station section upto the first stop signal shall be permitted *with the permission of Controller and under advice to station in rear without blocking back the line* when the concerned block section is clear of trains and all relevant and necessary signals are at 'ON' position. *SM on duty shall lock the block instrument, extract SM's key from the block instrument, display placard "BLOCK SECTION OBSTRUCTED" on the block instrument and there after issue shunting order (T 633) as an authority to perform shunting up to first stop signal to the Loco pilot. Such shunting shall not be permitted when block instrument is defective.* Note:-Such obstruction/shunting may be prohibited in SWRs at stations *taking into consideration the speed, weight and brake power of the train(s) and the gradient.* *(2) Before granting Line Clear to a train, the SM on duty shall ensure that he has not permitted shunting upto the first stop signal as mentioned above.* ***Obstruction/Shunting when Line Clear has not been granted to a train: -*** *(1) Obstruction/Shunting within station section shall be done as per rule 6.07.* *(2) Obstruction/Shunting upto the first stop signal shall be done as per rule 6.09.* *(3) Obstruction/Shunting beyond the first/last stop signal shall be done as per rule 6.05.*	
8.04	**Conditions for granting Line Clear at a class `C' station -** At a class `C' station on single line or double line in two-aspect, multiple-aspect or modified lower quadrant signalling, the line shall not be considered clear and Line Clear shall not be given, unless- a) the whole of the last preceding train has passed complete at least 400 metres beyond the Home signal and	***6.11***	***D - Rules applicable to Double Line – Class 'C' station*** **Conditions for granting Line Clear: -** (1) 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 *as provided under rule 6.31,beyond the block overlap of Home signal*; and (b) signals taken 'OFF' for the last preceding train	Modified

	is continuing its journey; and b) all signals taken `off' for the preceding train have been put back to `on' behind the said train.		have been put back to 'ON' behind the said train.	
8.02 8.07 8.08	**Conditions for granting Line Clear at a class A station-** At a class A station on single line or double line, the line shall not be considered clear and Line Clear shall not be given, unless- a) the whole of the last preceding train has arrived complete; b) all signals have been put back to `on' behind the said train; c) the line on which it is intended to receive the incoming train is clear upto the Starter; and d) all points have been correctly set and all facing points have been locked for the admission of the train on the said line. **Obstruction on single line at a class `A' station when a train is approaching-** When Line Clear has been given, no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, upto the Starter which controls the train. **Obstructing the block section at class `A' station on single line-** The block section shall not be obstructed for shunting purposes, unless- a) the Station Master has received Line Clear from the Station Master at the other end of the block section, or b) the block section is blocked back, or c) is occupied by a train traveling away from the block station at which the shunting is to be performed which shunting may be permitted under Special Instructions taking into consideration the speed, weight and brake power of trains and the gradients on the section. As soon as intimation has been received that the train has arrived, the block section shall be blocked back, and	***6.12*** ***6.13*** ***6.14*** ***6.15***	***E - Rules applicable to Single Line – Class 'A' station*** **Conditions for granting Line Clear:-** (1) 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 *as provided under rule 6.31*; (b) all the reception signals behind the said train have been put back to 'ON'; (c) the line on which it is intended to receive the incoming train is clear for 200 mtrs. beyond the Home signal or upto the Starter; and (d) all points over which the said train will pass have been correctly set and all facing points locked for the admission of the train on the said line. **Obstruction/Shunting when Line Clear has been granted to a train but signals have not been taken 'OFF' for receiving the train:–** Obstruction/Shunting shall be done as per rule 6.03. **Obstruction/Shunting when Line Clear has been granted and signals have also been taken 'OFF' for receiving a train:-** Obstruction/Shunting shall be done as per rule 6.03. **Obstruction/Shunting when Line Clear has not been granted to a train:-** Obstruction/Shunting shall be done as per rule 6.05.	Modified

	d) the Driver 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.			
8.03	**CONDITIONS FOR GRANTING LINE CLEAR AT A CLASS 'B' STATION.—** (1) AT A CLASS 'B' STATION ON DOUBLE LINE, the line shall not be considered clear and Line Clear shall not be given, unless**.—** (a) the whole of the last preceding train has arrived complete; (b) all necessary signals have been put back to 'on' behind the said train; and (c) the line is clear**.—** (i) AT STATIONS EQUIPPED WITH TWO-ASPECT SIGNALLING**.—** upto to the Home signal, or (ii) AT STATIONS EQUIPPED WITH MULTIPLE-ASPECT SIGNALLING OR MODIFIED LOWER QUADRANT SIGNALLING**.—** upto the outermost facing points or the Block Section Limit Board (if any). (2) AT A CLASS 'B' STATION ON SINGLE LINE, the line shall not be considered clear and Line Clear shall not be given, unless**.—** (a) the whole of the last preceding train has arrived complete; (b) all necessary signals have been put back to 'on' behind the said train; and (c) the line is clear**.—** (i) AT STATIONS EQUIPPED WITH TWO-ASPECT SIGNALLING**.—** Up to the Shunting Limit Board or Advance Starter (if any) at that end of the station nearest to the	***6.16***	***F - Rules applicable to Single Line – Class 'B' station*** **Conditions for granting Line Clear: -** (1) Line Clear shall not be given, unless- (a) the whole of the last preceding train has arrived complete *as provided under rule 6.31*; (b) all the reception signals behind the said train have been put back to 'ON'; and (c) the line is clear- (i) at stations equipped with two -aspect signalling- *Upto BSLB (where provided), or* upto the SLB /Advanced Starter (if any), of the opposite direction at the end from which the train is expected *(where BSLB is not provided),* or upto the Home signal if *BSLB/*SLB/Advanced Starter is not provided, or upto the outermost facing points if *BSLB/*SLB/Advanced Starter/Home signal is not provided; (ii) at stations equipped with multiple-aspect signalling or modified lower quadrant signalling upto the SLB or Advanced Starter (if any) of the opposite direction at the end from which the train is expected*(where BSLB is not provided),* or upto the outermost facing points if *BSLB/*SLB/Advanced Starter is not provided.	Modified

	expected train, or up to the Home signal if there is no Shunting Limit Board or Advance Starter, or up to the outermost facing points if there is no Shunting Limit Board or advance Starter or Home signal; (ii) AT STATIONS EQUIPPED WITH MULTIPLE-ASPECT SIGNALLING OR MODIFIED LOWER QUADRANT SIGNALLING.— up to the Shunting Limit Board or Advance Starter (if any) at that end of the station nearest to the expected train, or up to the outermost facing points if there is no Shunting Limit Board or advance Starter. **Note: - At a class 'B' single line station, this rule does not forbid direct reception of a train from one side, when Line Clear has been given to the block station on the other side provided the distance between the Outer signal and outermost facing points in two-aspect signalling, and between the Home signal and outermost facing points in multiple-aspect signalling, or modified lower quadrant signalling is not less than the sum-total of the adequate distances prescribed in Rule 8.01 in regard to conditions for granting Line Clear and Rule 3.40 in regard to conditions for taking ''off' Home signal for the admission of a train even where Shunting Limit Boards or Advance Starters have not been provided as prescribed in sub-rule (1) of Rule 3.32** **See illustrative diagrams at pages 201 to 202.**			
8.05	**C. OBSTRUCTION—DOUBLE LINE** **OBSTRUCTION ON DOUBLE LINE AT A BLOCK STATION WHEN A TRAIN IS APPROACHING.—**	***6.17***	**Obstruction/Shunting when Line Clear has been granted to a train but signals have not been taken**	

	(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.		**'OFF' for receiving the train:–** (1) Obstruction/Shunting shall be done as per rule 6.07. *Note:-Obstruction/Shunting beyond outermost facing points and upto SLB/advanced starter in multiple aspect/modified lower quadrant signalling territories and beyond Home signal and upto SLB/Advanced Starter in two aspect signalling territories may be prohibited in SWRs of stations taking into consideration the speed, weight and brake power of the trains and the gradient.*	Modified
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 travelling away from the station, shunting or obstruction may be permitted behind the train under special instruction taking into consideration the speed, weight and brake power of train 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.**	***6.18*** ***6.19*** ***6.20***	**Obstruction/Shunting when Line Clear has been granted and signals have also been taken 'OFF' for receiving a train: -** Obstruction/Shunting shall be done as per rule *6.08.* **Obstruction/Shunting upto First Stop signal before granting Line Clear:-** Obstruction/Shunting shall be done as per rule *6.09.* **Obstruction/Shunting when block section is clear of trains and Line Clear has not been granted to a train: -** (1) Obstruction/Shunting within station section shall be done as per rule 6.07. (2) Obstruction/Shunting upto the first stop signal shall be done as per rule 6.09. (3) the line outside the first stop signal shall not be obstructed unless the line has been blocked back. The *SM* on duty shall extract SH Key/extract Token/Tablet or obtain block back as the case may be and there after issue a Shunting Order (T 633) to the Loco pilot with remarks that SH Key has been extracted/Token/Tablet No. --/block back has been obtained.	

8.04	**Conditions for granting Line Clear at a class `C' station -** At a class `C' station on single line or double line in two-aspect, multiple-aspect or modified lower quadrant signalling, the line shall not be considered clear and Line Clear shall not be given, unless- a) the whole of the last preceding train has passed complete at least 400 metres beyond the Home signal and is continuing its journey; and b) all signals taken `off' for the preceding train have been put back to `on' behind the said train: Provided that on a single line, the line is also clear of trains running in the opposite direction towards the block hut from the block station at the other end.	***6.21***	***G - Rules applicable to Single Line – Class 'C' station*** **Conditions for granting Line Clear: -** The line shall not be considered clear and Line Clear shall not be given, unless- (1) the whole of the last preceding train has passed complete *as provided under rule 6.31*,beyond the block overlap of the Home signal; and (2) signals taken 'OFF' for the last preceding train have been put back to 'ON' behind the said train: Provided that the line is also clear of trains running in the opposite direction towards the block hut from the block station at the other end.	Modified
		6.22	***H - Rules applicable to Special Class station on Single Line/ Double Line/ Multiple Line/ Twin Single Line*** ***Conditions for granting Line Clear and shunting at a Special Class station on a single line / double line/multiple line/twin single line****:-* *Conditions for granting Line Clear and shunting at a Special Class station shall be prescribed in the SWR of the concerned station keeping in mind local conditions, layout and the conditions for granting Line Clear and shunting/ obstruction specified for A, B, and C class stations in these rules.*	*New Rule*
		6.23	***I - Rules applicable to Twin Single Line*** ***Rules applicable to twin single line*: -** *(1) The following additional features should be provided on the section(s) where twin single line working is adopted in addition to rules applicable for 'A','B', 'C' or Special class stations as prescribed for single line sections in these rules -* *(a) The station yard(s) situated at both ends and that of*	*New Rule*

			major stations enroute shall be provided with complete track circuiting. *(b) Separate single line block instrument shall be provided for each line at block stations which shall be so interlocked with the Advanced Starters so as to ensure that the Advanced Starter can be taken 'OFF' for that line only after Line Clear has been obtained from block instrument pertaining to that particular line from the block station in advance.* *(c) At stations, equipped with twin single line working, starter signal shall be so interlocked with Advanced Starters that the Starter signal can be taken 'OFF' only after taking 'OFF' Advanced Starter.* *(d) Reception signals shall be so interlocked so as to ensure safe reception of trains on different lines of the yard as permitted in these rules.*	
14.01	**A. General Provisions** **Means of granting or obtaining Line Clear -** The running of every train shall, in its progress from one block station to another, be regulated by means of any one of or a combination of the following - (a) electrical block instruments of token or tokenless type, (b) track circuits, (c) axle counters, or (d) electrical communication instruments.	***6.24***	***J-Provisions of block instruments or other equipments for obtaining/granting Line Clear*** ***Means of granting/obtaining Line Clear:-*** *(1) The running of every train shall, in its progress from one block station to another, be regulated by means of a man - machine interface through one or a combination of more than one of the following in order of preference-* *(a) Block Instruments, Track Circuits or Axle Counters or similar such secured device;* *(b) Telephones attached to Block Instruments;* *(c) Station to station fixed telephones wherever available;* *(d) Fixed land line telephone;* *(e) Mobile telephone;* *(f) Control telephone;* *(g) any other device approved by an authority appointed by Railway Board and* *(h) VHF sets.*	Modified

			VHF sets shall be used only under special instructions, and in case of failure of other means of granting/obtaining Line Clear special instructions should specify the circumstances, duration and manner in which VHF will be used till restoration of any one of the other means of communication. *Provided further that-* *(i) The order of preference, as mentioned above, should not be violated under any circumstances.* *(ii) In all cases where Line Clear is obtained/granted only by means of verbal communication, the SM on duty before obtaining/granting Line Clear shall establish the identity of the SM on duty at other end of the block section by cross checking the Private Numbers given to two preceding trains or any other method as prescribed under special instructions. These Private Numbers shall be recorded in the remark column of TSR (T 628).*	
14.02	**Provision of instruments -** (1) Electrical communication instruments shall be provided at every station, except at class 'D' stations where they may be provided under Special Instructions. (2) (a) The electrical block instruments, where provided, and electrical communication instruments at any station shall be of a type approved by the Commissioner of Railway Safety and shall not be brought into use in the first instance unless they have been passed by him. (b) The person in charge of the maintenance of electrical block instruments or electrical communication instruments shall not without the approval of the Commissioner of Railway Safety, permit the substitution, for the instruments and installation brought into use in the first instance, of any instruments or installation which do or does not satisfy the conditions prescribed in clause (a).	***6.25***	**Provision of instruments -** (1) Instruments of granting/obtaining Line Clear shall be provided at every station, except at class 'D' stations where they may be provided under special instructions. (2) (a) instruments for granting/obtaining Line Clear provided at any station shall be of a type approved by *an authority appointed by Railway Board* and shall not be brought into use in the first instance unless they have been permitted by *such an authority.* (b) the person in charge of the maintenance of such instruments shall not without the approval of the *CSTE and COM,* permit the substitution, of the instruments and installation brought into use in the first instance or any other instruments or installation which do or does not satisfy the conditions prescribed in clause (a) above.	Modified

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.			*Deleted and included in GR 4.05*
	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.	***6.26***	**Certificate of competency: -** *(1) No person shall be allowed to operate block instrument, panel/RRI/SSI or similar such device unless he has satisfactorily passed the prescribed examination and holds a duly authorised certificate of competency. This certificate shall be valid for a period of 3 years or as specified by Railway Board. Principal ZRTI or an officer authorised by him on his behalf shall issue the necessary certificate to the staff after they have successfully undergone initial/promotional or refresher course training. Such certificate shall cover the operations of block instrument, panel/RRI/SSI or such similar device in use.* *(2) In case, a SM having a valid certificate of competency is posted at a station for the first time where, panel/ RRI/SSI or such similar device has been provided or at a station where panel(s) is provided for the first time, he shall be given picking up duties as notified by the railway at the station of posting. In addition, TI/SM incharge, JE/SE (Signal) will jointly assess practical knowledge of SM on panel operation and obtain his assurance. If the SM is found deficient in the knowledge of working of panel at such station, picking up period should be extended. Independent duty/charge should only be given after satisfying that the SM is well conversant with the operation of panel and obtain his assurance in the register duly countersigned by SM (in-charge), TI/ JE/SE (Signal) before*	Modified

			giving independent duty/charge. *(3) In case of a staff holding authorised certificate of competency, but has not operated block instrument/, panel/RRI/SSI or such similar device for a period exceeding one year, the certificate of competency may be renewed jointly by AOM, ASTE nominated for the purpose. In such cases validity of competency certificate shall not be extended more than once and the validity of such certificate shall not in any case exceed the due date for refresher course.* *(4) JE/SE (S&T) and the railway servants of S&T department authorised to carry out maintenance/repair of block instruments and panel/ RRI/SSI or such similar device must also be in possession of a competency certificate issued by a principal/in–charge of the concerned railway training centre/institute valid for a period of 3 years. In case JE/SE (S&T) and the railway servants of S&T department authorised to carry out maintenance/repair of block instruments and panel/ RRI/SSI or such similar device has not carried out maintenance of a particular instrument for a period of one year or more shall be issued a certificate by the Sr. DSTE/DSTE valid for a period of one year or the date the concerned railway servant is due for refresher course whichever is earlier.*	
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 –	***6.27***	***Messaging of trains between stations: –*** *(1) For communicating messages and acknowledgment thereof regarding train operation, the prescribed code of bell signals shall be used, and a copy thereof shall be exhibited at each block station near the place of operation of the instruments of granting/obtaining Line Clear. Table below gives the bell code of sending and acknowledging the message under different circumstances.*	Modified

Ref. No.	Indication	Code	How signalled	How signal acknowledged
1.	Call attention or attend telephone	0	One stroke or beat	One stroke or beat
2.	Is line clear or Enquiry about line clear	00	Two	Two
3.	Train entering block section	000	Three	Three
4.	(a) Train out of block section (b) Obstruction removed	0000	Four	Four
5.	(a) Cancel last signal (b) Cancel given in error	00000	Five	Five
6.	(a) Obstruction danger signal (general) (b) Stop and examine train (c) Train passed without tail lamp or tail board (d) Train divided (e) Vehicles running way in wrong direction on double line or into the block section on single	000000 000000-0 000000-00 000000-000 000000-0000	Six Six pause one Six pause two Six pause three Six pause four	Six Six pause one Six pause two Six pause three Six pause four

Item No.	*Indication*	*Code*	*How signalled*	*How signal acknowledged*
2.	*Is line clear or Enquiry about line clear*	*00*	*Two*	*Two*
3.	*Train entering block section*	*000*	*Three*	*Three*
4.	*(a) Train out of block section* *(b) Obstruction removed*	*0000*	*Four*	*Four*
5.	*(a) Cancel last signal* *(b) Cancel given in error*	*00000*	*Five*	*Five*
6.	*Emergency danger signal (general).* *Attend block telephone immediately.*	*000000*	*Six*	*Six*
7.	*Testing*	*0000000000*	*Ten*	*Ten*

Note -

(a) '0' INDICATES A STROKE OR A BEAT OF BELL.

(b) EACH SIGNAL SHALL BE GIVEN SLOWLY AND DISTINCTLY.

(2) Exchange of bell codes under item 3 and 4 are not required between stations provided with block proving axle counter or track circuit having complete track circuiting of station yard excluding non-running line(s) on either end.

(3) It must be clearly understood that the use of the

		line (f) Vehicles running away in right direction on double line	000000-00000	Six pause five	Six pause five	
		7.	Testing	000000 000000 0000	Sixteen	Sixteen
		NOTE : (1) '0' INDICATES A STROKE OR A BEAT AND '-' INDICATES A PAUSE. (2) EACH SIGNAL SHALL BE GIVEN SLOWLY AND DISTINCTLY.				
					authorised code of bell signals is necessary along with the telephone attached to block instrument. *(4) In case of emergency danger signal being received the SM on duty or the railway servant incharge of cabin where block instruments are provided must immediately attend the block telephone. Where block instruments are provided at cabins, the railway servant incharge of cabin should immediately advise SM on duty at the station about the cause of giving/receiving emergency danger signal and act as per his instructions.*	
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.				*Deleted and included in Rule 6.27*
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	***6.28***	**Train Signal Register *(TSR)* -** (1) Unless otherwise exempted by special instructions, *a TSR* shall be kept at every block station/cabin whether provided with block instruments or not and maintained by the *SM* on duty or by a competent railway servant appointed in this behalf. *(2) The SM on duty or the railway servant incharge of cabin shall personally fill up each column in the TSR neatly and correctly.* *(3) An entry shall be made in 'Remarks' column in regard to every instance of a train crossed or detained for allowing another train to take precedence.* *(4) When SM or the railway servant incharge of cabin*	Modified

	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.		*changes duty, a line shall be drawn across the page preferably in red ink, and the SM or the railway servant incharge of cabin going off duty, shall enter the date and time of going off duty and sign his name in full with designation above this line. The SM or the railway servant incharge of cabin coming on duty shall enter the date and time of his taking over charge and sign his name in full with designation below the line.* *(5) The TSR in use must not be removed from the station/cabin/block working office without the order of the Sr. DOM/DOM of the division. If any reference to the TSR is required, the SM incharge must go to the station/cabin/block working office for this purpose. In case of an accidents involving collision, derailments, breach of block operation etc., the SM incharge of the station must immediately take charge of the TSR and keep it in his personal custody until made over by him to a responsible operating official. A fresh TSR shall be used in replacement of the one seized.* *(6)(a) The TSR must be retained at stations for one year after the register is completed and after that it should be treated as old record and disposed of as such unless otherwise required.* *(b) the TSR required to be retained pending enquiries or judicial cases must however, on no account, be treated as old records and disposed of before the conclusion of such enquiry or judicial case and without obtaining prior specific orders from the Sr.DOM/DOM.*	
14.08	**Authority to proceed -** The Driver 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	***6.29***	**Authority to proceed: -** (1) The Loco pilot shall not take his train from a block station to the next block station unless he has been given an authority to proceed - (a) on the double line, by the taking 'OFF' of the last stop signal, and	Modified

	signal, and (b) on the single line, either - (i) by a token for the block section, taken from an electrical block instruments, or (ii) by a Line Clear Ticket duly signed by the Station Master, or (iii) by any document prescribed in this behalf by Special Instructions, or (iv) by the taking 'off' of the last Stop signal in lieu of tangible authority as mentioned in sub-clauses (i) to (iii) on sections provided with electrical block instruments of tokenless type or track circuits or axle counters.		(b) on the single line, either - (i) by a token/tablet for the block section, extracted from a block instrument, or taking 'OFF' of the last stop signal provided with tokenless block instruments, continuous track circuits, axle counters or any other device for obtaining/ granting Line Clear. (ii) by a *PLCT (T 629 Up For up trains and T629 DN for Down trains)* duly stamped and signed by the *SM on duty,* or (iii) by any other means prescribed in this behalf by the Railway Board. *(2) On a double line section, when the failure of the last stop signal does not render block instrument out of commission, Line Clear working shall continue to be done on the block instrument itself, but while despatching a train into the block section, an endorsement shall be made on the 'authority to pass signal at 'ON' (T/1307) by the SM on duty to the effect that Line Clear has been obtained on block instrument, the Private Number received from the block station in advance shall also be recorded thereon.*	
14.11	**Responsibility of Station Master as to authority to proceed -** (1) An authority to proceed shall not be given to the Driver 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 Driver 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 Driver is accurate and that, when it is in writing, it is complete and is signed in full and in ink.	***6.30***	**Responsibility of *SM* as to authority to proceed:-** (1) An authority to proceed shall be given to the Loco pilot by the *SM on duty* or by any of the authorised railway servant after obtaining Line Clear from the next station. (2) *The 'Authority to Proceed' must be handed over as follows-* *(a) trains running through –* *(i) When the 'Authority to Proceed' is a token/tablet it should be kept in the pouch and ring and delivered from the designated place either through token/tablet stand or by the authorised railway servant. It should be picked up by the loco crew either manually or through token/tablet pickup apparatus fitted on the locomotive.* *(ii) When the 'Authority to Proceed' is PLCT, the same*	Modified

	(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 Driver 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 Driver of the leading engine.		*shall be delivered from opposite SM's office by the authorised railway servant and should be picked up by one of the loco crew, where departure signals are not provided. At stations where departure signals are provided PLCT along with authority to pass last stop signal shall be delivered after the train has come to a stop at the station.* *(b) For all stopping trains having halt of two minute or less at the station or as specified under special instructions - the departing signal(s) can be taken 'OFF' after 'Line Clear' has been received from the station in advance and authority to proceed (in case of tangible authority) shall be handed over while the locomotive passes the station building after the incoming token/tablet has been surrendered. The Loco pilot and the Guard (if available) shall be responsible to stop their train at the stations at which it is booked to stop in the WTT even though the signal(s) governing its departure from the station is/are showing 'OFF' aspect.* *(c) In case of stopping trains, other than those mentioned in sub-rule(b) above, the 'Authority to Proceed' should be handed over to the Loco pilot by one of the authorised railway servant while the locomotive passes the station building and following conditions are complied with –* *(i) the incoming token/tablet if any has been surrendered,* *(ii) the departing signal(s) is kept at on,* *The Loco pilot shall stop the train obeying the departing signals, the signals shall be taken 'OFF' only after the train has come to a stop.* *Note:- This rule shall apply to station(s) where departure signal(s) is provided. At station(s) where departure signal(s) is not provided 'Authority to Proceed' should be handed over to the Loco pilot only after the train has come to a stop.* *(3) At stations, where token/tablet block instrument is*	

			located in a cabin situated at some distance from the SMs office, the 'Authority to Proceed' may be delivered to the Loco pilot from the fixed place near the cabin. In such cases, if the Starter signal has been taken 'OFF' and the Guard(if available) has given the starting all right signal, the Loco pilot should start with his train and pick up the 'Authority to Proceed' from the fixed place, near such cabin. This procedure shall be followed only at that station(s)/yard(s), which is specifically mentioned in the WTT. *(4) The place where the token/tablet shall be surrendered by the Loco pilot, on arrival of the train at a block station shall be as specified in SWR.* *(5) If the Loco pilot over carries a token beyond the section to which it applies and is also in possession of the correct token for the section, he should proceed with his train to the block station ahead. On arrival, he shall hand over the over carried token to the SM and obtain a receipt for it. The SM shall return the over carried token to the station concerned through the crew of the first available train and obtain a receipt.*	
14.24	**Authority to proceed: when to be given to Driver** An authority to proceed shall not be given to the Driver until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.			*Deleted and included in Rule 6.29*
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			*Deleted and included in Rule 6.29 and 10.02(5)*

	surrendered by the Driver 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 Driver or returned to the instrument. (b) On arrival of the train at the block station in advance, the Driver shall give up the token in accordance with Special Instructions, and this token shall then be placed in the electrical block instrument at the 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 is was extracted.			
14.14	**Closing of Intermediate Block Post -** If the electrical block instruments provided at the stations on either side of an Intermediate Block Post or the track circuiting provided beyond the last Stop signal, or the axle counters provided at either end of block section, fail, the Intermediate Block Stop signal shall be treated as defective and the Intermediate Block Post shall be deemed to be closed and the section between the stations on either side of the Intermediate Block Post shall be treated as one block section.			*Deleted and included in GR 14.09*
14.15	**C. Block Stations at which Electrical Block Instruments are not provided** **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.			*Deleted to be included under GR 6.29*

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.			*Deleted to be included under GR 6.29*
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.			*Deleted to be included in GR 6.30*
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.			*Deleted to be included in GR 6.30*
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.			*Deleted to be included in GR 6.30 & to be put with GR 10.05.*
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.			*Deleted to be included in GR 6.30*
14.21	**Preservation of messages and written authorities to proceed -** Messages and written authorities to proceed shall be			*Deleted to be included in GR 6.30*

	destroyed at such time after issue as may be prescribed by Special Instructions : Provided that no message or written authority to proceed shall be destroyed before one month after issue.			*& to be put with GR 10.05*
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.			*Deleted to be included in GR 6.30*
14.23	**Driver to have authority to proceed -** The Driver 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.			*Deleted to be included in GR 6.30*
14.09	**Driver to examine authority to proceed -** (1) The Driver shall ensure that the authority to proceed given to him is the proper authority under the system of working and refers to the block section he is about to enter, and if the said authority is in writing that it is complete and duly signed in full and in ink. (2) If the conditions mentioned in sub-rule (1) are not complied with, the Driver shall not take his train past or start from the station until the mistake or the omission is rectified.			*Deleted to be included in GR 6.30*
14.25	**D. Line Clear Tickets** **Line Clear Tickets -** 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/B 1425** **Sr.No…….** **.....Railway** **PAPER LINE CLEAR TICKET** **(Driver/Receipt)** Down No. of train .....Down (description)			*Deleted to be included in GR 6.30*

Date.....Time.....Hours.....Minutes.....
From Station Master.....
To The Driver of No..... Down
The line is clear and you are authorised to proceed to .....station.
Last train No.……cleared section at ……. station.
Private No (in words).....(in figures) .....

AUTHORITY TO PASS SIGNAL AT 'ON' POSITION

Signature of Station Master

Station Master's

* strike out whichever is not applicable.

Form No. T/B 1425
Sr.No…….
.....Railway

PAPER LINE CLEAR TICKET
(Driver/Receipt)

Up

No. of train ..... Up (description) .....
Date .....Time ..... Hours..... Minutes .....

From Station Master.....
To The Driver of No..... Up
The line is clear and you are authorised to proceed to .....station.
Last train No. …… cleared section at …….. station.
Private No (in words).....(in figures) .....

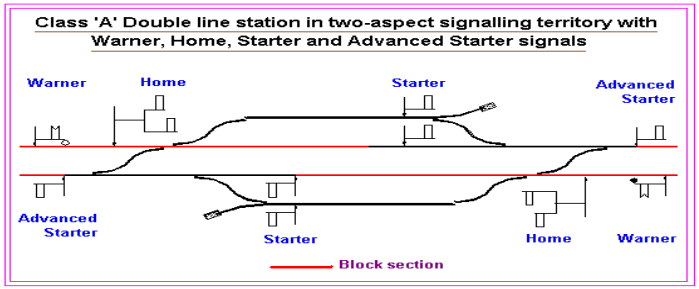
AUTHORITY TO PASS SIGNAL AT 'ON' POSITION

Signature of Station Master

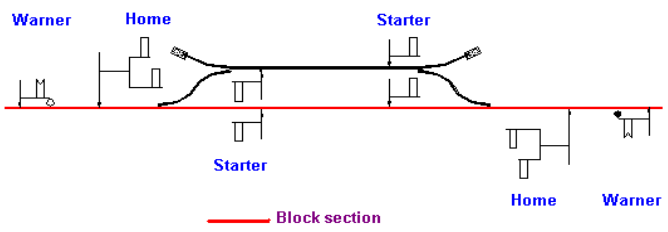
	* strike out whichever is not applicable. (2) Each such ticket shall bear a serial number, which shall be recorded in the Train Signal Register, the numbers for the Down direction being clearly distinguished from those for the Up direction. (3) The ticket referred in sub-rules (1) and (2) shall be printed 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.			
14.26	**E. Use and Operation of Block Working Equipment** **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.			*Deleted to be included in GR 6.30*
14.10	**Conditions for closing the block section -** (1) When the block section has been cleared by the arrival of the train or by the removal of the cause of blocking, the block section shall be closed by the block station in advance by giving the prescribed bell code signal. (2) Before such signal is given, the Station Master shall satisfy himself as per the prescribed Special Instructions (a) that the train has arrived complete, or the cause of blocking the section has been removed, and (b) that the conditions under which Line Clear can be given, are complied with. (3) The provision of clause (b) of sub-rule (2) may be relaxed at class 'A' single line crossing stations. In such cases, the Station Master shall satisfy himself that the train is standing at its Starter clear of the line on which the second train is to run. (4) Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non-running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of	***6.31***	***Complete arrival of trains and closing of the block section*** *(1) Complete arrival of the train(s) passing run through the station -* *(a) (i) On a section, where there is provision of a BPAC, continuous track circuiting or any other approved device between block stations which assures complete arrival of trains and the receiving station is having complete track circuiting of station section excluding non-running lines which is functioning, indications regarding clearance of block section which signifies complete arrival of the train at such station would be taken as assurance for complete arrival of the train by the SM on duty;* *(ii) If a train passes from such a station without tail lamp/tail board or such other approved device, the SM on duty shall advise the station in advance to stop the train and take remedial action but need not withhold closing of block section in rear.* *(b)(i) At a station where a BPAC, continuous track*	Modified

	block section as well as complete arrival of the train as per indication given, it would be taken as assurance for complete arrival of the train to the Station Master.		*circuiting or any other approved device between block stations which assures complete arrival of trains and receiving station having complete track circuiting of station section excluding non-running lines is out of order or is not provided - SM on duty either himself or through a nominated staff as defined in the SWRs shall ensure that a tail lamp/tail board or such other approved device is available on the last vehicle of each train;* *(ii) In case a train is booked to run through a line which is away from the station building and the line(s) nearer to station building is occupied by another train(s) or the SM on duty is not in a position to ensure complete arrival of the train as prescribed under sub-rule (i) above, he will ask the incharge of cabin and/or traffic Gateman to check availability of tail lamp or tail board or such other approved device is available on the last vehicle of the train. In such a case, the responsibility for checking and confirming the availability of tail lamp or tail board or such other approved device shall be of the railway servant incharge of cabin where end cabins are there or where nominated in the SWRs that of the traffic LC Gateman (if end cabins are not there and traffic gate is available) supported by a Private Number. Otherwise, SM shall depute a competent railway servant on duty to be (specified in SWRs) at a suitable place to watch the passing train and to confirm complete arrival of the train by checking tail lamp or tail board or such other approved device in rear of the train supported by a Private Number. Or, else the SM can confirm the complete arrival of the train from the guard (if available) as prescribed under special instructions through approved means of communications.* *(iii) If a train passes from such a station without tail lamp/tail board or such other approved device, the SM on duty shall advise the station in advance to stop the train*	

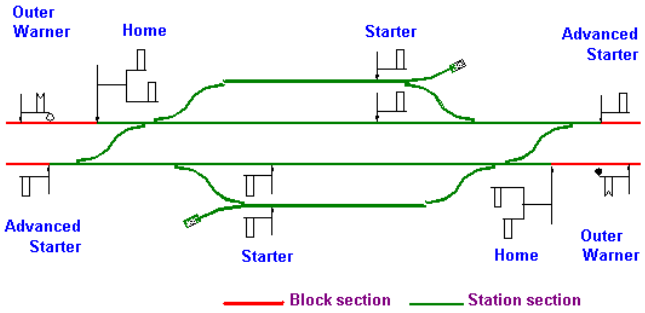
			and take remedial action and shall withhold closing of block section in rear till he assures himself from station in advance or otherwise that the train is complete. *(2) Complete arrival of the train(s) stopping at the station –* *(a) Sub-rule (1)(a) (i) shall be applicable.* *(b) At a station where a BPAC, continuous track circuiting or any other approved device between block stations which assures complete arrival of trains and receiving station having complete track circuiting of station section excluding non-running lines is out of order or is not provided - For ensuring complete arrival by observing tail lamp/tail board or such other approved device, sub-rule (1)(b) (ii) shall be applicable.* *(3) When the block section has been cleared by the arrival of the train as prescribed under sub-rule (1) above or the cause of blocking the section has been removed and the authority for shunting or obstruction in block section as prescribed as per Rule 6.33 has been received back, the block section shall be closed by the block station in advance.*	
8.14	**E General Provisions** **Block back or Block forward-** Block back or block forward shall be done only in accordance with the procedure prescribed by Special Instructions.	***6.32***	***K* - General Provisions** **Block back or Block forward -** Block back or block forward shall be done only in accordance with the procedure prescribed by special instructions.	No Change
8.15	**Authority for shunting or obstruction in block section-** While permitting shunting or obstruction in the block section, the Driver shall be given authority for shunting in the block section as prescribed under Special Instructions which authority may be- a) either a shunting arm of prescribed size and design on the same post as and under the last Stop signal, or b) a token of prescribed design, or c) a written permission to shunt.	***6.33***	**Authority for shunting or obstruction in block section: -** *(1)(a) The SM on duty, while permitting shunting or obstruction in the block section shall authorise , the Loco pilot through Shunting Order(T633) for performing shunting in the block section. In addition* o*n single line he shall extract token/ tablet or SH key (with advise to SM of the station in advance) and keep it in his personal custody. A remark to this effect shall be made in shunting Order (T633).*	Modified

			(b) Shunting order shall be prepared in three foils, the first copy shall be given to Loco pilot, second copy to Guard (if available) and third copy shall be kept in record, specifically mentioning the following points on this form and acknowledgment of Loco pilot and Guard obtained:- *(i) Limits of shunting.* *(ii) Details of work to be done.* *(iii) Running line and other line involved in the movement.* *(iv) Approximate time up to which shunting is to be completed.* *(2) Relevant stop signal/shunt signal if any may be taken 'OFF' for shunting as permitted in SWR.* *(3) When shunting of train is permitted suitable entries in this regard should be made in the TSR and charge book/diary of SM on duty.* *(4) When shunting is permitted in block section, after completion of shunting, the person incharge of shunting shall personally inform the SM on duty and sign on the counter foil of shunting order (T633) that the shunting is withdrawn from the block section only after that the SM on duty shall grant Line Clear for a train to approach from the direction referred to thereon.*	
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 to scales.  	***6.34***	***Typical though not exhaustive* illustrative diagrams -** Class 'A', 'B' and 'C' stations on single line and double line are illustrated in the following diagrams, which are not to scale. *These diagrams are only indicative and not exhaustive. Station layout will vary depending on local conditions but will have to conform to the provision of these rules. Stations on double/multiple line sections shall have emergency cross-over between up and down main line alternatively in facing/trailing direction.*	Modified

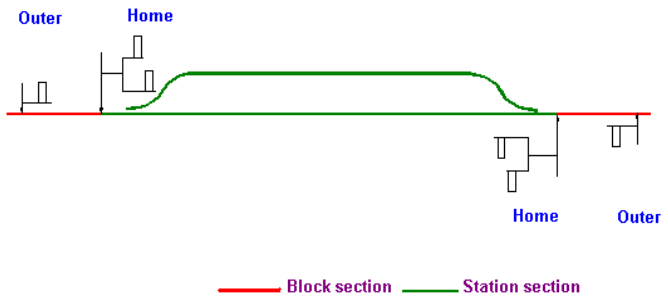
Class 'A' Single line station in two-aspect signalling territory with Warner, Home, and Starter signals



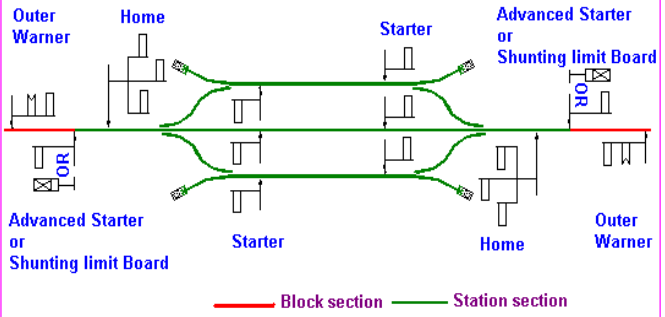
Class 'B' Double line station in two-aspect signalling territory with Warner, Outer, Home, Starter and Advanced Starter signals



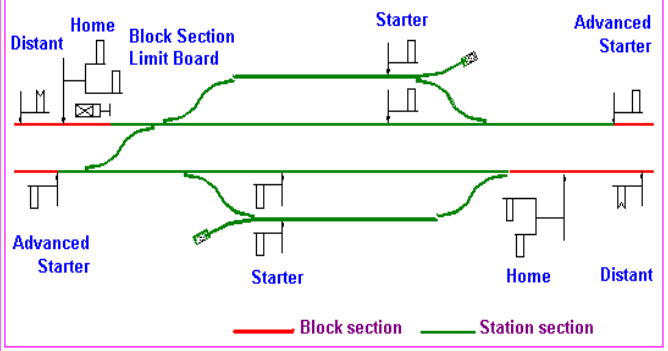
Class 'B' Single line station in two-asspect signalling territory with Outer and Home signals



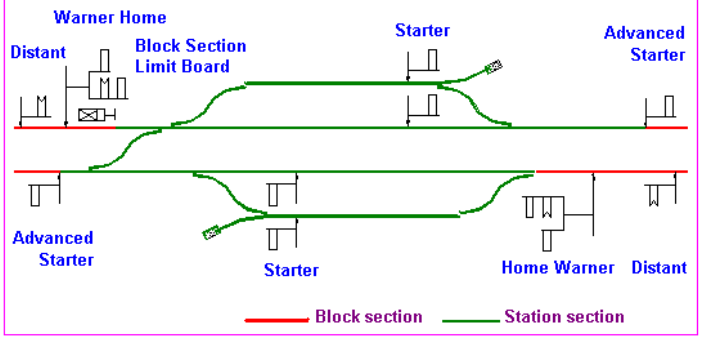
Class 'B' Single line station in two-aspect signalling territory with Warner, Outer, Home, Starter and Advanced Starter signals / Shunting Limit Boards



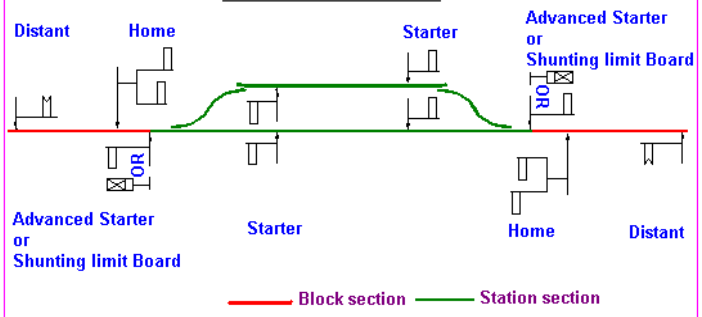
Class 'B' Double line station in multiple-aspect signalling territory with Distant, Home, Starter, Advanced Starter and Block Section Limit board



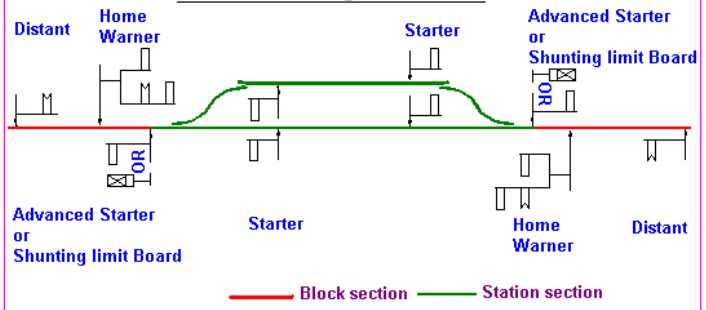
Class 'B' Double line station in modified lower quadrant signalling territory with Distant, Warner, Home, Starter, Advanced Starter signals and Block Section Limit board



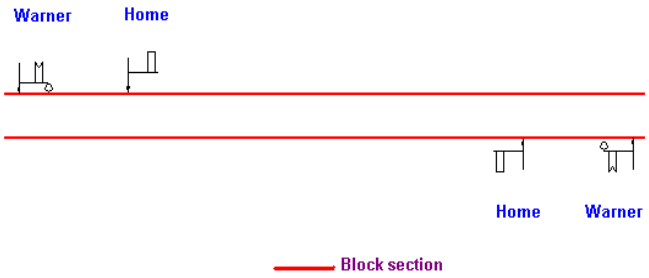
Class 'B' Single line station in multiple-aspect signalling territory with Distant, Home, Strter and Advanced Starter Signals / Shunting Limit Boards



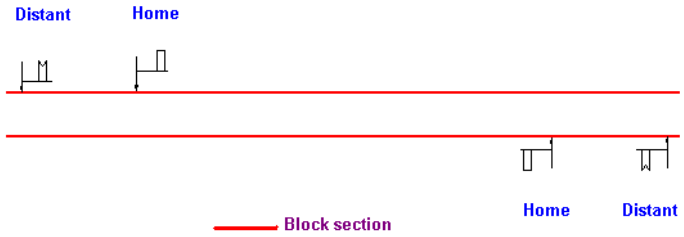
Class 'B' Single line station in modified lower quadrant signalling territory with Distant, Warner, Home, Starter and Advanced Starter signals / Shunting Limit Boards

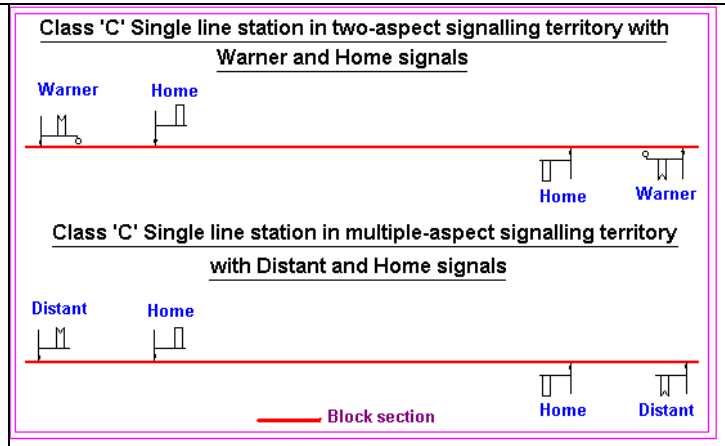


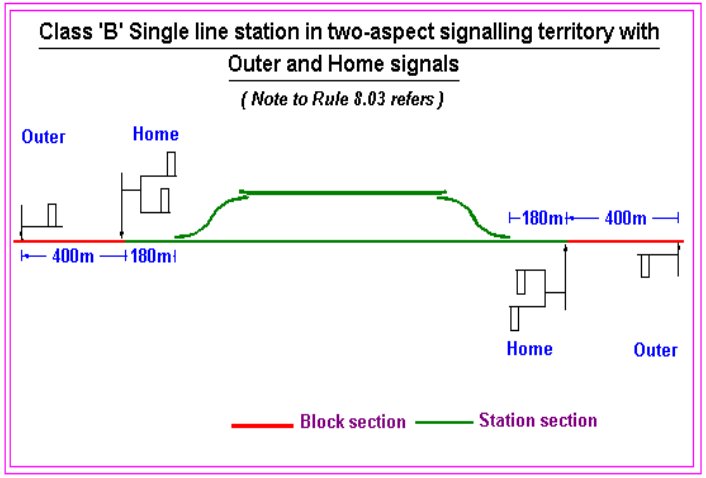
Class 'C' Double line station in two-aspect signalling territory with Warner and Home signals



Class 'C' Double line station in multiple-aspect signalling territory with Distant and Home signals

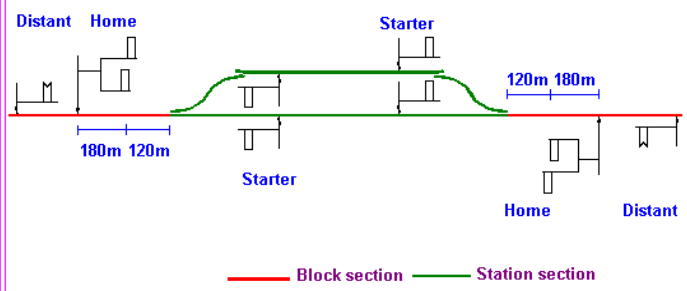



Class 'C' Single line station in two-aspect signalling territory with Warner and Home signals
Warner
Home
Home
Warner
Class 'C' Single line station in multiple-aspect signalling territory with Distant and Home signals
Distant
Home
Home
Distant
Block section


Class 'B' Single line station in two-aspect signalling territory with Outer and Home signals
(Note to Rule 8.03 refers)
Outer
Home
180m
400m
400m
180m
Home
Outer
Block section
Station section

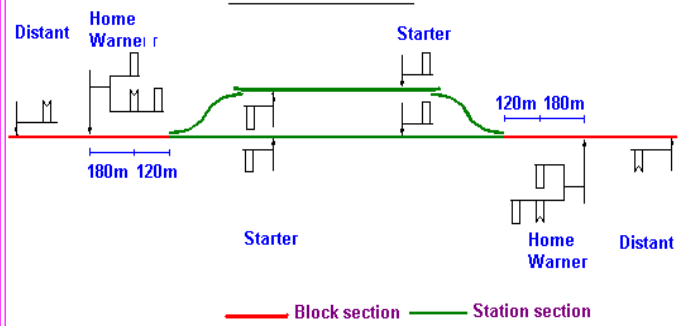
Class 'B' Single line station in multiple-aspect signalling territory with Distant, Home and Starter signals

(Note to Rule 8.03 refers)



Class 'B' Single line station in modified lower quadrant signalling territory with Distant, Warner, Home and Starter signals

(Note to Rule 8.03 refers)



Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
9.01	**CHAPTER IX** **THE AUTOMATIC BLOCK SYSTEM** **A. Rules Applicable to Double Line** **Essentials of the Automatic Block System on double line.** (1) Where trains on a double line are worked on the Automatic Block System, - (a) the line shall be provided with continuous track circuiting or axle counters, (b) the line between two adjacent block stations may, when required, be divided into a series of automatic block signalling sections each of which is the portion of the running line between two consecutive Stop signals, and the entry into each of which is governed by a Stop signal, and (c) the track circuits or axle counters shall so control the Stop signal governing the entry into an automatic block signalling section that - (i) the signal shall not assume an 'off' aspect unless the line is clear not only upto the next Stop signal in advance but also for an adequate distance beyond it, and (ii) the signal is automatically placed to 'on' as soon as it is passed by the train. (2) Unless otherwise directed by approved Special Instructions, the adequate distance referred to in sub-clause (i) of clause (c) of sub-rule (I) shall not be less than 120 metres.	***7.01***	**CHAPTER VII** **THE AUTOMATIC BLOCK SYSTEM** **A - Rules Applicable to Double Line** **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, axle counters *or any other similar approved device*, (b) the line between two adjacent block stations may, when required, be divided into a series of automatic block signalling sections each of which is the portion of the running line between two consecutive stop signals, and the entry into each of which is governed by a stop signal, and (c) the track circuits, axle counters *or any other similar approved device* shall so control the stop signal governing the entry into an automatic block signalling section that– (i) the signal shall *assume 'OFF'* aspect only *when the line is clear for an adequate distance beyond the next stop signal in advance, and* (ii) the signal is automatically placed to 'ON' as soon as it is passed by the train. (2) Unless otherwise directed *by the Railway Board*, the adequate distance referred to in sub-clause (i) of clause (c) of sub-rule (1) shall not be less than *50* mtrs.	Modified

		7.02	***Minimum equipment of fixed signals in Automatic Block territory on a double line station:-*** *Minimum equipment of signals at a station shall be Automatic signals and if not, then Semi-Automatic or manual Home and Starter signals, which shall either be three or four aspect colour light signals. Home and Starter signals may be provided with or without route indicator.*	*New Rule*
9.03	**B. Rules applicable to Single Line** **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 the traffic shall be established only after Line Clear has been obtained from the block station in advance. (c) a train shall be started from one block station to another only after the direction of traffic has been established. (d) it shall not be possible to obtain Line Clear unless the line is clear, at the block station from which Line Clear is obtained, not only upto the first Stop signal but also for an adequate distance beyond it. (e) the line between two adjacent block stations may, where required, be divided into two or more automatic block signalling sections by provision of Stop signals. (f) after the direction of traffic has been established, movement of trains into, through and out of each automatic block signalling section shall be controlled by the concerned Automatic Stop signal and the said Automatic Stop signal shall not assume 'off' position unless the line is clear upto the next Automatic Stop signal : provided further that where the next Stop signal is a Manual Stop signal, the line is clear for an adequate distance beyond it, and (g) Unless otherwise directed by approved Special Instructions, the adequate distance referred to in clauses (d)	*7.03*	**B - Rules applicable to Single Line** **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, axle counters or any other similar approved device. (b) the line between two adjacent block stations may, where required, be divided into two or more automatic block signalling sections by provision of stop signals. (c) line Clear shall be obtained/given by on duty SMs of stations at both ends when the line is clear of trains running in either direction and also for an adequate distance beyond the first stop signal of station granting Line Clear. (d) the direction of the traffic shall be established only after Line Clear has been obtained and the controlling lever or switch/button operated to the required position. (e) a train shall be started from the block station to the block station in advance only after the direction of traffic has been established. (f) after the direction of traffic has been established, movement of trains into, through and out of each automatic block signalling section shall be controlled by the concerned Automatic stop signal and the said	Modified

	and (f) of sub-rule (1) shall not be less than 180 metres.		Automatic stop signal shall not assume 'OFF' aspect unless the line is clear for an adequate distance beyond the next Automatic/manual stop signal or upto the next Automatic stop signal where authorized by the Railway Board. (g) the 'OFF' aspect of the Semi-Automatic Starter signal establishes the direction of traffic and constitutes 'authority to proceed' for the Loco pilot. (h) unless otherwise directed by the Railway Board, the adequate distance referred to in clause (c) and clause (f) of sub- rule (1) shall not be less than 100 mtrs.	
9.04	**Minimum equipment of fixed signals in Automatic Block territory on single line. –** The minimum equipment of fixed signals to be provided for each direction shall be as follows- (a) Manual Stop signals at a station – (i) a Home (ii) a Starter (b) An Automatic Stop signal in rear of the Home signal of the station. *Note:* Under approved Special Instructions, the Automatic Stop signal may be dispensed with.	***7.04***	**Minimum equipment of fixed signals in Automatic Block territory *at a* single line** *station:–* The minimum equipment of fixed signals to be provided for each direction *at a station shall be* **–** *(1) Manual or a Semi-Automatic Home signal and manual or a Semi-Automatic Starter signal.* *(2) An Automatic stop signal in rear of the Home signal of the station.* *Under approval of the Railway Board, the Automatic stop signal may be dispensed with where the distance between the last stop signal of the station in rear and the first stop signal of the station in advance is less than 1000 mtrs.*	Modified
9.05	**Additional fixed signals in Automatic Block territory on single line.-** (1) Besides the minimum equipment prescribed in Rule 9.04, one or more additional Automatic Stop signals, as are considered necessary, in between block stations, may be provided. (2) In addition, such other fixed signals as may be necessary for the safe working of trains may be provided.	***7.05***	**Additional fixed signals in Automatic Block territory on single line:-** (1) Besides the minimum equipment prescribed in rule *7.04,* 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 and boards as may be necessary for the safe working of trains may be provided.	Modified

9.06	**Conditions for taking 'off' Manual Stop signals in Automatic Block territory on single line.-** (1) Home signal – When a train is approaching a Home signal, otherwise than at a terminal station, the signal shall not be taken 'off' unless the line is clear not only upto the Starter but also for an adequate distance beyond it. (2) Last Stop signal – The last Stop signal shall not be taken 'off' for a train unless the direction of traffic has been established and the line is clear upto the next Automatic Stop signal, or when the next Stop signal is a Manual Stop signal for an adequate distance beyond it. (3) The adequate distance referred to in sub-rules (1) and (2) shall never be less than 120 metres and 180 metres respectively unless otherwise directed by approved Special Instructions. A sand hump of approved design, or subject to the sanction of the Commissioner of Railway Safety, a derailing switch shall be deemed to be an efficient substitute for the adequate distance referred to in sub-rule (1).	***7.06***	**Conditions for taking 'OFF' manual stop signals in Automatic Block territory on single line:-** *(1) Home signal – Conditions for taking 'OFF' Home signal shall be same as laid down in rule 4.20.* *(2) Last stop signal – The last stop signal shall not be taken 'OFF' for a train unless the direction of traffic has been established and the line is clear upto the next Automatic stop signal, or when the next stop signal is a manual stop signal for an adequate distance beyond it.* *(3) The adequate distance referred to in sub-rules (2) shall not be less than as prescribed under rule 7.03(1)(h) unless otherwise directed by Railway Board.*	Modified
9.07	**Duties of Driver and Guard when an Automatic Stop signal on single line is to be passed at 'on'. –** (1) When a Driver finds an Automatic Stop signal with an 'A' marker at 'on', he shall bring his train to a stop in rear of that signal and wait there for one minute by day and two minutes by night. (2) If after waiting for this period the signal continues to remain at 'on', and if telephone communication is provided near the signal, the Driver 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 Driver to proceed so far as is known, give permission to the Driver to pass the signal in the 'on' position and proceed upto the next signal, as may be provided under Special Instructions. (3) If no telephone communication is provided near the			*Deleted & Combined with GR 7.09*

	signal or if the telephone communication provided near the signal is out of order and cannot be made use of, the Driver shall give the prescribed code of whistle and exchange signals with the Guard and then proceed past the signal as far as the line is clear, upto the next Stop signal in advance, exercising great caution so as to stop short of any obstruction. (4) The Guard shall show a Stop hand signal towards the rear when the train has been so stopped at an Automatic Stop signal, except as provided for under sub-rule (6). (5) Where owing to the curvature of the line, fog, rain or dust storm, engine working the train pushing it, or other causes, the line ahead cannot be seen clearly, the Driver shall proceed at a very slow speed, which shall under no circumstances exceed 8 kilometres an hour. Under the circumstances, the Driver when not accompanied by a Fireman or Assistant Driver, and if he considers it necessary, may seek the assistance of the Guard by giving the prescribed code of whistle. (6) When so sent for by the Driver, the Guard shall accompany him on the engine cab, before he moves forward, to assist the Driver in keeping a sharp look-out. (7) When an Automatic Stop signal has been passed at 'on', the Driver shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'off', the Driver shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously upto that signal and shall act upon its indication only after he has reached it.			
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).	*7.07*	**Person in charge of working trains on Automatic Block System on single line:–** (1) Except where CTC is in operation, the *SM on duty* shall be responsible for the working of trains at and between stations. (2) On a section where *CTC* is in operation, the *CTC* Operator shall be responsible for the working of trains on the entire section except as provided for in sub-rule (3).	No Change

	(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).		(3) On a section where *CTC* 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 *SM on duty* during emergency or as prescribed under special instructions. When such emergency control is transferred, the *SM on duty* 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).	
		7.08	***C - Rules applicable to multiple lines and twin single lines*** ***Rules applicable to multiple lines and twin single lines:-*** *Rules applicable for double line (rules 7.01and 7.02) and/or single line (rules 7.03, 7.04, 7.05, 7.06 and 7.07) shall be applicable depending on the number of lines and they shall be specified in the SWRs of the stations concerned on that section. Such sections shall be specified in the WTT in force.*	*New Rule*
9.02	**Duties of Driver and Guard when an automatic Stop signal on double line is to be passed at 'on'. –** (1) When a Driver 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 Driver 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	***7.09***	**D - Rules applicable to double/multiple line/single *and twin single line*** **Duties of *Loco pilot* and Guard when an Automatic stop signal is to be passed at 'ON':–** *(1) (a) 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 as close to the signal as possible. The Loco pilot shall advise the cause of stopping to the Guard (if available) through approved means of communications. After waiting there for one minute or for such lesser time as prescribed under special instructions (which shall not be less than 15 seconds in suburban sections and 30 seconds in other than suburban sections), if the signal continues to remain at 'ON', he shall advise the Guard (if available) and obtain his acknowledgement through approved*	Modified

	dust storm, engine working the train pushing it, or other causes, the line ahead cannot be seen clearly, the Driver shall proceed at a very slow speed, which shall under no circumstances exceed 8 kilometres an hour. Under these circumstances, the Driver, when not accompanied by a Fireman or an Assistant Driver, and if he considers necessary, may seek the assistance of the Guard by giving the prescribed code of whistle. (4) When so sent for by the Driver, the Guard shall accompany him on the engine cab, before he moves forward, to assist the Driver in keeping a sharp look-out. (5) When an Automatic Stop signal has been passed at 'on', the Driver shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'off', the Driver shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously upto that signal and shall act upon its indication only after he has reached it.		*means of communications and/or through exchange of prescribed whistle code/bell code and/or hand signal (in case of other than (EMU/MEMU/DMU trains). Thereafter, the Loco pilot shall proceed ahead, towards the next stop signal in advance at speed not exceeding 25 kmph exercising great caution so as to stop at least 50 metres short of any obstruction.* *(b) During night or where owing to the curvature of the line, or bad weather condition impairing visibility, or locomotive working the train pushing, or any other cause, the line ahead cannot be seen clearly, the Loco pilot shall proceed at a very slow speed, which shall under no circumstances exceed 15 kms. an hour. In case the locomotive working the train is pushing, the Loco pilot may seek assistance of the Guard, (if available) or Assistant Loco pilot for piloting his train.* *(c) On approaching the next stop signal Loco pilot shall act upon its indication only after he has reached it.* *(2) (a)The Guard (if available) shall immediately exhibit a Stop hand signal towards the rear and check that the tail board or tail light/lamp is correctly exhibited;* *(b)The Guard (if available) of a train shall keep a watch on the speed of his train so that the Loco pilot does not exceed the speed as prescribed in sub-rule(a) and/or (b) above;*	
9.11	**Driver to report failures. -** (1) When as Driver 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.	***7.10***	***When an Automatic stop signal is repeatedly changing its aspects from green/yellow/ to red and/or vice-versa or is flickering:-*** *(1) The Loco pilot shall take action as prescribed under rule 13.02(3).* *(2) When a Loco pilot passes an Automatic Stop signal at 'ON' or a flickering signal, he shall inform the fact to the next station through approved means of*	Modified

			communications, in addition the Loco pilot shall make entries in Signal Failure Register at the time of signing off. *(3) The SM on duty, on receipt of information of a defective Automatic stop signal as above, shall record the defect in the Signal Failure Register and advise the Controller and the railway servant responsible for maintenance of such signal(s) immediately to rectify the defect.*	
9.09	**C. Rules applicable to both Double and Single Lines** **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.	***7.11***	**Working of trains on *CTC* territory on double line*/single line /twin single line:-*** *On a section where CTC is in operation, the working of trains shall be governed by special instructions.*	Modified
9.10	**Protection of a train stopped in an Automatic block signalling section. –** (1) When a train is stopped in an Automatic block signalling section, the Guard shall immediately exhibit a Stop hand signal towards the rear and check up that the tail board or tail light is correctly exhibited. (2) If the stoppage is on account of accident, failure, or obstruction and the train cannot proceed, the Driver shall sound the prescribed code of whistle and the train shall be protected immediately as per Rule 6.03 except that for the protection of the occupied line one detonator shall be placed at 90 metres from the train on the way out and similarly two detonators, 10 metres apart, not less than 180 metres from the train or at such distances as has been fixed by Special Instructions.	***7.12***	**Protection of a train stopped in an Automatic block signalling section –** *(1) The Guard (if available) shall take action as per rule 7.09 (2)(a).* *(2) If the stoppage is on account of accident, failure, or obstruction and the train cannot proceed, the Loco pilot shall apprise the Guard (if available) through approved means of communication and the train shall be protected immediately as prescribed in rule 12.05 (2) and adjacent line shall be protected as per rule 12.05 (1). If the Guard is not available rule11.33 shall be applicable.*	Modified
9.12	**Procedure during failure of Automatic signalling.-** When a failure of Automatic signalling is likely to last for some time or cause serious delay, trains shall be worked from station-to-station over the section or sections concerned under Special Instructions.	***7.13***	**Procedure during failure of Automatic signalling:-** When a failure of Automatic signalling is likely to last for some time or cause serious delay, trains shall be worked from station-to-station over the section or sections concerned *as prescribed below-* ***(A)The procedure for working of trains on double line***	Modified

			section during prolonged failure on automatic signalling territory when failure of all automatic, semi-automatic and stop signals is likely to last for some time which may affect train services but communications are available- *(1) On becoming aware of such a fault the SM on duty shall inform the officials of S&T and operating departments including Controller and the SM on duty of the station ahead and/ or nominated station(s) (as mentioned in WTT).* *(2) Each train shall be brought to a stand at the station before it is allowed to enter the affected section, the Loco Pilot and Guard of the train shall be advised of the circumstances by the SM on duty through approved means of communications.* *(3) SMs of intermediate stations, in between nominated stations shall ensure correct setting and locking of points (procedure for setting and locking of points to be prescribed in detail in SWR) over which train will pass and shall confirm the same to the nominated stations by exchange of Private Number. They shall not change points over which trains will pass till normal working is restored.* *(4) The SM on duty at the station in rear of the affected section shall obtain 'Line Clear' from the station at the other end of affected section for the train by one of the means of communications available as prescribed under rule 6.24 (b) to (h).* *(5) The SM on duty at the station in advance shall not give such 'Line Clear' above unless -* *(a) the whole of the last preceding train has arrived complete;* *(b) the line on which it is intended to receive the incoming train is clear up to the platform Starter or the*	

			place at which the trains usually come to a stand; and *(c) all points over which train will pass have been correctly set and all facing points locked for the admission of the train on the said line.* *(6)The Loco pilot of the train(s) entering the affected section shall be given an Authority (T 713) having following details-* *(a) 'authority to proceed;* *(b)Caution Order restricting the speed to 25 kmph and further 15 kmph hour during night or while approaching or passing any portion of line where the view ahead is not clear due to curve, obstruction or bad weather impairing visibility and while passing over facing points. Other speed restriction(s) in force shall also be followed. The Loco Pilot shall continue to look out for any obstruction until he reaches the station ahead;* *(c) Authority to pass all intermediate Automatic signals between the two nominated stations at 'ON'.* *(d) Authority to pass Semi-Automatic signals when worked as manually operated as well as manually operated signals on being signalled past by a railway servant deputed for the purpose.* *(7)(a) Before handing over the 'authority to proceed' all the points over which the train will pass, shall be correctly set and facing points locked. Whenever points have to be operated for diverting trains, these may be released and operated locally (procedure to be prescribed in SWRs).* *(b) No train shall be allowed to enter an affected section until there is a clear interval of 10 minutes or such lesser time as prescribed under special instructions (which shall not be less than 5 minutes) between the train about to leave and the train which has*	

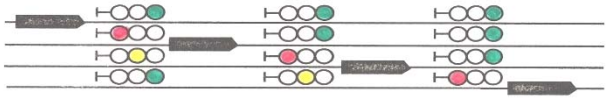
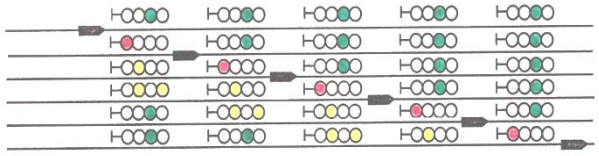
			immediately preceded. *(c) At the next/nominated station, the train shall be received on proper signal if they are working. Or else, the Loco pilot shall bring his train to a stand outside the stop signal and sound one long whistle and/or advise the SM on duty through approved means of communication. The SM after satisfying himself that all is safe shall arrange to pilot the train from this signal on prescribed form (T1306), Loco pilot shall obey hand signals, if any, relayed from the station platform.* *(8) Arrival of each train shall be intimated to the station in rear and the Controller shall be kept advised of all train movements taking place in the affected section.* *(9) As soon as signals are put right normal working of trains on Automatic Block System may be resumed, after exchanging messages with Private Numbers by the on duty SMs concerned, assuring that the section is clear. Controller's permission, if possible, should be obtained before resumption of normal working.* ***(B)Temporary Single line working when one of the lines is obstructed and communications are available-*** *(1) Rule 13.17 shall be applicable; in addition a TSR shall be introduced at the stations on affected section.* ***(C) Total failure of communications on double line –*** *(1) Train shall be worked as per procedure prescribed under rule 13.27(A).* ***(D) Total failure of communications on double line during single line working –*** *(1) Train shall be worked as per procedure prescribed under rule 13.27 (C).*	

			(E) Failure of all Signals on single line which is likely to last for some time- *(1)Direction of traffic shall be established after obtaining Line Clear as prescribed under Rule 7.03(1)(d), there after trains shall be worked as per procedure prescribed under GR 7.13 (A). Direction of traffic shall be changed after ensuring complete arrival of the last preceding train as prescribed under rule 6.31.* **(F) *Total failure of communications on single line –*** *(1) Train shall be worked as per procedure prescribed under rule 13.27(B).* ***(G) Despatching of Relief Engine/ Train in automatic signalling territory during obstruction –*** *(1) When a relief engine/train is required to be despatched in an occupied section, the SM on duty shall issue authority on form T1321D which shall contain-* *(a) authority to proceed without Line Clear;* *(b) authority to pass manual/automatic stop signals at 'ON';* *(c) Caution Order restricting the speed to 25 kmph over straight with clear view and 15 kmph during night or when approaching or passing any portion of line where the view ahead is not clear due to curve, obstruction, bad weather impairing visibility.* *(2) Rule 13.21 (D) shall also be applicable.* ***(H)In case of multiple line sections during abnormal conditions such as failure of all Signals likely to last for some times, despatching of Relief Engine/Train, temporary single line working, failure of communications–***	

			(1)Train shall be worked as per special instructions to be prescribed for such sections keeping in view the rule 7.13.	
9.13	**Movement of trains against the direction of traffic on the Automatic Block System.-** In Automatic signalling territory, trains shall run in the established direction of traffic only. Movement of trains against the established direction of traffic is not permitted. When in an emergency it becomes unavoidably necessary to move a train against the established direction of traffic, this shall be done only under Special Instructions which shall ensure that the line behind the said train upto the station in rear is clear and free from obstruction.	***7.14***	**Movement of trains against the direction of traffic on the Automatic Block System:-** *(1) In Automatic signalling territory, trains shall run in the established direction of traffic only.* *(2) In case of emergency such as accident, obstruction of line and failure of locomotive etc., if the train(s) cannot proceed to station in advance and is required to be pushed back to the station in rear following procedure shall be observed-* *(a) Train(s) shall be protected as per rule 12.05* *(b) The Guard (if available) and/or Loco pilot of the incapacitated train shall advice to the SM on duty of the station in rear through approved means of communications explaining the circumstances necessitating the train to be pushed back. In the absence of means of communications information may be relayed through the nearest L C Gate phone by the Guard or in his absence by the Assistant loco pilot.* *(c) If no other train has entered the section behind the affected train the SM at the station from where the train entered the section shall advice the Loco pilot and Guard of the train to push back their train as per rule 11.11, provided no relief locomotive is readily available and after consulting Controller. Otherwise the section may be cleared by sending a relief locomotive as per rule 13.21(D).* *(d) If there are one or more than one train behind the affected train the Loco pilots and/or Guards of these trains shall be advised wherever possible by the SM of the station from where the train entered the section by approved means of communication of the*	Modified .

			circumstances and the section shall be cleared as under:- *(i) Relief locomotive shall be sent as per rule 7.13(G) in the section to clear the last train that entered the section. The Loco pilot of the relief locomotive in addition to the authorities mention in rule 7.13(G), shall be given written instructions by the SM for pulling back the trains held up. SM shall also hand over similar authorities to the Loco pilot of the relief locomotive for handing over to the crew(s) of all the trains held up.* *(ii) The relief locomotive will be attached in rear of the last train so as to pull it back to the station. Before the pulling back, the train locomotive of the last train will be detached and attached to the next train standing ahead to pull it back, and so on. The train engine(s) shall thus be detached and attached to trains so as to ensure locomotive leading movement of trains.* *(iii) If there is a intervening EMU/DMU/MEMU, it shall be taken to station in rear by changing the cab so that it is driven from the leading cab. Other trains shall be then cleared as per procedure mentioned in sub-rule (c) (d) above.* *(e) Loco pilot and Guard shall ensure that their trains are kept at least about 200 mtrs. clear of other train(s) being pushed back.* *(f) While pushing back rule 11.11 shall be observed.*	
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'.	***7.15***	**Procedure *to pass* Semi-Automatic stop signal *at* 'ON': -** (1) When a Semi-Automatic Stop signal is worked as an Automatic stop signal, rule *7.09 shall apply.* (2) When a Semi-Automatic stop signal is working as a manual stop *signal and it becomes* defective, it *may be* passed *as per procedure detailed in GRs 13.11 or 13.12 as the case may be.*	Modified

	(3) When a Driver is authorized to pass a Semi-Automatic Stop signal at 'on' by taking 'off' the Calling-on signal fixed below it, he shall follow the precautions stipulated in Rule 9.02 or 9.07 as the case may be.		(3) When a *Loco pilot* is authorized to pass a Semi-Automatic stop signal at 'ON' by taking 'OFF' the Calling-on signal fixed below it, he shall follow the precautions stipulated in *rule 13.13.*	
9.15	**Passing a gate Stop signal at 'on' in Automatic signalling territory. -** If the Driver finds a gate Stop signal at 'on' in an Automatic signalling territory, -- (a) he shall comply with the provisions of Rule 9.02 or 9.07 as the case may be, if the 'A' marker is illuminated, or (b) (i) if the 'A' marker light is extinguished, he shall sound the prescribed code of whistle to warn the Gateman and bring his train to a stop in rear of the signal, and (ii) if after waiting for one minute by day and two minutes by night, the signal is not taken 'off', he shall draw his train ahead cautiously and stop in rear of the level crossing, and (iii) if the Gateman is available and exhibiting hand signals, proceed further past the level crossing gate cautiously ,or (iv) if the Gateman is not available, or is available but exhibiting hand signals, stop in rear of the level crossing and after ascertaining that the gates are closed against the road traffic and on getting hand signals from the Gateman, and in his absence from Assistant Driver, the Driver 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.	***7.16***	**Passing a L C Gate stop signal at 'ON' in Automatic signalling territory:-** If the *Loco pilot* finds a L C Gate stop signal at 'ON' in an Automatic signalling territory, - (1) he shall comply with the provisions of rule *7.09,* if the 'A' marker is illuminated, or (2) (a) 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 (b) after waiting for one minute *or for such lesser time as prescribed under special instructions (which shall not be less than 15 seconds in suburban sections and 30 seconds in other than suburban sections),* if the signal is not taken 'OFF', he shall draw his train ahead cautiously upto the level crossing, and (c) if the Gateman is available and exhibiting Hand signals, proceed further *and pass* the L C Gate cautiously ,or (d) *if the Gateman is not available, the Loco pilot shall stop short of the L C Gate, thereafter the train shall be piloted across the L C Gate by the Assistant Loco pilot or Guard (where trains work with single locomotive crew). The Loco pilot then shall proceed cautiously up to the next stop signal complying with the provisions rule 7.09 (1).*	Modified
		7.17	***Passing a Semi-Automatic L C Gate stop signal at 'ON' in Automatic Signalling territory: –*** *(1) Semi-Automatic L C Gate stop signal shall be provided with illuminated 'A' and 'AG' markers.*	*New Rule*

			(2) When a Loco pilot finds a Semi-Automatic L C Gate signal at 'ON' with illuminated 'A' marker, he shall comply with the provisions contained in rule 7.09. *(3) When 'AG' marker light is illuminated he shall comply with the provisions of rule 7.16 (2).* *(4) When both 'A' and 'AG' markers lights are extinguished, the Loco pilot shall comply with the provisions of rule 13.11.*	
9.16	**Illustrative diagrams. -** Automatic change of sequence of aspects behind the train in three-aspect and four-aspect signalling is illustrated in the following diagrams, which are not drawn to scale. **Automatic change of sequence of aspects behind the train in three-aspect signalling territory**  **Automatic change of sequence of aspects behind the train in four-aspect signalling territory** 	***7.18***	**Illustrative diagrams -** **Automatic change of sequence of aspects behind the train in three-aspect and four-aspect signalling is illustrated under rule even number in Annexure I.**	No Change

Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
13.01	**CHAPTER XIII** **ONE TRAIN ONLY SYSTEM** **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.	***8.01***	***Use of One Train Only System:-*** *Trains may be worked on the One Train Only System, only on branch lines having single line section. Such sections shall be mentioned in the WTT.*	Modified
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.	***8.02***	***Essentials of One Train Only System:-*** Where trains are worked *on One* Train Only System, only one train shall be *in* the section on which this system is in force, at one and the same time.	Modified
13.03	**Authority to enter the section.** A Driver shall not take his train into the section unless he is in possession of the authority to proceed as prescribed by Special Instructions.	***8.03***	**Authority to enter the section:-** *(1) A Loco pilot shall not take his train into the section unless he is in possession of the authority to proceed which shall be a Metal Token bearing the inscription, "One Train Only" and the section to which it applies.* *(2) (a) The Metal Token shall be supplied to each base station. The SM on duty at the base station shall keep the Metal Token locked in a box (except when handing it over to the Loco Pilot of train authorising him to enter the section), specially provided for this purpose retaining the keys in his personal custody. The non-availability of the Metal Token from the box shall be regarded by the SM as an indication that the section is occupied by a train.* *(b)The SM on duty shall not take out the Metal Token form the box earlier than 10 minutes before the schedule departure of the train and hand it over to the Loco pilot. Relevant signal(s) (if provided) shall be taken 'OFF' for the departure of train at the base station.* *(3) On receipt of the Metal Token from the Loco Pilot*	Modified

			on his return to the base station, the SM on duty shall immediately secure it in the box. *(4) The Loco pilot on return to the base station shall promptly hand over the metal token to the SM on duty or any other authorised railway servant. The SM on duty of the base station is also responsible for prompt recovery of the Metal Token from the Loco Pilot. He shall satisfy himself that the train has arrived complete and immediately secure the Metal Token in the box.* *(5)The SM on duty of the base station shall maintain a TSR wherein he shall enter the train number, description of the train, the time of handing over of the Metal Token to the Loco Pilot, the time of departure of the train from the base station, the time the train arrives back and the time of securing the Metal Token from the Loco Pilot. Similarly, the SM or railway servant in-charge on duty at the other end of the section shall enter the arrival and departure of the train in the TSR/Station Diary under signature.* *(6)(a)In case the Metal Token in use is lost or defaced/ damaged so as to warrant replacement, the emergency Metal Token which will be kept in a separate box duly locked and sealed shall be brought into use. Keys of the emergency token box shall be kept in personal custody of the SM in-charge of the station.* *(b)In case of loss/damage to token on run by the Loco pilot, he shall proceed to the destination station and report the matter to the Guard/SM on duty. If the destination is the base station, emergency token as per sub-rule 6(a) shall be introduced. If the destination station is not the base station train shall be worked to the base station on a written memo issued by the Guard.* *(7)The SM in-charge of the station is authorized, in the exceptional circumstances referred to above, to break*	

			the seal, open the lock and make use of the emergency Metal Token as "authority to proceed" for trains to work on the section. *(8) Whenever the SM on duty of the base station brings into use the emergency Metal Token, he shall record the fact in the Station Diary, detailing the circumstances under which and the time at which the emergency Metal token was brought into use. He shall also advise the SM on duty at the other end by approved means of communication. He shall also promptly advise the TI of the section, the Controller, Crew Controller and the Sr. DOM/DOM by a message followed by a letter. The SM on duty at the other end shall also record the fact in the Station Diary. The Sr. DOM/DOM, there after will arrange to supply a duplicate Metal token expeditiously to the base station through TI. Controller, Crew Controller and both the SMs shall also be advised. The Inscription on the duplicate Metal Token shall bear the word `Duplicate'. On receipt of the duplicate Metal Token, the TI shall proceed to the base station and bring the Duplicate Metal token into use after having restored the emergency Metal Token in the custody of the SM in-charge of the station. He shall advise the SM at the other end with copy to the Controller, Crew Controller and the Sr. DOM/DOM. An entry shall be made to this effect in red ink in the TSR or the Station Diary as the case may be.* *(9) The original Metal Token which has been damaged/defaced/lost (if subsequently found), shall not be brought in use as "Authority to Proceed". The SM shall immediately return it to the Sr. DOM/DOM advising the TI of the section.*	

13.04	**Procedure in case of accident or disablement on the One Train Only System.** (1) (a) If the train becomes disabled and requires assistance or if an accident occurs which renders it impossible for the train to proceed, the train shall be protected in accordance with the provisions of Rule 6.03 in the direction from which assistance, if necessary, is being obtained. (b) The Guard of the train shall convey advice of the circumstances under which the train has become disabled and is not able to proceed, to the Station Master of the station from which assistance can best be obtained, and if it is necessary for such Guard to proceed to such station, he shall instruct the Driver 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 Driver where and under what circumstances the disabled train is situated, or the Driver of the Engine so sent shall be given a written authority, containing such instructions as to where and under what circumstances the disabled train is situated and such other particulars as may be necessary to enter the line unaccompanied by the Guard of the disabled train. (3) The Guard of the disabled train shall be responsible for the safe and proper working of the line until the disabled train has been moved and any other engine sent to the	***8.04***	***Procedure in case of accident or disablement of the train on One Train Only System:-*** *(1)(a) If the train becomes disabled and requires assistance or if an accident occurs where in it is not possible for the train to proceed, the train shall be protected in accordance with the provisions of rule 12.05(2)(1) in the direction from which assistance, is being obtained.* *(b) The Guard of the train shall convey the circumstances under which the train has become disabled and is not able to proceed, to the SM on duty through approved means of communications. In case the Guard is unable to contact the SM on duty, he shall himself proceed to such station/level crossing gate equipped with communication with the station to inform the SM on duty. If a push/motor trolly is available or if the Guard meets one on the way, the official-in-charge of the trolly shall pick up the Guard for carrying information to the nearest station. Before proceeding, the Guard shall instruct the Loco pilot in writing to keep the train stationary until his return and obtain his written acknowledgement. The above information can also be sent by Guard to the nearest station through Assistant Loco pilot or any other railway servant in writing.* *(2)(a) Such SM on duty, if he is not the SM on duty of the base station shall communicate this information to the SM of the base station. On receipt of such information, the SM on duty of the base station may allow another locomotive/relief train(s) to enter the line.* *(b) The Loco pilot of the locomotive/relief train(s) so sent shall be given a written authority T1321(D), containing such instructions as to where and under*	Modified

	assistance of the disabled train has been returned to the base station. (4) If there is no Guard of a disabled train, the Fireman or the Assistant Driver or, if necessary, the Driver 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.		*what circumstances the disabled train is situated and such other particulars as may be necessary to enter the section accompanied or 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 locomotive/relief train(s) sent to the assistance of the disabled train has been returned to the base station.* *(4)If there is no Guard on the 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 locomotive is not left unmanned in terms of rule 11.59.* *(5)If a train locomotive fails or is unable to proceed, the Loco pilot shall hand over the 'authority' (Metal token) to the Guard.*	
		8.05	***Working of Motor trolly and Material lorry:-*** *(1)Motor trolly and Material lorry shall work as a train.* *(2)In case of any emergency a Motor trolly and/or Material lorry may work on the section behind a train. In such a case, they may work in the section without carrying the prescribed authority under the direct control and supervision of the official in-charge (not below the rank PWS, who shall take all precautions for its safe working. However, before putting the Motor trolly/Material lorry on the line, official in-charge shall inform the SM on duty in writing about the necessity of working, after that the SM on duty may then authorise the in-charge of the Trolly/Lorry through a written advise to enter the section after advising the station at the other end and taking his assurance to advice the Loco pilot and Guard of the train through a Caution*	*New Rule*

			Order. In case the incharge of trolly/lorry assures that the timings will not be exceeding the expected approach time of the train, the SM on duty may allow the incharge of trolly/lorry to enter the section. The incharge of trolly/lorry shall be responsible to protect the trolly/lorry as per rule 14.26.	

Existing			Proposed
CHAPTER X	**CHAPTER XI**	**CHAPTER XII**	***CHAPTER IX***
FOLLOWING TRAIN SYSTEM **10.01 Essentials of the following Trains system -** (1) Where trains are worked on the Following Trains System, they may be dispatched from one station to the next, following each other in succession in the same direction on the same line in such manner and at such intervals of time as may be prescribed by Special Instructions. (2) Trains shall not be worked on the Following Trains System unless the Station Master of the block station in advance has exchanged messages regarding his readiness to receive the trains and has, in addition, given his assurance that no train will be allowed to leave his station for the station from which the following trains are to be dispatched, until the latter have all arrived at his station and until he has received permission to dispatch trains in the opposite direction.	**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.	**TRAIN STAFF & 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 Driver by the Station Master when giving such permission.	***TRAIN FOLLOWING SYSTEM*** ***Use of the Train Following System:-*** *(1) Trains may be worked on Train Following System on a single line section of a railway notified under special instructions.* *(2) Sections over which Train Following System is introduced on a regular basis shall be notified in WTT.* *(3) The Train Following System can be used in an emergency for specified duration with the permission of authorised officer.*
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.	**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 Driver has been	**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.	***A – Essentials*** ***9.02 Essentials of the Train Following System:-*** *(1) Trains under this system are normally to be worked on single line branch line section between a pair of nominated stations where requirement of number of*

	properly warned of the time of departure of the preceding train and of the place at which it will next stop ; (b) all the trains are timed to run at the same speed, and such speed shall not exceed 25 kilometres an hour except under Special Instructions; and (c) an interval of fifteen minutes has elapsed since the departure of the preceding train.		*trains to be run is limited. A train staff shall be kept at one of such stations;* *(2) Where trains are worked on the Train Following System, one or more trains may be dispatched from one station to the next or between nominated stations;* *(3) No train(s) shall be started from a station unless the SM of station at other end or the person appointed in this behalf has confirmed his readiness to receive the train(s) under exchange of Private Numbers;* *(4) The name of station up to which the train is to run shall be mentioned on the Train Ticket;* *(5) The speed at which the train is to run and the actual time of departure of the preceding train whenever applicable shall also be advised to the Loco pilot;* *(6) Whenever trains are required to be followed, the Loco Pilot shall be informed of the fact that train(s) will follow his train and of the probable time interval before the following train(s) shall start;* *(7) A train shall not follow another train unless an interval of not less than 10 minutes has*

			elapsed since the departure of the previous train; *(8) The first train and subsequent following trains shall be permitted to run at the same speed and such speed shall not exceed 25 kms. an hour when visibility ahead is clear and 15 kms. an hour during night and bad weather impairing visibility;* *(9) The actual time of the departure of each train should be immediately intimated to the station in advance and the actual time of arrival of each train shall at once be intimated to the station in rear, and* *(10) The number of following trains running concurrently between any two stations shall never exceed five at a time irrespective of the distance between such stations.*
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 Driver has been given a written authority to proceed in the form prescribed for the purpose and a written acknowledgment thereof has been obtained from him, the train	**11.03 Pilot Guard's dress or badge.** The Pilot Guard shall be distinguished by a red dress or badge.	**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 Driver 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	***B - Rules for working of trains*** ***9.03 Line Clear and authority to proceed: -*** *(1)(a)Line Clear shall be obtained on means of communications as mentioned in rule 6.24 (1) (b) to (h).* *(b) Line Clear shall be asked by SM on duty who has Train Staff with him as prescribed under rule 9.02(3). The SM on duty*

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 Driver 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 trains shall start, (d) a train shall not follow another from a station unless there has elapsed since the departure of the previous train, an interval of not less than 15 minutes, or such shorter interval as may be fixed by Special Instructions, (e) all the trains following the first train shall be timed to run at the same speed and such speed shall not exceed 25 kilometres an hour except under Special Instructions, (f) the actual time of the departure of each train shall at once be intimated to the block station in advance and the actual time of arrival of each train shall at once be intimated to the block station in rear, and (g) the number of following trains running at the same time between any two block stations shall not be more than one for each 5 kilometres of station interval; and unless permitted by Special Instructions,		Special Instructions; and (c) an interval of fifteen minutes has elapsed since the departure of the preceding train.	*before granting Line Clear shall ensure under exchange of Private Numbers that the last train sent by him has reached at the station asking Line Clear.* *(c) Line Clear can be asked for one train or more than one train at a time.* *(2) (a) Authority to proceed will consist of a train ticket (T903) to be issued to Loco pilot of each train. In addition, train staff will be given to the Loco pilot. If more than one train is being run, then the train staff will be given to the Loco pilot of the last train;* *(b) A train staff shall be made of suitable metal with names of stations engraved, between which trains on Train Following System are worked as a regular feature.* *(3) Authority to proceed shall be delivered to the Loco Pilot by the SM, or by railway servant appointed in this behalf. When assisting/banking locomotive(s) is attached, signature of the Loco pilot(s) of the assisting/banking locomotive(s) shall be obtained on the Train Ticket before it is delivered to the Loco pilot of the leading locomotive;*

shall never exceed four, whatever may be the length of the station interval.			*(4)Authority to proceed shall not be handed over to the Loco Pilot under sub-rule (2) until the train is ready to start;* *(5)No train shall be dispatched from the station at which train staff is not available. In emergent situations train staff may be called back from the other station.* *(6)Train Staff when not in use shall be kept locked in a box provided in the office of SM on duty. Key of the box shall be kept in the personal custody of the SM on duty.* *(7) On arrival, the Loco pilot shall hand over the Train Staff to the SM on duty who shall keep it in his personal custody as prescribed in sub rule (6) above.* *(8) Complete arrival of train(s) shall be ensured by the SM on duty as prescribed under rule 6.31.*
10.04. Delivery of authority to proceed to Driver or Guard on the Following Trains System. (1) Every authority to proceed shall be delivered to the Guard or Driver by the Station Master, or by some railways servant appointed in this behalf under Special Instructions, (2) When such authority to proceed is delivered to the Driver under sub-	**11.04 Pilot Guard to accompany train or give authority to proceed.** (1) No train shall be started from a station unless the Driver sees that it is accompanied by, or that the authority to proceed is given personally by the Pilot Guard wearing the dress or badge	**12.04 Driver to have Train-staff or Train-staff Ticket.** No train shall be started from a station unless the Driver 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.	***9.04 Obstruction in face of approaching train:-*** *The line shall not be obstructed outside the outer most facing points in face of approaching train(s).* ***9.05 Obstruction when section is clear:-*** *To perform shunting when no*

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 Driver; or (b) countersigned by the Guard and then handed to the Driver 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 Driver 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.	prescribed in Rule 11.03. (2) The Pilot Guard shall accompany every train : Provided that when it is necessary to start two or more trains from one end of the section before a train has to be started from the other end, the Pilot Guard shall accompany only the last of such trains, and shall personally give the authority to proceed for the preceding trains. (3) When accompanying a train, the Pilot Guard shall ride on the foot-plate of the engine.		*train is allowed in the section and Train staff is available with the SM on duty, Train Staff along with written authority (T 633) or when Train Staff is at the other end, written authority (T 633) shall be given to the Loco pilot.*
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 Driver under sub-rule (1) of Rule 10.4. 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 Driver 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	**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 Driver) 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	**12.05 Train-staff or Train-staff Ticket: by whom to be delivered to Driver.** The Train-staff or Train-staff Ticket shall be delivered to the Driver by the Station Master or by some railway servant appointed in this behalf by Special Instructions.	***9.06 Protection of Trains on the Train Following System:-*** *(1) When a train is stopped between stations and is unable to proceed on account of accident or any other reason, it shall be protected in accordance with the provisions of rule 12.05 (1).* *(2) For trains stopped between stations rule 13.21(A) shall be applicable.* *(3) For trains stopped outside first stop signal rule 11.44 shall be applicable.*

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 Driver, satisfy himself similarly.	a Guard, he shall, before the train is started, deliver the ticket to the Driver. (4) Immediately on the arrival of the train, the Driver shall deliver the ticket to the Station Master who shall at once cancel it.		
10.07. Obstruction in face of approaching train or train on the Following Trains System Trains System.- The line shall not be obstructed out side the outer most facing points in face of an approaching train as long as this system of working is in force.	**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 Driver shall take action to protect the train in accordance with the provisions of Rule 10.09.	**12.06 Train-staff or Train-staff Ticket: when to be delivered to Driver.** (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 Driver. (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 Driver of each train except the last; and the Train-staff shall be delivered to the Driver 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 Driver of the front engine and the Train-staff shall be delivered to the Driver 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	***9.07 Procedure when train is disabled on the Train Following System:-*** *(1)If the train for any reason is unable to proceed and requires assistance, the Guard or in his absence the Loco pilot shall advice the SM of the nearest or any other station through approved means of communication regarding nature of assistance required. In case this is not possible, then Assistant Loco pilot shall be deputed for the purpose to the nearest station/level crossing gate equipped with communication with the SM at either of the ends;* *(2) After the train has come to a complete halt, it should be protected immediately as per rule 12.05 (1). Under no circumstance the train should be pushed back. In case of an*

		Driver 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 Driver of the leading engine. (5) When a material train has to stop between stations, the Train-staff shall be delivered to the Driver. (6) The Train-staff or a Train-staff Ticket shall not be delivered to the Driver of any train until the train is ready to start. (7) The Driver 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.	*emergency, the train shall be pushed back as per rule 7.14 (2).*
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) Time No...Up (or Down) Date.....Time.....…… Hours.....Minutes……... From .....Station to.....Station. To Drive and Guard. (1) You are hereby authorized to proceed with your train		**12.07 Train-staff to be kept on engine.** When the Train-staff is delivered to the Driver of a train, he shall place it in a conspicuous place provided for the purpose on the engine.	***9.08 Authority to proceed to be given up and cancelled on arrival of train:-*** *(1) On the arrival of a train at the station up to which the Authority to proceed is valid, the Loco Pilot shall immediately handover the Authority to proceed to the SM, or to the railway servant appointed in this behalf to receive it;* *(2)The person to whom Authority to proceed is so delivered shall immediately cancel the same. The record of Authority to proceed so cancelled shall be kept for a period of six months.*

from.....station to.....….....station * (2) Train No..... ahead of your train left the 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 restricted of.....….. kilometres an hours. Signed..... Station Master at..... (Station stamp) Signature of Guard at .....…….. station. *Strike out whichever is inapplicable. This tickets shall be given up by the Driver immediately on arrival to the Station Master or other person authorized to receive it and such person shall immediately cancel it and place it on record.			
10.09. Protection of Trains on the Following Trains System.- (1) When a train is stopped between station 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 trains on the way out, and two detonators, 10 meters apart, at 500 meters from the train, irrespective of			***C - Working of trains under Train Following System in emergencies*** ***9.09 Double line section –*** *(1) Train Following System may be introduced between the two adjacent block stations or between stations nominated by Sr. DOM/DOM on a double line section in emergencies with the permission of 'authorised officer' by a special order giving*

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 Driver shall also arrange to protect the train in the front in the manner laid down for the Guard.			*reasons for introducing the Trains Following System;* *(2) On getting such permission, the Sr. DOM/DOM shall issue a numbered message to the SMs concerned with a copy through Controller regarding introduction of the Train Following System. If it is decided to close any intermediate stations, the message should clearly specify the intermediate stations (name(s) of stations to be mentioned) which have to be closed. The points at such station(s) should set for main line, in case main line is obstructed route should be set for a clear line and facing points clamped and locked, key of which should be in personal custody of SM on duty.* *(3) SM on duty of the section on which the 'Train Following System' is to be introduced, shall on receipt of orders mentioned in sub-para (2) above will exchange message on approved means communication on Form T909 and T909 A.* *(4)Trains shall be run as prescribed under Rules 09.02 to 09.08 above;* *(5)Authority to proceed in this*

			case will only be the train ticket T 909 B; *(6)When introduced, up and down trains will run on their respective lines only. The relevant crossover points at stations will be set and padlock with keys in personal possession of the SM, so that the up and down lines are isolated upto either ends of the section where this has been introduced.*
		12.08 Trains not to be started until Train-staff returned. When the Train-staff has been taken away from a station by the Driver 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.	***9.10 Double line section temporarily used as single line or on single line section:–*** *(1)Train Following System may be introduced as a single line on a double line section or on single line section in emergencies with the permission of authorised officer by a special order giving reasons for introduction;* *(2)Trains shall be run as prescribed under rules 09.02 to 09.08 above;* *(3)Authority to proceed in this case will only be the train ticket;* *(4)No train shall be allowed to leave from the station on the line on which this system is to be introduced until the last train run on that line has arrived complete and the section is clear of all obstructions. And*

			permission to dispatch train(s) has been received under exchange of Private Numbers. *(5) Before granting Line Clear direction of traffic shall be established by both SMs in consultation with Controller, there after messages will be exchanged supported by Private Number confirming the same.* *(6)The direction of movement of trains shall be changed only by mutual consultation between the SMs on duty and the Controller. After the messages have been exchanged supported by Private Numbers and clearance of section is ensured as prescribed under rule 6.31.* *Note:- In case communication between stations and Controller is interrupted, SMs at either end of the section shall be responsible for introduction of single line and for change of direction of movement of trains during single line working.*
10.08.Cessation of working on the following train system When it is intended that no more following trains shall be dispatched in the same direction, the Station Master shall intimate such intention by a message to the block station in advance, after which no more trains		**12.09 Train-staff or Train-staff Ticket to be given up and Ticket to be cancelled on arrival of train.** (1) Upon the arrival of a train at the station to which the Train-staff or a Train-staff Ticket extends, the Driver shall immediately give the Train-staff or Train-staff Ticket to the Station Master, or to	***9.11 Cessation of working of Train Following System introduced as a temporary measure on a portion of railway:-*** *(1) Following System is no more required to be followed, the SM*

in either direction shall be dispatched between the two stations until the last train has arrived at the block station in advance and the line has been cleared between the two stations.		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.	*on duty after ensuring that the last train dispatched in either direction has arrived complete and the block section/nominated section is clear after consulting the Controller, shall intimate the SM on duty of next block station/nominated station through a message supported by exchange of Private Numbers that no more trains in either direction shall be dispatched on Train Following System and the normal system of working in force on that block section/nominated section shall be restored;* *(2) SM on duty cancelling the working of this system shall inform immediately all concerned through a message on form T911;* *(3)A proper record in this regard shall be maintained by the SM.*
		12.10 Procedure when engine is disabled on the Train-staff and Ticket System. (1) If an engine which carries the Train-staff breaks down between two stations, the Fireman 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 Driver of the assisting engine.	

		(2) If an engine which carries a Train-staff Ticket breaks down between two stations, assistance shall ordinarily be obtained only from the station at which the Train-staff has been left; but if assistance can more readily be obtained from another station in the opposite direction, immediate steps shall be taken to have the Train-staff transferred to the other end of the section. (3) Whenever an engine has broken down between two stations, the Fireman shall accompany the assisting engine to the spot.	
		12.11 Train-staff Tickets: how kept. Train-staff Tickets shall be kept in a ticket-box provided for the purpose and fastened by an inside spring, the key to open the box being the Train-staff to which the tickets apply.	
		12.12 Train-staff: how kept. The Train-staff, when at a station, shall not be left in the box but shall be kept by the Station Master in safe custody.	
		12.13 Distinguishing marks on Train-staff Tickets and boxes. (1) Each Train-staff shall have shown upon it the name of the Train-staff station at each end of the portion of line to which it applies. (2) The Train-staff and Train-staff Tickets and boxes for the different portions of the line shall be distinguished by different colours. (3) "Up" and "Down" Train-staff Tickets shall also have distinguishing marks.	

		12.14 Form of Train-staff Ticket. Every Train-staff Ticket will be in the following form - Ticket No..... Railway ..... TRAIN-STAFF TICKET Up (or Down) Train No..... Time.....Hours.....Minutes From.....To..... To Driver 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 Driver 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 Driver, 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(s) 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 Driver shall take action to Protect the train in accordance with the provisions of Rule 10.09.	

Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
5.01	**CHAPTER V** **CONTROL AND WORKING OF STATIONS** **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 and 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.	***10.01***	**CHAPTER X** **CONTROL AND WORKING OF STATIONS** **Responsibility of the *SM* for working:-** (1) The *SM* shall be responsible for the efficient discharge of the duties devolving upon the *railway servants* employed, either permanently or temporarily, under his orders at the station or within the station limits and such *railway servants* shall be subject to his authority and direction in the working of the station; *(2) SM shall ensure that the SWR in force together with all amendment slips and appendices, instructions, and other notices having reference to the working of the trains including WTT, are duly conveyed or exhibited and carried out in such manner as may be prescribed under special instructions;* *(3) He shall ensure that time tables of passenger trains, stopping at that station and fare lists to such station as considered necessary by railway administration* are correctly exhibited at the station if it is open for the booking of *passengers*; *(4) He shall further ensure that all books and returns are regularly and neatly prepared. All written authorities and other papers related to train working and commercial returns shall be prepared and submitted as per instructions in force over the railway/division. Record of all the documents and returns shall be preserved at station/yard for a period of six months except those required for any enquiry or those which are required to be preserved if so instructed. Documents required for enquiry shall be preserved till enquiry is finalised. When not required or after expiry of six months the records shall be*	Modified

			destroyed as per instructions to be issued by Sr. DOM/DOM. *(5) The SM incharge of the station must inspect his station periodically so as to cover all aspects of station working in a period of 30 days. Inspection must include aspects of train working, safety and user amenities and facilities. The inspection must include scrutiny of forms/authorities relating to train working, commercial records, passenger amenities and submission of regular/periodical returns etc. as per prevailing instructions on the railway/division.* *(6) The SM and supervisors of concerned departments must see that goods, parcels and other materials are not left scattered on the platforms. Packages to be loaded and/or unloaded should be neatly stacked at a safe distance from the edge of the platform.* *(7)The SM shall ensure that no member of the station staff, particularly in the charge of points and signals, or shunting, shall leave his duty without being relieved by competent person and without his knowledge and permission.* *(8) Petty Repair register shall be maintained at each station in which necessary repairs to service buildings and quarters shall be entered by the user. This register shall be checked by the engineering and electrical officials during inspections and arrangements be made to carryout necessary repairs.*	
5.02	**Supply of copies of the 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 a copy of authorized 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			*Deleted – Added as GR 10.01* *Deleted – Added as GR 10.01 (2)* *Deleted – Added as*

	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.		*Deleted*	*GR 10.01 (3)* *Modified and included in GR 10.01 (4)*
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.			*Combined and included in Rule 10.01 (2) and (4)*
5.04	**Signal Cabins -** (1) The Station Master shall make himself thoroughly acquainted with the duties of the staff employed in the signal cabins, if any, at his station and shall satisfy himself that they perform their duties correctly, and in order to maintain an effective supervision over the said staff, frequently visit the signal cabins. (2) The Station Master shall ensure that the prescribed equipment is readily available in signal cabins and maintained in good working order. (3) Signal cabins shall be kept neat and clean and no unauthorized person shall be permitted to enter such cabins.	***10.02***	***Responsibility of SM regarding Points, Signals and other equipment:-*** *The SM shall ensure*:- (1) *that he is thoroughly acquainted with the duties of the railway servants employed for train working in regard to points, signals, other signalling equipment(s)/ system(s),and traction installation, at his station and shall satisfy himself that they perform their duties correctly. He shall maintain an effective supervision over the said railway servants and frequently supervise and inspect the working of station and/or cabin(s) (where provided);* *(2) (i) that points, signals, LC Gates other signalling equipment(s)/system(s), and traction installation within the station limit and that the whole machinery of his station are in proper working order and shall immediately report all defects therein to the person responsible for maintenance, Controller or control office and concerned officials.* *(ii) Cleaning and lubrication of moving points (interlocked or non-interlocked), point chairs in which signalling and interlocking gears are connected (generally*	Modified

			upto third sleeper from the toe of the switch) shall be cleared regularly by the signal staff. Other point chairs shall be cleaned by P. way staff. SM incharge of the station shall ensure that this is done periodically as prescribed by the railway administration. *(3) that* the prescribed equipment is *kept neat and clean,* readily available *at the station and maintained in good working order.* *(4) that he and the railway servants appointed at his station undergo training as prescribed and are in possession of competency certificate required to perform their duties.* *(5) that no* person other than the *SM or a competent railway servant appointed in this behalf by special instructions shall ask for or give Line Clear, or give authority to proceed.*	
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.	***10.03***	**Report of neglect of duty:-** The *SM* shall *take corrective action and also* report, without delay, to his superior, *any* neglect of duty on the part *of railway* servant who is under his orders.	Modified
5.08	**Access to and operation of equipment -** No unauthorized 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.	***10.04***	**Access to and operation of equipment:-** No unauthorized person shall be permitted to have access to or operate signals, points, electrical block instruments *or any other secured device for the purpose of obtaining/granting Line Clear, communication* equipments/*instrument(s)/system(s), OHEs* or any other appliances connected with working of the railway.	Modified
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 authorized printed form is not available for any reason or in exceptional circumstances a manuscript form containing all the particulars as contained in the	***10.05***	**Forms, *Authorities and Messages:*-** (1) All messages and written authorities mentioned in these rules shall be prepared on prescribed forms as given in *appendix 'A' of these rules and/or special instructions* and shall be stamped with the station stamp *and signed.* (2) If the authorized printed form is not available for any reason or in exceptional circumstances a manuscript form	Modified

	prescribed form is issued as an emergency measure, reasons therefore shall be recorded in the station diary.		containing all the particulars as contained in the prescribed form is issued as an emergency measure, reasons *for using the same* shall be recorded in the station diary. *(3) All messages despatched in connection with the working of trains, written authority to proceed, shall be prepared in ink, signed and stamped by the person authorised to dispatch or issue the same. Such message or written authority to proceed shall not be prepared and signed in advance.*	
5.06	**Station Working Rules -** (1) In addition to the General Rules for Indian Railways and Subsidiary Rules of a Railway, each station shall be provided with Station Working Rules applicable to the station, issued under Special Instructions. (2) A copy of the Station Working Rules or relevant extracts thereof shall be kept at cabins and level crossings concerned.	***10.06***	**Station Working Rules *(SWR)*:-** (1) In addition to the General Rules and Subsidiary Rules of a Railway, each station shall be provided with *SWR* applicable to the station, issued under special instructions. (2) A copy of the *SWR* or relevant extracts thereof shall be kept at cabins and level crossings concerned. *(3) The SWR should be framed as per format given in Appendix- 'B' of these rules. The SWR should be self contained, brief, to the point and in an unambiguous and simple language. It should give complete description of train operation in normal as well as in abnormal conditions as per the station lay-out.* *(4)General Rule(s) and Subsidiary Rule (s) should not be extracted in the SWR. Relevant rules number(s), however, may be mentioned in bracket against each paragraph, as and when required.* *(5)The pages of SWR must be numbered along with the station name code written on each page and initialled by the branch officers of operating and S&T departments for interlocked stations and for non-interlocked stations, by branch officers of operating and engineering departments. The last page should be signed in full with name and designation. The appendices may be signed by the concerned officers only.* *(6) The SWR should be issued afresh after every five years*	Modified

			or after issue of five amendment slips and reviewed as and when required. *(7)Any new innovations introduced to facilitate train operation should be incorporated in SWR.* *(8) It is responsibility of the SM in-charge to ensure that the SWR conform to the conditions at site and to bring discrepancy if any, to the notice of Sr. DOM/DOM immediately for rectification. He shall also see that a copy of the SWR together with the rule diagram/panel diagram and P. way lay out diagram is kept in each SM's Office, Yard Master's Office and Cabins where block instruments/block proving by axle counter/other equipments for obtaining/granting Line Clear are installed. In addition, he shall keep a spare copy of the SWR with rule diagram/ panel diagram and P. way lay out diagram in his custody. Each copy of the SWR shall have an index for the amendment slip(s) issued. Copy of that portion of SWR which relate to the working of LC gate(s) shall be kept in the gate lodge.* *(9) The SM in-charge of station is responsible for seeing that no staff posted at the station, permanently, temporarily or as a relief, is permitted to take up independent work unless he declares in the Assurance Register, provided for this purpose, that he has read and understood his duties and the working rules, including the SWR after pickup period (which shall be prescribed for each station in the SWR) prescribed for the station pertaining to their duties at their station.* *(10) Separate portions of the Assurance Register shall be allotted for each category of staff connected with train working and each individual employee shall affix his full signature in the column provided for the purpose in the register. SM shall describe and explain the* SWR *in detail to illiterate staff and those who cannot affix their signature*	

			should give the left hand thumb impression in the column provided for the purpose in the register and countersigned by the SM. *(11)Whenever there is any amendment in the* SWR*, a fresh declaration shall be obtained from the staff concerned* *(12 In the case of staff taking up duty at a station after a period of absence of thirty consecutive days or more, a fresh declaration shall be obtained on every such occasion.*	
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 Driver through the Station Master of the station in rear that the train is to be received on an obstructed line; (b) ensure that the signal or signals controlling the reception of the train are not taken 'off'; and (c) ensure that all the points over which the train has to pass are correctly set and the facing points locked. (2) After the train has been brought to a stand at the relevant Stop signal, it may be received on the obstructed line by - (a) authorizing the Driver to pass the Stop signal at 'on' by taking 'off' the Calling-on signal, where provided; or (b) authorizing the Driver on the signal post telephone, where provided, to pass the Stop signal at 'on', in accordance with Special Instructions; or (c) authorizing the Driver 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-signaled forward by a competent railway servant. (4) A Stop hand signal shall be exhibited at a distance of not less than 45 meters from the point of obstruction to indicate to the Driver as to where the train shall be brought to a stand.	***10.07***	**Reception of a train on an obstructed line:-** (1) In case of reception of a train on an obstructed line, the *SM on duty* shall *ensure that -* *(a) the signal(s) controlling the reception of the train are kept at 'ON'; and* *(b) all the points over which the train has to pass are correctly set and the facing points locked.* (c) On sections having Tokenless Block working the block operation will be suspended and Line Clear shall be given in accordance with the provision of rule 6.24 (1) (b) to (h) and the Loco pilot shall be given a PLCT. (2) *Unless specified under special instructions,* after the train has been brought to a *halt* at the *first* stop signal, it may be received on the obstructed line by *authorizing the Loco pilot to pass the stop signal at 'ON' by-* *(a) taking 'OFF' the Calling-on signal, where provided; or* (b) *authorizing the Loco pilot on the signal post telephone where provided or on approved means of communication to pass the stop signal at 'ON'. The SM on duty shall advise the Loco Pilot, the line number on which the train will be received and the location and nature of obstruction on the reception line and instruct the Loco pilot supported by Private Number to enter the obstructed line at a speed not exceeding 15 kmph and stop short of obstruction or obey hand danger signals or;* *(c) giving a written authority to be delivered (T 1007) by*	

	(5) The Driver shall keep his train well under his control and be prepared to stop short of any obstruction.		*a competent railway servant who shall pilot the train past such signal(s).* (3)A Stop hand signal shall be exhibited *by a competent railway* servant *assigned by SM* at a distance of *about 25 mtrs.* from the point of obstruction to indicate to the *Loco pilot* as to where the train shall be brought to a stand. (4) The *Loco pilot* shall keep *the* train well under his control and be prepared to stop short of *any* obstruction.	
5.10	**Reception of a train on a non-signaled line -** (1) Should it be necessary, in an emergency, to receive a train on a line which is not signaled for reception, the Station Master shall ensure that - (a) the train is brought to a stand at the first Stop signal; (b) the line on which it is intended to receive the train is clear upto the place at which the train is required to come to a stand; (c) all the points over which the train has to pass are correctly set and the facing points locked; and (d) the Driver is authorized to pass the approach Stop signal at 'on' through a written authority to be delivered by a competent railway servant who shall pilot the train on to the non-signaled line. (2) The Driver, while entering a non-signaled line, shall proceed cautiously and be prepared to stop short of any obstruction.	***10.08***	**Reception of a train on a non-signalled line:-** (1) Should it be necessary, in an emergency, to receive a train on a *non-signalled* line, the *SM* shall - (a) ensure that the train is brought to a stand at the first stop signal; (b) ensure that the line on which it is intended to receive the train is clear upto the place at which the train is required to come to a stand; (c) ensure that all the points over which the train has to pass are correctly set and the facing points locked; and *(d) authorize the Loco pilot on the signal post telephone where provided or on approved means of communication to pass the stop signal at 'ON'. The SM on duty shall advise the Loco pilot, that his train is being received on a non –signalled line and instruct the Loco pilot supported by Private Number to enter the non-signalled line at a speed not exceeding 15 kmph; or* ensure that the *Loco pilot* is authorized to pass the approach stop signal at 'ON' *through written authority (T 1008)* 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 *and stop his train before the fouling mark of the line on which his train is being received.*	Modified

5.11	**Departure of a train from a non-signaled line -** (1) In the event of a train having to be started from a line not provided with a Starter signal, the Driver 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 Driver. (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.	***10.09***	**Departure of a train from a non-signalled line *or a line provided with a common departure signal:–*** (1) In the event of a train having to be started from a line not provided with a Starter signal *or a line out of a group of lines provided with a common departure signal,* the *Loco pilot* unless authorised under special instructions shall be given written authority (T1009) to start *in addition to the authority to proceed under the* system of working; (2) The authority including the w*ritten* authority and/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 *correctly* set and the facing points locked.	Modified
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 Driver 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 (I) shall not be given unless all the points for the departure of the train have been set and the facing points locked.			*Combined with GR 10.09*
5.13	**Control of shunting --** (1) Shunting operations shall be controlled by fixed signals or hand signals or by verbal directions. (2) The Driver shall not, however, depend entirely on signals and shall always be vigilant and cautious. (3) The speed during shunting operations shall not exceed 15 kilometers an hour unless otherwise authorized by Special Instructions.	***10.10***	**Control of shunting: -** (1)Shunting operations shall be controlled by fixed signals, hand signals *and/*or by verbal directions. (2) The *Loco pilot* shall not, however, depend entirely on signals and shall always be vigilant and cautious and shall not proceed till hand signalled. (3) The speed during shunting operations shall not exceed 15 kilometers an hour *unless otherwise authorized by special instructions.* *(4)(a) Shunting shall be performed under supervision of specially appointed shunting staff not below the rank of*	Modified

			Shunting Master, Shunting Jamadar or Points Jamadar/Pointsman where available otherwise by the Guard of the train (if available) under the instructions of SM on duty. At large junction stations under special instructions where shunting is supervised by specially appointed staff, the shunting can be permitted upto a shunt signal toward and short of the points on which a train is scheduled to pass ensuring that the line or points on the way of the train is to pass are not obstructed in any way. The SWR will clearly lay down on whom this duty devolves. *(b) No shunting operations which may foul or extend on to any of the running lines of a station be permitted, unless the relevant approach signals applicable to those lines are at 'ON' unless permitted under special instructions upto shunt signal. Fixed signal other than Outer, Home and Last Stop Signal may be taken 'OFF' for shunting purposes in case shunt signals are not provided* *(c)During shunting, the Loco pilot shall obey the hand signal of the person conducting shunting and also be guided by the relevant shunt signal(s) in case of shunt signal(s).* *(d) When Hand signals are used, only red and green flags or lights must be shown (see rule 3.26). A Loco pilot, during shunting operations, will not move his engine, if signalled to do so by a white light.* *(e)Hand signals used for shunting operations, must be shown from the ground near the train or locomotive that is being shunted. On no account, shunting operations be directed by Hand signals exhibited from signal boxes or cabins.* *(f) No attempt must be made to couple or uncouple vehicles in motion.* *(g) Riding on buffers, hand brake gear, screw coupling of*	

			vehicles or on the cowcatcher of an locomotive as well as passing under vehicles during shunting operations is prohibited. *(h) When a part or the whole of a passenger, mixed or goods train is being shunted all the points over which movements are made shall be correctly set and facing points locked before allowing a shunting move over the points. The locking shall be done in the following manner:* *(i) In case of facing points provided with facing point lock, the lock lever should be pulled if interlocking permits of this being done; otherwise the points may be clamped/cotter-bolted and locked.* *(ii) In case of points over which shunting movements are governed by Shunt signal which detect the points, clamping/cotter bolting of points need not be done.* *(iii) In case of points which are neither provided with facing point locks nor are detected by Shunt signals, the points must be either clamped or cotter-bolted.* *(i) When shunting is to be done for attaching or detaching coaches of passenger carrying trains occupied by passengers the shunting locomotive with or without coaches must first come to halt 20 metres away from the coaches and move there after. Similarly, the train locomotive should also come to a stop 20 mtrs. from the train and then proceed very cautiously for being attached to the train.* *(j)The speed during shunting operations (other than hump shunting) shall not exceed 15 kms. an hour except during shunting of vehicles containing passengers, live-stock, explosive, dangerous and inflammable goods and tank wagons, and roller wearing wagons when it shall not exceed 10 kmph.* *(k)(i)No locomotive should be allowed on any line at the station occupied by a train/ coach(s) carrying passengers,*	

			except whenever it becomes necessary to do so. The locomotive must be piloted by a competent staff under proper instructions. *(ii) If for operational reasons any other outgoing/incoming train locomotive duly piloted, is required to be brought on line occupied by a train/ coach(s) carrying passengers, such locomotive must invariably first stop 50 metres short of train / coach(s) and then be guided by the shunting staff.*	
5.14	**Responsibility for Shunting :-** The Station Master shall see that the shunting of train or vehicles is carried on only at such times and in such manner as will not involve danger.	***10.11***	***Responsibility for Shunting:-*** *(1) The SM /Yard Master shall ensure that shunting at his station/yard is carried out in a manner that does not involve any danger. SM /Yard Master will issue authority (T 633) to the Loco pilot and/or Guard or the person in-charge of shunting operation.* *(2) Guard for his train or a competent railway servant appointed under special instructions for this purpose shall be responsible for safe shunting at the station.* *(3) The securing of vehicles after shunting should be done by station staff deputed for shunting, or the person in-charge of shunting.* *(4)Hand shunting by Contractor's or Trader's servants, unless supervised by the SM, Guard or Shunting Master or Shunting Jamadar or Points Jamadar/Points man is prohibited.* *(5) Before commencing shunting, the shunting staff shall see that doors of the wagons are closed and/or fastened by the staff.* *(6) (a) Before commencing shunting operations on Goods shed and Transhipment shed lines or such lines where labourers are working, the railway servant in-charge of shunting operations will satisfy himself that all loading and unloading work has been stopped, and that all labourers etc., have been warned and the track is clear.* *(b) In case of any shunting on or near the points*	Modified

			leading to such lines, the railway servant incharge of shunting operations must ensure that the points leading to such lines are set and locked against these lines. *(c) Instructions for the protection of lines on which labour working is involved shall be given in the SWR.*	
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.			*Deleted - included in rule 6.02 (2) & (3)*
5.17	**Shunting near level crossing -** The railway servant in charge of shunting near or across a level crossing, before giving permission to the Driver to move his train across it, shall ensure that the level crossing gates have been closed and locked against road traffic.	***10.12***	**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 L C Gates have been closed and locked against road traffic.	Modified
5.20	**Shunting on gradients --** When shunting is being performed on a gradient, the railway servant in charge of the shunting shall ensure that - (a) sufficient number of brakes are put on, sprags are used, where necessary, slip siding points or traps, where provided, are set to ensure safety and that all precautions are taken to prevent vehicles getting out of control, and (b) in case of shunting over a portion of line on steep gradients, neither isolated nor protected by slip sidings, an engine is also attached towards the falling side of the gradient. Note: For purposes of this rule a steep gradient shall be 1 in 260 or steeper except in case of vehicles fitted with roller bearings, when it shall be 1 in 400 or steeper.	***10.13***	**Shunting on gradients:–** (1)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 used, where necessary. Siding points or traps, where provided, are set to ensure safety and that all precautions are taken to prevent vehicles getting out of control, and (b) in case of shunting over a portion of line on steep gradients, neither isolated nor protected by slip sidings, an *locomotive* is also attached towards the falling side of the gradient. *(c) no hand and/or loose shunting must be done at the end of the yard where the gradient falls, unless it is not possible to do it at the other end.* *(2)Shunting on a gradient as mentioned in rule (1) above at a station may be prohibited or restricted in the SWR if necessary in view of local conditions.* Note:-For purposes of this rule a steep gradient shall be 1 in 260 or steeper except in case of vehicles fitted with	Modified

			roller bearings, when it shall be 1 in 400 or steeper.	
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.	***10.14***	**Loose shunting: -** *(1) Loose shunting means vehicles being pushed by an locomotive and then being allowed to run forward by their own momentum.* *(2)(a)No vehicle may be loose shunted unless it is provided with an efficient hand brake or is coupled to at least one other vehicle fitted with an efficient hand brake.* *(b)Loose shunting shall not be commenced until a competent railway servant is available to apply the hand brakes where necessary.* *(3) The following vehicles shall not be loose shunted or hump-shunted nor shall other vehicles be loose shunted against them-* *Cranes, vehicles containing passengers/workers, explosives, dangerous goods or live-stock, tank wagons/vehicles such as those for LPG, petrol, kerosene, oil, acid, vegetable oil, molasses, etc., other open wagons when loaded with heavy or bulky articles, which are liable to shift, vehicles containing motor vehicles, vehicles containing gas cylinders, wagon labelled 'Not to be loose shunted' or other vehicles specified under special Instruction.* *(4) Loose shunting into dead end sidings shall not be carried out unless specially permitted in the SWR.* *(5) At station situated on gradients steeper than 1 in 400 loose shunting shall not be performed on a running line or on a line which leads to a running line.* *(6) Loose shunting on running lines are prohibited during bad weather impairing visibility.* *(7)When loose shunting is required to be done on goods wagons, each wagon or set of wagons must be brought under control by their brakes and must not be allowed to dash with force against other wagons. In no case, loose*	Modified

			shunting be done where there is a possibility of vehicles escaping and/or fouling the main line owing to a falling gradient.	
		10.15	***Fly shunting:-*** *(1) Means sending two or more vehicles forward unattached either together or one immediately after the other and placed on different lines, necessitating the points being reversed after the passage of the leading vehicle(s). Another description of fly shunting means when an locomotive is hauling a wagon, and while both vehicles are in motion, they are uncoupled and allowed to run on the different lines.* *(2) Fly shunting may be permitted under special instructions in case of hump or gravity yards and at other places.*	*New Rule*
5.15	**Shunting at stations under Centralised Traffic Control –** (1) No shunting shall be performed at a station under Centralised Traffic Control without the permission of the Centralised Traffic Control Operator or when Centralised Traffic Control is not in operation, without the permission of the Station Master. (2) For the purpose of shunting, the Centralised Traffic Control Operator may, when required, hand over the local control of working of traffic at a station or part of a station to the Station Master who shall thereafter be responsible for the shunting at the station of that part of the station for which the local control has been made over to him in the manner prescribed under Special Instructions.	***10.16***	**Shunting at stations under Centralised Traffic Control:--** (1) No shunting shall be performed at a station under CTC without the permission of the CTC Operator or when CTC is not in operation, without the permission of the *SM*. (2) For the purpose of shunting, the CTC Operator may, when required, hand over the local control of working of traffic at a station or part of a station to the *SM* who shall thereafter be responsible for the shunting at the station of that part *on* the station for which the local control has been made over to him in the manner prescribed under special instructions.	Modified
5.19	**Obstruction of a running line –** (1) No railway servant shall commence any loading, shunting or any other operation by which a running line may be fouled or obstructed without obtaining the previous sanction of the Station Master or of other	***10.17***	**Obstruction of a running line: -** (1) No railway servant shall commence any loading, *unloading,* shunting or any other operation by which a running line may be fouled or obstructed without obtaining the prior *permission* of the *SM* on duty or of other railway	Modified

	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.		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 out and the necessary signals are kept at 'ON' until the obstruction is removed. *(2)Should it be necessary to detach a vehicle from a train and leave it standing on the running line or when a running line is obstructed, the SM on duty must at once take action as per rule 4.18 (3) and secure the vehicle as per rule 10.20. In the ordinary course of events, vehicles should not be allowed to stand on running lines. The SM on duty must advise the cabins concerned of the block, confirming this advice by exchange of Private Numbers. The line should be cleared as early as possible and when the block is removed, the cabins concerned must again be immediately advised, supporting this advice by exchange of Private Numbers. Suitable remarks should be made in the diary and in the TSR on both the occasions i.e. when a line is blocked and when it is cleared.* (3)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. *(4)Whenever vehicles or trains have to be stabled on a running line, the following additional precautions must be taken -* *(a) At a non-interlocked station, all points leading to the line on which the vehicles are stabled must be set and locked against that line and keys of the points kept in the personal custody of the Station Master on duty.* *(b) At an interlocked station the SM must make use of the lever collars, slide collars/pin, button/switch collars as per rule 4.18 (3).* *(5) The railway servant supervising loading/unloading is*	

			responsible to ensure that doors of all wagons are closed/fastened after completion of loading/unloading operations. *(6) Precaution in regard to this rule be specified in SWR.*	
5.18	**Drawing of a train to an advanced position-** (1) A train waiting for an authority to proceed shall not be allowed to draw out up to an Advanced starter for dispatch, except where track circuit or axle counter has been provided between the Starter and Advanced Starter to indicate the presence of a train in advanced position. (2)The provision of sub-rule (1) shall not apply in case of shunting of a train within a station section itself.	***10.18***	**Drawing of a train to an advanced position:-** (1)A train waiting for an authority to proceed shall not be allowed to draw out up to an Advanced Starter for *despatch*, except where track circuit, axle counter *or a similar such device* has been provided between the Starter and Advanced Starter to indicate the presence of a train in advanced position. (2)The provision of sub-rule (1) shall not apply in case of shunting of a train upto the last stop signal.	Modified
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 vehicles thereof are properly secured.	***10.19***	**Leaving vehicles in sidings outside station limits:-** *Except under special instructions, no railway servant shall leave any vehicle in a siding outside station limits. When the vehicles are to be left behind in the siding they shall be kept clear of all running lines and properly secured.*	Modified
5.23	**Securing of vehicles at stations -** The Station Master shall see that vehicles standing at the station are properly secured in accordance with Special Instructions.	***10.20***	**Securing of vehicles at stations: -** *(1) SMs shall ensure that vehicles standing at their stations are secured in such a manner that they cannot be moved so as to obstruct other the line(s) in either of the manner specified bellow-* *(a) Vehicles shall be coupled together and hand brakes applied.* *(b) Vehicles shall be secured with safety chain(s) fastened to the rail and padlocked.* *(c) Vehicles detached from trains or waiting to be attached to another train shall be coupled together and hand brakes shall be applied. The hand-brake of brake-vans of passenger rakes shall be screwed down.* *(d) Wagons/ vehicles fitted with roller bearings.- Whenever one or more wagon-vehicle fitted with roller bearings are detached from a train and stabled on a*	Modified

			running line or siding on a track with a gradient of 1 in 400 or steeper, before such wagons are uncoupled, the handbrake(s) shall be applied. Sprags/wooden wedges/skids shall also be used to prevent such wagons rolling down. Wherever possible, such wagons shall be stabled on lines which are isolated from other running lines. When these wagons are kept on running lines, the SM on duty shall ensure that all points are set, clamped and padlocked against these lines keeping the key in his personal custody. Such wagons shall be secured by applying hand brakes of at least six wagons at each end of the load and fastening safety chains on either end under the personal supervision of the Guard of the train or in his absence SM on duty.	

Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
4.01	**CHAPTER IV** **WORKING OF TRAINS GENERALLY** **A. Timing and Running of Trains** **Standard time -** The working of trains between stations shall be regulated by the standard time prescribed by the Government of India, which shall be transmitted daily to all the principal stations of the railway at 1600 hours in the manner prescribed.	***11.01***	**CHAPTER XI** **WORKING OF TRAINS GENERALLY** **A - Timing and Running of Trains** **Standard time: -** *(1) The working of trains between stations shall be regulated by Indian Standard Time.* *(2) Clocks provided in Control/ Sub Control offices shall be daily synchronised with the standard time of the All India Radio/Doordarshan at the appointed time by nominated staff of S&T department with advise to the Controller.* *(3) Where master clocks are provided the railway servant in-charge of the master clocks shall daily set the master clock with the All India Radio/Doordarshan, after doing this he will advise to the Controller.* *(4) Control offices shall daily transmit the correct time at 08.00 hours to all stations and Loco sheds. On non-controlled sections, SM on duty shall adjust the time with adjacent station connected with the Control office or with the watch of the Guard.* *(5) Loco Shed staff shall be responsible to set the clock of speedometers/ recorders of locos according to control office timing before locomotive are turned out for train service.*	Modified
4.02	**Adherence to advertised time -** No passenger train or mixed train shall be despatched from a station before the advertised time.	***11.02***	**Adherence to advertised time:-** *A* passenger *carrying* train shall *not* be dispatched from a *scheduled stopping* station before the advertised time.	Modified
4.03	**Setting watch -** Before a train starts from a terminal or crew-changing station, the Guard shall set his watch by the station clock or the clock at the authorised place of reporting for duty and communicate the time to the Driver who shall set his watch	***11.03***	**Setting of watch: -** Before a train starts from *the originating* or crew-changing station, the Guard *and/or Loco pilot* shall set their watch by the station clock or *by* the clock	Modified

	accordingly.		*provided* at the authorised place of reporting for duty.	
4.04	**Time of attendance for train crew -** Every Guard, Driver, Assistant Driver or Fireman shall be in attendance for duty at such place and at such time as maybe prescribed by Special Instructions.	***11.04***	**Time of attendance for train crew: -** Every Guard, *Loco pilot*, *Assistant Loco pilot* shall be in attendance for duty at such place and at time as under- *(1) Guards-* *(a) where trains originate-* *(i) Guards of passenger carrying trains shall report for duty 20 minutes and those of other coaching trains 30 minutes before scheduled departure for originating trains/scheduled arrival for through trains.* *(ii) Guards of suburban trains shall report for duty 10 minutes before the scheduled departure of the train.* *(b) For through goods trains at intermediate stations, where trains are stopped for change of train crew, the Guard shall sign 'On' atleast 15 minutes before the scheduled/ expected arrival of the train.* *(2) Loco pilots and Assistant Loco pilots-* *(a) At station(s) where trains originate or at locomotive changing station- the crew shall report for duty in the shed 20 minutes before their locomotive is due to leave shed. In the case of loco sheds where staff are provided for taking out locomotives from the shed and attaching them on the load, the Loco pilot shall be called out as laid in Sub-para (b) below.* *(b) For through trains, at intermediate stations where crew is required to be changed, the crew shall sign 'On' atleast 15 minutes before the scheduled/expected arrival of the train.* *(c) Motor Man shall report for duty 10 minutes before the scheduled departure of the train.* *Note:- The times specified on in this rule may be increased/decreased depending upon the local conditions and notified by Sr. DOM/DOM*	Modified

			(3) (a) When the Guard/Loco pilot/Assistant Loco pilot is unable to attend to his booked roster train duty or to a call to work a train, he shall give adequate notice to SM/Crew Controller to enable them to make alternative arrangement. *(b) In case the Guard/Loco pilot/Assistant Loco pilot is taken ill and is unable to attend his duty he should immediately inform SM/Crew Controller and submit a medical certificate of illness duly signed by an authorised medical officer in a time frame prescribed by the railway administration.*	
4.05	**Proper running line -** The Driver shall take his train along the proper running line.			*Deleted*
4.06	**Direction of running -** (1) On a double line, every train shall run on the left hand line unless otherwise prescribed by Special Instructions. (2) If there are two or more parallel lines, the direction in which trains are to run on each line shall be prescribed by Special Instructions.	***11.05***	**Direction of running:-** (1)On a double line, every train shall run on the left hand line unless otherwise prescribed by special instructions. (2)If there are two or more parallel lines *(other than in case of a twin single line),* the direction in which trains are to be run on each line shall be prescribed by special instructions.	Modified
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, Driver, Inspector of Way or Works, and any other railway servant requiring the use of the Working Time Table during the course of his duties. (2) A copy of the Working Time Table shall, on issue, be supplied to the Commissioner of Railway Safety. (3) A copy of the Schedule of Standard Dimensions for the time being in force shall be supplied to each Inspector of Way or Works and Train Examiner.	***11.06***	**Supply of Working Time Table *(WTT)* and Schedule of Standard Dimensions: -** (1) A copy of the WTT *in force* shall be supplied to each station, Guard, *Loco pilot*, *JE/SE (P. way)*, and any other railway servant requiring the use of the WTT during the course of his duties. (2) A copy of the *WTT* shall, on issue, be supplied to the *CRS.* (3) A copy of the Schedule of Standard Dimensions for the time being in force shall be supplied to each *JE/SE (P. way) and JE/SE (C&W).*	Modified

4.08	**B. Speed of Trains** **Limits of speed generally: -** (1) (a) Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by approved Special Instructions. (b) The sectional speed sanctioned and permanent speed restrictions shall be shown in the Working Time Table. (c) The Driver shall observe the sanctioned speed except when either one speedometer in case of electric loco or two speedometers incase of other locomotives are defective. In such cases of defective speedometers both the maximum permissible speed and booked speed of coaching trains shall be reduced by ten percent from the speed otherwise permissible. (2) The Driver 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 Driver where trains are to run at a restricted speed or when trains have to come to a stop due to the line being under repairs or due to any other obstructions, action shall be taken as specified in Rule 15.09.	***11.07***	**B - Speed of Trains** **Limits of speed generally *and speedometer:*-** (1) (a) Every train *shall run* on each section of the railway within the limits of speed sanctioned for that section. (b)The *sanctioned sectional speed* and permanent speed restrictions, *maximum permissible speeds of each section as well as that of the rolling stock in use* shall be shown in the WTT. (c) *Locomotives* should not be turned out from home shed if the speedometers*/recorders* are *in defective condition. When all speedometers in the driving cab become defective en-route, the maximum permissible speed of the trains shall be reduced so that it is 10% less than the maximum permissible/ booked speed as the case may be. The Loco pilot shall estimate the speed of his train with the help of his watch, Km posts and inter-station running time given in the working time table.* (2) The *Loco pilot* shall- *(a) never exceed the maximum permissible speed prescribed;* *(b)regulate and control the speed of his train so as to adhere to the timings prescribed in the WTT and to avoid either excessive before time running or loss of time, and* (c)not make up *time* between any two stations *more than which is* allowed in *this* behalf in the WTT, and shall also observe all speed restrictions. (3)When it is necessary to indicate to the *Loco pilot* where trains are to run at a restricted speed or when trains have to come to a stop due to the line being under repairs or due to any other obstructions, action shall be taken as specified in r*ule 14.08.*	Modified

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 over to the Driver at the stopping station immediately short of the place where such precautions are necessary, or at such other stations and in such manner, as prescribed under Special Instructions. (2) Sub-rule (1) does not apply in the case of long continued repairs when fixed signals are provided at an adequate distance short of such place and have been notified to the running staff concerned. (3) The Caution Order referred to in sub-rule (1) shall be on white paper 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.	***11.08***	**Caution Order: -** (1)Whenever, in consequence of the line being under repair or for any other reason, special precaution(s) is necessary, a Caution Order detailing the kms. between which such precautions are necessary, the reasons for taking such precautions, and the speed at which a train shall travel, shall be handed over to the *Loco pilot and Guard (where provided)* at the stopping station immediately short of the place where such precaution(s) is necessary, or at such other station(s) and in such manner, as prescribed under special instructions. (2) Sub-rule (1) does not apply in the case of long continued repairs when fixed signal(s) are provided at an adequate distance short of such place and have been notified to the running staff concerned. *(3)* ***(A) Method of notifying / cancellation of Caution Order(s):-*** *When a competent railway servant finds it necessary to impose any speed restriction or any special precaution(s) on a portion of a line, including OHE, due to repairs or work or for any other reason, he shall advise in writing to the SM on duty of the block station controlling entry into the concerned block section, the exact kilometrage and the station and/or the stations between which the restriction(s) or special precaution(s) is to be observed, its nature and likely duration. The method of protection at the place of restriction together with the location where engineering indicators (if provided) are to be exhibited, etc., shall also be indicated. The railway servant shall not commence such work until written acknowledgement is received from the SM on duty.* ***(B) Duty of SM for imposition of Caution***	Modified

			Order(s)- *On receipt of information for imposition of Caution Order(s) or when any danger to safety of train(s) is apprehended, the SM on duty receiving such information shall immediately inform the SM on duty at the other end of the affected block section, the Controller and/or the CTC Operator under exchange of Private Number. The Controller and/or the CTC operator in turn will advise such condition to the PCR, the TLC, Crew Controller, other railway servants concerned and the notice station(s) (to be specified in the WTT).* ***(C) Duty of SM for cancellation of Caution Order(s)-*** *The SM on duty on receiving advice regarding the cancellation of the restriction, shall advise this fact to the SM on duty at the other end of the affected block section concerned, SM on duty of notice station, Controller the CTC operator under exchange of Private Number. The Controller and/or the CTC and/or operator in turn will advise such condition to the PCR, the TLC, Crew Controller, other railway servants concerned (to be specified in the WTT). After issue of the advice regarding cancellation of the Caution Order, the SM(s) shall discontinue the issuing of the Caution Order.* ***(D)Duty of the SMs at either end of the affected block section regarding issue of Caution Order-*** *(a)On receipt of information for imposition of Caution Order or in circumstance(s), requiring issue of Caution Order, the SM on duty shall not permit any train to enter the affected block section either from his station or from the other end, unless –* *(i) the SM on duty at the other end has acknowledged receipt of such information;* *(ii) he has warned the Loco pilot and the Guard (if*	

			available) of the danger ahead and its location by the issue of Caution Order except in case of permanent speed restrictions which are notified in the WTT, or he has ensured that Caution Order has been issued by the notice station concerned; or *(iii) he has received advice about restoration of normal working.* *(b)The SM at the other end of the affected block section shall also take action in accordance with sub-rule (D) (a) above.* *(c)Run through train 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.* ***(E)Duty of the SM of notice station regarding issue of Caution Order-*** *(a) On receipt of advice for issue of Caution Order, the SM 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 (if available) of the danger and its location through the issue of a Caution Order. He shall also advise the SM on duty of the station in rear of site of restriction of the particulars of the first train to which the Caution Order (T1108) has been issued.* *(b)The SM of a notice station shall issue 'NIL' Caution Order on form no. T 1108 A to the Loco Pilots and the Guards (if available) of all trains leaving his station if he has received no intimation of any special precautions to be observed between his station and the next notice station of the train, in the direction of movement.* ***(F)Duty of Loco pilot and Guard while starting***	

			train from originating/ notice station- *The Loco pilot shall not start the train and the Guard shall not give signal to start the train from a originating/notice station until they have received the Caution Order.* ***(G)Duty of the SM of the station from where a train is to start regarding issue of Caution Order-*** *In case of a train originating from a station which is not a notice station, the SM shall consult the Controller or the CTC Operator or the TPC or the SM of the notice station in rear or the notice station in advance (on single line sections only) and issue Caution Order upto the notice station in advance. However, when such information cannot be collected by the station due to any reason and it becomes absolutely necessary to start the train, it should be started after issuing a Caution Order for restriction(s), 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 the instructions available there. This procedure will be followed till a station is reached which can obtain particulars of all restrictions up to the notice station in advance.* ***(H) Change of train crew en route-*** *(a) In case of change of train crew en route – the Loco pilot/ Guard taking over charge must take over all Caution Orders relating to his train to acquaint himself of the conditions of the line giving due acknowledgement to the Loco pilot / Guard who is being relieved.* *(b) Attaching of assisting / banking locomotive en route* *In case of an assisting and/or a banking locomotive is being attached at a station en route, the responsibility for acquainting himself about*	

			restrictions, shall lie on the Loco pilot of such an locomotive who shall contact the Loco pilot of the train locomotive or the Guard, as the case may be and get the necessary information. ***(J) In case of power blocks on electrified sections –*** *In case it becomes necessary to permit movement of vehicles/trains on a section under power block for a running line, a Caution Order must be issued as per rules irrespective of the nature and duration of work and whether it has been asked for by the line staff or not.* ***(K) In case of local/suburban trains-*** *In case of train running on suburban sections Caution Order shall be issued to the Loco pilots and Guards by the SM only at such stations as are specified in the WTT except, in case of emergency necessitating sudden imposition of speed restrictions. In respect of these trains, the Caution Order may be either computerised or printed as considered necessary, covering the entire section on which the train is to run and shall be issued only once unless some speed restriction(s) is required to be cancelled or some further speed restriction(s) is required to be imposed.* ***(4) Description and Preparation of Caution Order-*** (a)(i) The Caution Order referred to in sub-rule (1) shall be *prepared* on white paper in blue or black *ink* 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 *with station stamp*. *(ii) Printed Caution Order forms should be in English, Hindi and regional language. All forms should be serially numbered.*	

			(b) Caution Order(s) shall be prepared in three foils– one each for the Loco pilot, the Guard and the station record. In case of trains worked by locomotives manned by Loco pilots and Co-Loco pilots, the Caution Order shall be prepared in four foils – one each for the Loco pilot, the Co-Loco Pilot, the Guard and the station record. *(c) No entries should be made on the back of the Caution Order. If more than one Caution Order form is used, pages should be serially numbered as Page 1, Page 2, Page 3, etc.* *(d)It shall specify the kilometrage and the station at which or the stations between which caution is required to be observed, the reasons there for and the speed at which the train will travel on the restricted zone. Station codes should not be used. Names of the station(s) concerned should be written in full.* *(e)Wherever speed restrictions are required to be observed at two or more locations, the kilometrage of all such locations should be indicated in geographical order in relation to the direction of movement.* *(f)In case of any error or over-writing, it shall be signed or cancelled and a fresh one prepared.* ***(5) Delivery of Caution Order-*** *(a)The Caution Order shall be delivered to the Loco pilot and the Guard (if available) of train by the SM on duty through a competent railway servant deputed by him and the signatures of Loco pilot obtained on the record foil in token of their having received a legible copy of the Caution Order. When more than one foil is delivered, each counterfoil will be signed by the Loco pilot. The signature of the Guard (if available) should be obtained on a separate register kept for the purpose mentioning the numbers of foil(s) being delivered.*	

			(b)Where there is more than one working locomotive manned by Loco pilot(s) attached to a train, the Caution Order shall be given to the Loco pilots of all such locomotive(s) and their signatures obtained. ***(6) Record of Caution Orders-*** *(a)At all stations where Caution Orders are issued, the Station Manager shall keep an up to date record of all the speed restrictions imposed with the dates of their enforcement and cancellation, authority, nature, etc., in the Caution Order Register. Every Monday he will bring forward in geographical order in relation to the direction of movement, the Caution Order(s) due to be issued. No code may be used, except station codes in the register.* *(b)Similar records should be kept at other places like control offices, crew booking offices, etc., also where information in this regard is received.* ***(7) Preservation of Caution Orders-*** *Record foils of the Caution Order(s) shall be preserved for a period of six months after issue.* *Note:- Caution Order shall be issued under the circumstances described in these rules and under special instructions or under any other circumstance warranting the Loco pilot to be advised to observe extra precaution during the journey.*	
4.10	**Limits of speed over facing points: -** (1) The speed of trains over non-interlocked facing points shall not exceed 15 kilometers an hour in any circumstances, and the speed over turn-outs and cross-overs shall not exceed 15 kilometers an hour unless otherwise prescribed by approved Special Instructions, which may permit a higher speed. (2) Subject to the provisions of sub-rule (1), a train may run over interlocked facing points at such speed as may be permitted by the standard of interlocking.	***11.09***	**Limits of speed over facing points:-** (1) Normally, the speed of trains over non-interlocked *points in facing direction* shall not exceed 15 kmph *and in trailing direction shall not exceed 50 kmph.* *(2)* The speed over turn-outs and cross-overs shall not exceed 15 kmph unless otherwise prescribed *for special type of cross-over/turn-outs by Railway Board.* *(3)* Subject to the provisions of sub-rule *(2)*, a train may run over interlocked facing points at such speed as	Modified

			may be permitted by the standard of interlocking. *Speed at which trains may run over facing points at interlocked and non-interlocked stations will be shown in the WTT.* *(4)Where the speed over the facing points at a station is less than the sanctioned speed, a permanent Speed Indicator should be fixed on the post of the first approach signal of the station. Where for sighting convenience, the signal is situated at some distance from the track, Speed Indicator Board with the inscription 'on facing points' may be fixed alongside the track near the Outer signal or Warner/Distant signal.*	
4.11	**Limits of speed while running through stations:-** (1) No train shall run through an interlocked station at a speed exceeding 50 kilometers an hour, or such less speed as may be prescribed by approved Special Instructions unless the line on which the train is to run has been isolated from all other lines by the setting of points or other approved means, and interlocking is such as to maintain this condition during the passage of the train. (2) In every case in which trains are permitted to run through on a non-isolated line, all shunting shall be stopped and no vehicle unattached to an engine or not properly secured in accordance with Rule 5.23 may be kept standing on a connected line which is not isolated from the through line.	***11.10***	**Limits of speed while running through stations:-** (1) *No train shall run through an interlocked station at a speed exceeding 50 kmph, unless the line on which the train is to run has been isolated from all other lines as defined under rule 1.5(39) and interlocking is such that it shall 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 a locomotive or not properly secured in accordance with *rule 10.20* may be kept standing on a connected line which is not isolated from the line *on which the train is booked to run through.* *(3)(a)Trains arranged to run through the station without stopping shall, as far as possible be made to do so on the main line.* *(b)When the straight line is blocked, the following conditions will apply—* *(i) No train must be allowed to run through over a loop line having 1 in 8 ½ turn outs which are not provided*	Modified

			with curved switches in the facing and trailing direction. On the Broad Gauge where 1 in 8½ turnouts have been provided with curved switches, all trains including passenger trains are permitted to run through via such loop lines at a restricted speed of 15 Kmph. *(ii) Trains may be permitted to run through over loop line having turn outs 1 in 12 and flatter or provided with symmetrical split at a restricted speed as permitted by special instructions (to be prescribed along with other restrictions wherever applicable at a station in the WTT and SWR).* *(c)A passenger train should not be received over a loop line having turn outs of 1 in 8½ in the facing and trailing direction. In case of an emergency if it becomes absolutely necessary to receive a passenger train on such a loop, the train should be first stopped at the first stop signal and then piloted into the station. The speed of the train must not exceed 15 kmph while entering or leaving the loop.*	
4.12	**Engine pushing :-** (1) No engine or self-propelled vehicle shall push any train outside station limits except in accordance with Special Instructions and at 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 rear of a train, which may be permitted under approved Special Instructions to run without being	***11.11***	**Locomotive pushing:-** (1) No locomotive or self-propelled vehicle shall push any train outside station limits except in accordance with special instructions and at a speed not exceeding 25 kmph; 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 approval of Railway Board; provided further that this sub-rule shall not apply to an locomotive assisting in rear of a train, which may be permitted under approval of Railway Board to run without being coupled to the train; provided also that no train which is not equipped with	Modified

	coupled to the train; Provided also that no train which is not equipped with continuous vacuum/air brake shall be pushed outside station limits except in case of emergency; Provided 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. (2) For movement of trains outside station limits with engine pushing during night or in thick, foggy or tempestuous impairing visibility or where otherwise prescribed by Special Instructions, the leading vehicles of such trains shall be equipped with the prescribed head light and marker lights except in case of emergency. (3) When trains are worked as described in sub-rules (1) and (2), the engine pushing the load when it is the rearmost, or the rearmost vehicle if any, shall carry a tail board or a tail lamp.		continuous vacuum/air brake shall be pushed outside station limits except in case of emergency; provided further that a "Patrol" or "Search-light" special with one or more vehicles in front of the locomotive may be permitted to run at a maximum speed of 40 kmph. (2) For movement of trains outside station limits with locomotive pushing during night or *in bad weather conditions impairing visibility*, the leading vehicles of such trains shall be equipped with the prescribed head light and marker lights except in case of emergency. *(3) (a) When it is necessary for a train to push back to the station from which it entered the section (in case of a disabled train or accident etc), the locomotive may push the train or vehicle(s) to the station at which the locomotive can be transferred to the front of the train.* *(b) In cases as referred to in sub-rule (3)(a), the Loco pilot of the train shall inform the Guard (if available) by sounding prescribed code of whistle and/or through approved means of communications. There after the Guard will inform SM/Controller on approved means of communication (if available) and will allow the Loco pilot to push back the train to station in rear through approved means of communication and/or by exhibiting green Hand signal.* *(c) While a train is being pushed back from the section the speed shall not exceed 15 kmph, the Loco pilot and the Guard (if available)/Assistant Loco pilot/other railway servant shall travel in the last vehicle or pilot the train in the direction the train is being pushed back by exhibiting Hand signal. He shall be vigilant and be prepared to stop the train short of any obstruction including obstruction at a L C Gate by*	

			exhibiting stop Hand signal. The Loco pilot shall make frequent use of locomotive whistle as a warning to the road traffic while approaching and passing across the level crossing. The Guard (if available)/Assistant Loco pilot/other railway servant shall keep a sharp look-out in front and take measures to stop the train, if circumstances so warrant. *(d) On the double line, when a train is required to be pushed into a station the train must be brought to a stand opposite the last stop signal of the same line or first stop of the adjacent line whichever is encountered first. The train must then be piloted into the station.* *(e) On the single line/twin single line , when a train is required to be pushed back, it must be brought to a stand outside the outer most stop signal, when, line is clear, reception signals may be taken 'OFF' for its reception where permissible or else, SM on duty shall get the train piloted. The Guard shall continue to act as prescribed in sub-rule 3(b) till the time the train comes to a stop at the station.* *(f) On arrival of the train at the station from which it started, the Guard or in his absence the Loco pilot shall intimate in writing that the whole train has returned complete from the section.* *Note- When Guard is not available the Assistant Loco pilot shall perform the duties of the Guard.* *(4) A train can be pushed back to the site of accident such as in case of a passenger fallen down or a person being knocked down by a train, except in ghat sections, automatic block signalling sections and at other places where prohibited by special instructions.* *(5) Pushing back of train(s) required to return to station from which it started after working in block section-*	

			(a) No train must be allowed to push back into the block section or from the block section without a written authority from the SM on duty of the station from which it has entered the section. *(b) After an authority to push back has been given, no obstruction of the line beyond the starting signal in the same direction must be allowed, except at a class "B" station, on the single line, where obstruction may be permitted within the station section in accordance with instructions laid down in SWRs.* *(c) The Guard or in his absence a competent railway servant of the train pushing will travel in the leading vehicle which is fitted with a vacuum brake/air brake valve or hand brake. If the leading vehicle is not so fitted, the Guard or in his absence a competent railway servant will travel in the nearest vehicle to which it is so fitted. The speed of a pushing train with the Guard or in his absence a competent railway servant travelling in the leading vehicle must not exceed 25 kms. per hour.* *(d) In case of emergency, if the Guard or in his absence a competent railway servant is not travelling in the leading vehicle the train may be pushed with, the speed must not exceeding 15 kms. per hour.* *(e) The SM on duty at a station where the train starts from and pushes back to, must advise the station in advance by giving "train entering section signal" in the usual way.* *(f) On return of the train, the Guard or in his absence a competent railway servant will intimate in writing that the whole train has returned complete from the section. The Loco pilot and/or Guard or in his absence a competent railway servant must return the "Authority to push back" to the SM on duty who will cancel it.*	

			The SM on duty will, there after give 'Cancel Last signal' on the block instrument. *(g) When it has been arranged for a train to push back from the section it must always do so, and not go to the station in advance.* *(h) On the double line/single line, when a train is required to be pushed back, sub-rule (3)(d) or (e) shall be applicable as the case may be.* *(i) Except in an emergency, material trains may push back during daylight only. If it is necessary to push back at night the speed should be restricted to 15 kms. per hour.* *(j) In case of pushing back of trains on single line section where tokenless instruments have been provided, Line Clear shall be obtained as per normal procedure for despatch of a train. The train will be despatched as usual, and 'TOL' indication will appear. When the train returns, the reception signals shall be taken 'OFF' using cancellation procedure. The procedure for closing the line will be same as for normalising block instrument when train returns to the despatching block station.* *(6) Pushing back of trains in case of IBS:-* *(a) In case the train is in block section extending upto IBS:- rule 11.11 (3) shall be applicable.* *(b) In case the train is in Block section extending beyond IBS:- rule 7.14 shall be applicable.* *(7) Pushing back of trains in automatic block system:- rule 7.14 shall be applicable.* *(8) Pushing back of trains in One Train Only system:- rule 11.11 (3) shall be applicable as the case may be.* *(9) Pushing back of trains in train following system:- rule 7.14 shall be applicable.* *(10)When the locomotive pushing the load is rearmost,*	

			or the rearmost vehicle if any, shall carry a tail board or a tail lamp.	
4.13	**Limits of speed with engine tender foremost:-** (1) (a) A passenger train or a mixed train shall not be drawn outside station limits by a steam engine running tender foremost, except :- (i) under a written order issued by the authorised officer; or (ii) in a case of unavoidable necessity, to be established by the Driver. (b) When any such train is so drawn, the speed shall not exceed 25 kilometers an hour, or such higher speed, not exceeding 40 kilometers an hour, as may be authorised (2) In case of unavoidable necessity, goods trains may run with steam engines tender foremost at a speed not exceeding 25 kilometers an hour or such higher speed, which shall, in no circumstances, exceed 40kilometers an hour, as may be laid down by Special Instructions. (3) When trains have to be worked with steam engines tender foremost as a regular measure under sub-clause (i) of clause (a) of sub-rule (1) and sub-rule (2), the head light and marker lights as prescribed in Rule 4.14 shall be provided on the tender.			*Deleted*
4.14	**C. Equipment of Trains and Train Crew** **Head light and marker lights and speedometer:-** (1) A train shall not be worked at night or in thick, foggy or tempestuous weather impairing visibility or in long tunnels, unless the engine carries an electric head light of an approved design and, in addition, two oil or electric white marker lights. (2) An engine employed exclusively on shunting at stations and yards shall, at night or during thick, foggy or tempestuous weather impairing visibility, display such head lights as are prescribed by the Railway Administration, and exhibit two red marker lights in front and in rear. (3) The electric head light on the engine shall be fitted with a switch to dim the light and shall be dimmed- (a) when the train remains stationary at a station;	***11.12***	**C - Equipment of Trains and Train Crew** **Head light and marker lights and *flasher light*:-** (1)A train shall not be worked at night or *in bad weather conditions impairing visibility* or in long tunnels, unless the locomotive/EMU/DMU/MEMU carries an electric head light of an approved design *and in addition, two electric white marker lights or emergency lights and flasher light.* *(a)The two electric white marker lights or emergency light of the approved design referred to in rule 11.12 (1) and (2) shall be fitted in front or rear as the case may be, on the beam of the buffers of all the locomotives.* *(b)The Loco pilot must test head light, marker lights*	Modified

	(b) when the train is approaching another train which is running in opposite direction on double or multiple track of same or different gauges; and (c) on such other occasions as may be prescribed by Special Instructions. (4) In case the electric head light fails or a train has to be worked with the engine running tender foremost in an emergency, the engine shall display the two oil or electric white marker lights referred to in sub-rule (1) pointing in the direction of movement and the train shall run at a speed prescribed by Special Instructions. (5) In case of defective electric head light of locomotive running in a section provided with reflective type of engineering fixed signal, during night or thick foggy weather impairing visibility, on BG and MG, the driver 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.		*and flasher light while taking over charge and satisfy himself that they are in proper working order.* *(c)If the electric head light becomes defective enroute during night or bad weather impairing visibility, the Loco Pilot shall ensure that the two buffer beam marker lights or emergency light referred to in sub-rule (1)(a) are burning and work the train cautiously at a speed not exceeding 50 Kmph on Broad Gauge and Metre Gauge and 15 Kmph on Narrow Gauge and sound the locomotive's whistle frequently. The Loco Pilot shall also inform the SM on duty of the block station in advance of the incident so that the latter may inform the Controller on controlled sections, in addition SMs enroute shall be advised of the circumstance(s) while asking Line Clear and Gatemen shall also be informed.* *(d) If two or more locomotives coupled together have to run light, the front locomotive will carry head lights and the rear locomotive a will carry a red flag by day or two red marker lights by night.* (2) An locomotive employed exclusively on shunting at stations and yards shall, at night or *in bad weather conditions impairing visibility* display such head lights as are prescribed by the special instruction and exhibit two red marker lights in front and in rear. (3) The electric head light on the locomotive shall be fitted with a switch to dim the light and it shall be dimmed *at times as prescribed under special instructions.* *(4)Flasher lights shall also be provided on the locomotives/driving cabs. In case flasher light is not working at the starting station, the locomotive/driving cab shall be treated as failed.* *(a) Use of Electric Flashing Amber light by Loco*	

			pilot/Motorman of trains/EMUs/ MEMUs/ DMUs - (*i) If a train/EMU/MEMU/DMU comes to a stop on account of an accident or any other cause which is not immediately known and the train cannot proceed, the Loco pilot shall immediately switch 'on' the flasher light whether by day or by night. In addition he shall apprise the Guard (if available) through approved means of communications and by showing danger Hand signal of his inability to proceed further. He will also exhibit danger Hand signal and will also try to warn the Loco pilot/Motorman of train approaching on adjacent line through the approved means of communication. He will thereafter switch 'off' 'the headlight of the engine/driving cab if it is in the use during night, bad weather impairing visibility. Besides this, if he is not sure whether the adjacent line is fouled or not, he should at once take action to protect the adjacent line as per rule 12.05.* *(ii)The Loco Pilot/Motorman of the train proceeding on the adjacent line and who has communicated with the Loco Pilot/Motorman of the stranded train must report the occurrence and the assistance required immediately.* *(iii)The Loco Pilot /Motorman of the stranded train should switch 'off' the flasher light after he has conveyed the help message to the first Loco Pilot/ Motorman of the train passing on the adjacent line, provided his train is not fouling the adjacent line.* *(iv)The Loco pilot/Motorman should also switch 'on' the flasher light while running on the wrong line, on double/multiple line section or when proceeding on authority to proceed for opening the communication during total interruption of communication on single/ temporary single line section.*	

			(v) In case, a train/ EMU/DMU/MEMU running on the wrong line without switching 'on' the flasher light is noticed by the station staff, Gatemen and Trackman, they should arrange to stop the train immediately. *(b)In case the flasher light becomes defective en-route, the train shall be worked as under-* *(i)When flasher light of an locomotive fails enroute, the Loco pilot shall advise the SM of the next block station, The SM on duty in turn will advise the Controller and PCR/TPC by a message. The PCR/TPC shall arrange for a fitter enroute by first available means. They shall also advise the Loco pilot through a message that the fitter is being sent by ____ and will attend the flasher light of his locomotive at _____ station or else they should arrange to provide relief locomotive at the earliest.* *(ii) In case the flasher light has failed and the train has come to a stop on account of an accident or any other cause which is not known, the Loco pilot shall inform the Guard (if available), protect his train and show danger signal towards direction from which train shall be approaching. In addition, he shall repeatedly switch 'on' or switch 'off' the head light of his locomotive till his train meets first train from opposite direction. He shall also make use of the approved means of communications to warn the Loco pilot of any approaching train.*	
4.15	**Tail and side lights:-** (1) At night or in thick, foggy or tempestuous weather impairing visibility, no train shall be worked outside station limits unless it has- (a) in 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:			*Deleted*

	Provided that provision of sidelights on goods trains and Electric Multiple Unit trains may be dispensed with; (b) in the case of a single engine without vehicles attached at least one red tail light; and (c) in the case of two or more engines coupled together without vehicles attached, at least one red tail light affixed to the rear engine. (2) A colliery pilot, i.e., a train used for collecting or distributing vehicles in colliery sidings, when working in a block section or in the colliery sidings taking off from a block section, need carry a red tail light only as it enters or leaves the block station, at either end of such block section, provided that Special Instructions are issued to ensure that no other train is permitted to proceed into the block section until the Guard of the colliery pilot has certified that he has left no vehicle obstructing the block section in which he has been working. (3) When trains may run in the same direction on parallel lines, the side lights mentioned in clause (a) of sub-rule (1) may be arranged in accordance with Special Instructions. (4) When a train has been shunted for a following train to pass, the tail and side lights mentioned in clause (a) of sub-rule (1) shall be dealt with in accordance with Special Instructions. (5) Within station limits or in a siding, an engine employed in shunting shall have tail lights in accordance with Special Instructions.			
4.16	**Tail board or tail lamp:-** (1) In order to indicate to the staff that a train is complete, the last vehicle shall, except as provided for in sub-rule (2), be distinguished by affixing to the rear of it - (a) by day, a tail board of approved design or a red painted tail lamp of approved design which may be unlit, or (b) By night, as well as in thick, foggy or tempestuous weather impairing visibility during day, a red tail lamp of approved design displaying either a steady or flashing red light to indicate last vehicle check device and flashing	***11.13***	**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 red painted tail lamp of approved design which may be unlit or a tail board of approved design or,* (b)by night *and/or in bad weather conditions impairing*	Modified

	amber light to exhibit obstruction on track shall be lit, or (c) such other device as may be authorised by Special Instructions. (2) A colliery pilot, i.e., a train used for collecting or distributing vehicles in colliery sidings, when working in a block section or in the colliery sidings taking off from a block section, need carry a tail board or tail lamp, or such other device as may be authorised by Special Instructions, only as it enters or leaves the block station at either end of such block section, provided that Special Instructions are issued to ensure that no other train is permitted to proceed into the block section until the Guard of the colliery pilot certifies that he has left no vehicle obstructing the block section in which he has been working. (3) In emergencies only, and under Special Instructions in each case, a red flag may be used in lieu of a tail board or an unlit tail lamp.		*visibility* during day, *a lighted tail lamp* of approved design displaying *flashing* red light to indicate *last vehicle*, or (c) such other device as may be authorised by special instructions. *(2)A pilot, i.e., a train used for collecting or distributing vehicles in sidings, when working in a block section or proceeding to a siding 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, during the period, the train is in the block section. No train shall be permitted to proceed into the block section until the Guard or other railway servant authorised under special instructions to work a pilot train certifies that he has left no vehicle obstructing the block section in which he has been working.* *(3) In emergencies only, and under special instructions in each case, a red flag may be used in lieu of a tail board or an unlit tail lamp with the prior approval of Sr.DOM/DOM.* *(4) Light locomotives, single or coupled, must carry in the rear a red flag by day and two red marker by night lights by night.* *(5) The Guard (if available) or in his absence the SM on duty at the station, from where the train originates is responsible for seeing that the tail light / tail board etc. as the case may be, are correctly exhibited.* *(6)Use of Electric Flashing Amber light on EMUs/MEMUs/DMUs by Guard- In case of any stoppage out of course or a stoppage of more than one minute at a station, the Guard shall switch 'on' the Electric flashing Amber light whether by day or by night and shall also switch it 'off' when the train is on the move.*	

			(7)Whenever an Inspection carriage or SLR is not the last vehicle on train, the built in electric red light should be switched 'off'. It is the duty of the Guard or in his absence Loco pilot to ensure that Tail Lamp/ Tail Board is affixed only in rear of the last vehicle.	
4.17	**Responsibility of Station Master regarding tail board or tail lamp of passing trains:-** 1. The Station Master shall see that the last vehicle of every train passing through his station is provided with a tail board or tail lamp or such other device in accordance with the provisions of Rule 4.16. 2. If a train passes the station without such indication to show that it is complete, the Station Master shall - (a) immediately advise the station in advance to stop the train to see that the defect is remedied and to advise whether or not the train is complete. (b) meanwhile withhold the closing of the block section to ensure that no train is allowed to enter the block section from the station in rear, and 3. Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non-running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, if a train passes a station without confirming to the provisions of sub-clause (1) above, the Station Master shall still advice the station in advance to stop the train to see that the defect is remedied and need not withhold closing of block section in rear as prescribed in clause (b) and (c) of sub-rule 2 in such cases.			*Deleted and included in GR 6.31*
4.18	**Means of communication:-** (1) No passenger train or mixed train shall be despatched from any station, unless every passenger carriage is provided with means by which communication can be	***11.14***	***Means of communications for passengers in the train with train crew (alarm chain):-*** (1) No passenger *carrying* train shall be despatched from any station, unless every passenger carriage is provided with means by which communication can be	Modified

	made with the Guard or the Driver. (2) Sub-rule (1) shall not apply to - (a) passenger or mixed trains in case of complete or partial failure of vacuum; and (b) such particular trains as may be exempted under approved Special Instructions. (3) If a Railway Administration is satisfied that mischievous use of the means of communication referred to in sub-rule (1) is prevalent, it may, notwithstanding anything contained in that sub-rule, direct the disconnection, for the time being, of the means of communication provided in all or any of the passenger carriages in any such train. (4) A goods vehicle in which passengers are carried is not a "passenger carriage" within the meaning of this rule.		made *by the passengers with train crew.* (2) Sub-rule (1) shall not apply to - (a) passenger or mixed trains in case of complete or partial failure of vacuum*/air pressure*; and (b) such particular trains as may be exempted *by the Railway Board.* (3) If a railway administration is satisfied that mischievous use of the means of communication referred to in sub-rule (1) is prevalent, it may, notwithstanding anything contained in that sub-rule, direct the disconnection, for a specified duration, of the means of communication provided in all or any of the passenger carriages in any such train. (4) A goods vehicle in which passengers are carried is not a "passenger carriage" within the meaning of this rule. *(5)(a)On observing a drop in the Vacuum/ Brake Pipe Pressure, the Loco pilot must at once bring his train to a stop as quickly as possible and he must, at the same time sound prescribed whistle and/or communicate with the Guard of the train on approved means of communications. The Guard shall show a red flag by day and a red light by night indicating that he understands the situation.* *(b) If it is noticed that the alarm chain has been applied at a place which will necessitate the train being stopped on a bridge, viaduct, tunnel, cutting, spring points or another spot considered unsuitable for stopping the train, the Loco pilot may recreate vacuum/air pressure and work the train on to a safe place to stop, giving prescribed whistle code and advising the Guard on approved means of communications that he is doing so.* *(c) Commercial staff and/or security staff travelling on*	

			train shall assist the Guard in ascertaining the cause of chain pulling and the person by whom the chain has been pulled. They shall attend to the requirements of the passenger who used it as well as assist in setting right alarm chain apparatus. In case the alarm chain has been mischievously pulled or for an unjustifiable cause action shall be taken as per instructions inforce. *(d) Before restarting the train, the Loco pilot and Guard should also satisfy themselves that the correct amount of vacuum/air pressure is available in the train.* *(6) Automatic Vacuum Brake/Air Brake Rules for working-* *(a)When an assisting locomotive is attached in rear of the train, the Loco pilot of the assisting locomotive and the Guard (if available) shall be responsible to ensure that the hose pipes/air pressure pipes between the assisting locomotive and the train are coupled.* *(b)When an automatic vacuum cylinder or air brake cylinder or gear on a vehicle is out of order, the cylinder must be put out of action. This must be done in case of vacuum cylinder by disconnecting the siphon pipes from the release valve and dummying the loose end of the siphon pipes with a wooden plug and in case of air brake vehicle by by-passing the particular vehicle.* *(c) If on any goods train, less than three fourth (75%) of the total number of vehicles are equipped with effective automatic vacuum cylinders, the train is to be treated as an un-braked train.* *(d) In the event of failure of vacuum/air brake, during the journey, the Loco pilot must take his train cautiously up to the next station, where the defective vehicle or vehicles can be detached or where the defect*	

			can be rectified. The Guard (if available) must be prepared to assist the Loco pilot in controlling the load by applying the hand brake in the brakevan. *(7) Whenever shunting is done on a train at an intermediate station where train examining staff are not available, the Loco pilot and Guard of the train shall jointly examine the vehicle(s) which is attached or detached to see their cylinders are effective to the extent that the percentage of effective cylinders on the entire train does not go below 75% in any case. The Loco pilot and Guard shall ensure that the prescribed amount of vacuum/air pressure is available in the locomotive and the brakevan before starting the train.* *(8)The Loco pilot, after starting the train from the originating station or an intermediate station where shunting has been performed on his train, shall apply the vacuum/air brake to test its efficiency without actually stopping the train.*	
4.19	**Guard's and Driver's equipment:-** (1) Each Guard and Driver shall have with him, while on duty with his train, the following equipment - (a) a copy of these rules or such portions thereof as have been supplied to him under Rule 2.01. (b) a copy of the Working Time Table, and all correction slips and appendices, if any, in force on that section of the railway over which the train is to run. (c) a hand signal lamp, (d) a whistle (for Guards only), (e) a red flag and a green flag, (f) a stock of detonators sufficient to comply with the	***11.15***	**Guard's and *Loco pilot's competency certificate and* equipment:-** Each Guard, *Loco pilot* and *Assistant Loco pilot* shall have with him, while on duty with his train, *competency certificate and* the equipments *as under:-* *(1) Guard's Personal equipments: -* *(a) Torch cum Tri-colour Hand signal Lamp (Flashing or steady);* *(b) Two red flags and one green flag mounted on stick;* *(c) Detonators in a Tin case (10 No.s);* *(d) Flashing tail lamp;* *(e) Guard's Rough Journal;* *(f) Guard's memo book;* *(g) Guard's certificate Book;* *(h) Padlocks (3 No's);* *(i) WTT in force with Appendices;*	Modified

	relevant rules as may be prescribed by Special Instructions, (g) a first aid box (for Guards of passenger carrying trains only), and (h) such other articles as may be prescribed by the Railway Administration in this behalf. (2) If any Guard or Driver 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 Driver shall have with him while on duty with his train, two pairs of such spectacles as he is required to wear under medical advice. Note:- Each Guard and Driver should also be in possession of a watch in addition to the equipment prescribed in sub-rule (1).		*(j) Carriage Key (For Guards of passenger carrying trains only);* *(k) ACP resetting Key (For Guards of passenger carrying trains only);* *(l) One whistle (For Guards of passenger carrying trains only);* *(m) Complaint and suggestion Book (For Guards of passenger carrying trains only);* *(n)Detachable air pressure gauge and/or vacuum pressure gauge with adapters (For Guards of Goods trains only).* *Note:- Under special instructions, Guard may be exempted from carryings items (g)&(m) provided that the same are being carried by train conductor and/or train superintendent.* *(2) Brakevan Equipments for Coaching Trains: -* *Guard of passenger carrying trains must see that their brakevans are provided with the following equipments:* *(a) Portable Control Telephone (For trains running over electrified/non-electrified sections with switch to turn from electrified to non-electrified sections and vice-versa) (To be provided by S&T Department);* *(b) One Portable Train Lighting Equipment (To be provided by Electric Department);* *(c) Two Wooden Wedges/Skids (To be provided by C&W Department);* *(d) One Stretcher(To be provided by C&W department);* *(e) Two fire extinguisher (to be provided by C&W Department.* *(f)First Aid Box(To be provided by C&W department);* *Note:- (i) A proper arrangement in the form of closed cupboard would be provided in the SLR by mechanical*	

			department for keeping brake van equipments in locked condition. *(ii) Equipments would be loaded and run on end to end basis and will be kept in the cupboard provided in the brake van in locked condition by universal key.* *(iii)In order to ensure safety of equipment and proper handing over and taking over, the brake van equipments shall be loaded by respective staff, shown to the Guard at originating station and acknowledgement taken from him.* *(iv)Each Guard while taking over charge en-route, will acknowledge availability or otherwise, of brake van equipments in the relieved Guard' rough journal book.* *(v)At the terminating station, equipments shall be handed over by Guard to the staff of respective departments. At stations where staff of C&W and other departments are not available, the respective equipment will be handed over to authorised representative of SM who will also be responsible for its loading in return direction, taking acknowledgment form the Guard.* *(vi) In case of any consumption en-route or any defect noticed during journey, it will be advised in writing to relieving Guard by the relieved Guard. At the terminal station, same shall be advised in writing to SM on duty, who in turn will advise the supervisor incharge of concerned department to recoup the shortage. However, responsibility to ensure full complement of brake van equipment in working condition will lie with the primary maintenance depot.* *(3) (a) Loco pilot's personal Equipments:-* *(i) Torch cum Tri-colour Hand signal Lamp (Flashing or steady);*	

			(ii) Two red flags and one green flag mounted on stick; *(iii) Detonators in a Tin case (10 No.s);* *(iv) Loco pilot's Hand Book;* *(v) WTT in force with Appendices;* *(vi) Key for resetting ACP valve for air braked coaches;* *(vii) Head light/cab light, marker light and tail light bulbs(spare);* *Note: The personal equipments to be carried by the Guard/Loco pilot of MEMU/DEMU/EMU shall be prescribed under special instructions.* *(4) Locomotive Equipments-* *(a) Rubber washers for hose pipe/air hose coupling (10 No.).* *(b) On locomotive/ EMU/DMU/MEMUs, two fire extinguishers and in Electric locomotive two fire extinguishers in each of the two driving cabs must be provided.* *(c) Emergency field telephone/portable field telephone/ Mobile Radio set etc. as specified under special instruction.* *(d) Four wooden wedges.* *(e)One spare hose pipe for vacuum braked trains and one spare feed pipe/brake pipe for air braked trains.* *(5) "First Aid" equipment on trains and at stations -* *(a) The Guard's trains, Military special trains and Material Trains, Train Superintendants/Train Conductor shall be supplied a First-Aid Box by the medical department. First aid box shall be maintained by medical department.* *(b)If the Guard/Train Superintendants/Train Conductors uses the first aid box during the journey, he will note this in his journal, and must also submit a report to the Medical Superintendent giving the*	

			following information:- *(i) Train number and date;* *(ii) Name and address of the person to whom first aid was rendered. (In the case of passengers, details of tickets held will also be recorded);* *(iii) Serial number of the item used from first aid box;* *(iv) Sickness/Nature of injury;* *The Guard/Train Superintendants/Train Conductors must also enter the relevant particulars on the case card within the box under the appropriate columns.* *(c) When the First Aid box has been used as mentioned in para (2) above, the C&W depot in-charge/Guard/Train Superintendants/Train Conductors shall have the same replenished.* *(d) All stations shall be provided with duly equipped first aid boxes by medical department.*	
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 Driver as also the Assistant Driver or the Fireman are upon it. (2) Subject to the provision of sub-rule (3), in no circumstances shall a person other than the Driver or a railway servant duly qualified in all respects, drive an engine on any running line. (3) If a Driver becomes incapacitated while the engine is in motion, the Assistant Driver or the Fireman, if duly qualified, may work the train to the next station cautiously and where the Assistant Driver or the Fireman is not duly qualified, he shall bring the train to a stop and send a message to the Station master of the nearest station to make arrangements for a Driver to take over the train, and for so	***11.16***	**Manning of locomotive in motion:-** (1) Except when otherwise *exempted* by special instructions, no locomotive shall be allowed to be in *motion unless* the *Loco pilot* as also the *Assistant Loco pilot* are upon it *except in case of EMU/MEMU/DEMU/other trains and Shunting Locomotives worked with single loco crew where only the Loco pilot has to be in the cab.* (2) If a *Loco pilot* becomes incapacitated while the locomotive is in motion, the *Assistant Loco pilot*, if duly qualified, may work the train to the next station cautiously, *(a) On arrival at next station, if it be a passenger train, the Loco pilot of the first arriving Goods or Material train, or the Loco pilot of any other train as ordered by the Controller, shall work the train onwards;* *(b) If it be a Goods train it shall be worked cautiously*	

	doing he may take the assistance of the Guard.		*by the Assistant Loco Pilot either upto next station. In such cases, the speed of the train shall be restricted to 30 kmph subject to other speed restriction(s) in force, if any.*	
3.82	**Permission before entering on or crossing a running line:-** No Driver 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.	***11.17***	***Permission before entering on or crossing a running line*** *- No Loco pilot shall take his locomotive on or across any running line until he has obtained the permission of the SM on duty and has satisfied himself that all the correct fixed signals have been taken 'OFF' and Hand signals are being shown wherever required.*	Modified
4.21	**Driving an electric train :-** (1) In the case of electric trains, the Driver shall be in the leading driving compartment when the train is in motion or when the train is standing on any running line except as otherwise prescribed in these rules. (2) (a) In the case of a single or multiple unit train, if the driving apparatus in the leading driving compartment becomes defective, the trains 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 Driver; 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 Driver if he is duly qualified to drive; and the Driver shall remain in the leading driving compartment, and shall be responsible for the correct operation of the train.	***11.18***	***Driving a train*****:-** *(1)Only certified Loco Pilots shall be allowed to drive a locomotive or single unit/multiple unit train on any part of the running line.* *(2)No person must be allowed to work as Loco Pilot unless he is duly qualified in initial/refresher training (both transportation and technical) and holds valid certificate of competency for transportation, and technical issued by competent authority prescribed under special instructions. The booking official is responsible for complying with this rule.* *(3)To train up Assistant Loco Pilots, Loco Pilots may allow them to drive the locomotive under their direct supervision on certain section of the division as specified by Sr.DEE (TRS/Operation) and/or Sr.DME/ DME.* *(4) If a Loco Pilot has not driven an Electric/ Diesel Locomotive or single unit/multiple unit train for six months, he shall not be allowed to drive again until he is re-examined after a refresher course and his certificate of competency endorsed accordingly.* *(5) Record of all competency certificates issued to Loco Pilots shall be maintained in the office of the Sr.DEE (TRS /Operation) and/or Sr.DME/ DME.*	Modified

			(6) Staff under training for driving a locomotive, when specially authorised by the Sr.DEE (TRS /Operation) and/or Sr.DME/ DME may drive such locomotives under the supervision of a certified Instructor. While the trainee is under these conditions, the Supervising Instructor shall keep a continuous watch over the trainee and keep himself in readiness to take any action that may be required to control the locomotive in an emergency. *(7) No unauthorized person shall manipulate any apparatus contained therein.* *(8) 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.* *(9) In case of leading driving compartment being defective trains shall be worked as per special instructions.*	
4.22	**Riding on engine or tender:-** (1) No person other than the engine crew shall be authorised to ride on the engine or tender of a steam locomotive, except in accordance with Special Instructions. (2) Except as may be permitted by Special Instructions, no person other than the engine crew shall be authorised to enter any driving compartment of a single or multiple unit train or a train propelled by electric, diesel or petrol engine. (3) No unauthorized person shall manipulate any apparatus contained therein.	***11.19***	***Riding on locomotive:-*** *(1) No person other than the locomotive crew shall be authorised to ride on the locomotive except those who are permitted under special instructions;*	Modified
4.23	**Brake-vans :-** (1) No train shall be allowed to enter a block section, unless one or more brake-vans or hand braked vehicles are attached to it, except in emergency or as provided for under Special Instructions. (2) This rule does not apply to rail cars, light engine or light engines coupled together.	***11.20***	**Brake-vans:-** *(1) No train shall be allowed to enter a block section, unless at least a brake-van or hand braked vehicle of approved design is attached to it, except in emergency or as provided for under sub-rule (3) below;* *Provided that reserved carriages or other vehicles as permitted in this rule may be placed in rear of such brake-van or hand braked vehicle.*	Modified

			(2) This rule does not apply to rail cars, light locomotive or *locomotives* coupled together *and trains equipped with EOTT or similar such device.* *(3) Working of trains without brakevan/Guard and brakevan and Guard both:-* *(a)In operational exigencies when brake-van is not available a goods train can be run without brake-van with the prior approval of SR.DOM/DOM. In such cases, the following instructions shall be followed-* *(i) The record of running of such trains shall be maintained in a separate register in the control office and train starting station.* *(ii) Running of such goods trains is prohibited during total failure of communications.* *(iii) The Guard if available or in his absence Loco pilot shall ensure that the train's brake system has a continuous vacuum/air pressure from train locomotive to the last vehicle with effective and adequate brake power, including four rear most pistons in working order.* *(iv) Continuity test shall be conducted by the Loco pilot at locomotive and the Assistant Loco pilot in rear if Guard is not available.* *(v)The Guard or in his absence the competent railway servant nominated by the SM on duty shall fix a tailboard or tail lamp during day/ night as the case may be on the last vehicle and shall also ensure that couplings are secured before starting. The Guard if available shall travel on the train locomotive and frequently look back to ensure that train is running in safe manner.* *(vi) Method of accountal and return of tail board/tail lamp shall be prescribed under special instructions.* *(vii) Tail board /tail lamp shall be provided by SM on*	

			duty of the train originating station if Guard is not available. In case tail board/tail lamp is not available, during day such train shall pass at a restricted speed of 25 kmph. from the stations to verify the last vehicle number and during night the train shall be stopped at each station for verification of last vehicle number. *(viii) The Loco pilot and Guard (if available) shall be issued with a Caution Order at the starting station specifying the last vehicle number and its type.* *(ix) The SM on duty of the station from where such train originates shall intimate the Controller on duty, (on controlled sections) the number and type of last vehicle and number of the train duly supported by Private Number. The Controller, in turn must alert the SM(s) on duty enroute by repeating the number and description of last vehicle.* *(x)SM on duty while asking/granting Line Clear must clearly repeat the number and description of last vehicle under exchange of separate Private Numbers in addition to recording of usual Private Number obtained/given for Line Clear. These Private Numbers, should be recorded along with last vehicle number and its description in the 'Remarks' column of TSR.* *(xi) At stations worked with end cabin(s) incharge of cabin(s)/Gateman of traffic LC Gate must be advised of last vehicle number and its description by the SM on duty under exchange of Private Numbers.* *(xii) The number and description of last vehicle shall also be repeated by each SM on duty to the station in advance and to Controller while giving 'Train entering Section' signals.* *(xiii) Whenever a tail board by day or a tail lamp by night has been fixed on the brackets provided on the last vehicle, the train shall run at prescribed speed and*	

			be treated at par with trains running with the brake-vans fitted with tail lamp or tail board. *(xiv) Whenever a tail board by day or a tail lamp by night has not been provided, before closing the block section, SM on duty must verify the last vehicle number from the incharge of cabin/Gateman of traffic LC Gate under exchange of Private Number or through the competent railway servant nominated by him for this purpose who shall record the number of the last vehicle in the register maintained for this purpose. He should tally it with the last vehicle number obtained from station in rear/ Controller. In case, last vehicle number does not tally, the train shall be stopped at station in advance to confirm the last vehicle number; meanwhile closing of the block section should be withheld treating it as train passed without tail board/tail lamp.* *(4)Attaching of vehicles outside brake-van-* *(a) In case of trains worked with continuous vacuum/air pressure throughout, not more than two eight wheeler wagons and/or coaches or their equivalent (four four-wheelers) may be attached in the rear of the rear brake-van(s), subject to the condition that the vehicle(s) is fitted with vacuum/ pressure brake in good working order;* *(b) In case of goods trains and passengers carrying trains, an additional inspection or officer's carriage may be attached in rear, provided it has its own hand brake(s).* *(c) In case of short distance passenger carrying trains (say about 150 kms) three coaches in front and rear of SLR may be attached to avoid reversal of SLR subject to the condition that these coaches have working brakes with vacuum/air pressure right upto the end of the train and two of the outer most coaches on either*	

			side are anti-telescopic. *(d) Attaching of Generator Van-* *(i) In case of only mixed trains and goods trains having continuous air pressure/ vacuum, not more than two Generator Vans in place of two eight wheeler wagons or coaches or four four-wheelers may be attached in the rear of the brake-van provided the conditions prescribed for the carriage of inflammable goods are complied with.* *(ii) No passenger coach shall be marshalled between the rear brake-van and the generator van, which will be the last vehicle on a train.* *(e) Attaching of damaged vehicle- Certified as fit to run and accompanied by concerned competent railway servant(s) may be attached in the rear of the rear brake-van of a goods train, during day light hours only.* *(f) In all cases where vehicle(s) is attached behind the rear brake-van, the last vehicle must carry a red tailboard during daytime and a red tail lamp by night. The built in electric tail lamp of the Brake-van must be extinguished by the Guard at night.* *(6) Attaching of goods wagons to Passenger Trains-* *(a) Goods wagon(s), duly certified 'fit to run on passenger trains' by train examining staff, can be attached to run on passenger trains (except Mail and Express trains) with strict adherence of marshalling order for mixed trains.* *(b) The maximum speed of such trains should not exceed the lesser of the maximum permissible speed of good wagon(s /passenger train/ section. The Loco pilot of such a train must be apprised about attaching of goods wagon(s) by issue of a Caution Order instructing him not to exceed the above speed limits.*	

			(c) Goods wagon(s) must be attached next to the train locomotive unless the contents are livestock, explosive, dangerous or inflammable freight in such case these should be attached in the rear. *(d) On Metre Gauge section having gradients of 1 in 100 or steeper the mixed trains should be marshalled with the coaching vehicles next to the train locomotive and goods wagon(s) attached in the rear of coaching vehicles.* *(e) Vacuum/air-braked piped vehicle(s) is not permitted to be attached behind the rear brake-van of a fully vacuumed / air-braked train. It may, however, be attached inside the rear brake-van, provided there is no interference to electric connection. The last three vehicles including the brake-van must however be with effective vacuum/air brake and operative cylinders.* *(f) SEs (C&W) at all stations where coaching and goods trains are examined shall examine all goods wagon(s) attached to passenger train(s), even though the train to which it is attached is not ordinarily examined at that station. At such station(s), this examination will be confined to the goods wagon(s) only.* *(g) On sections where no C&W staff is provided at the terminal station, the C&W at the originating station of the mixed train will give the certificate for both the outward and the inward journey of the wagon(s) whether loaded or empty indicating the terminal station.* *(7)Working of trains with EOTT or similar such device:-* *Trains shall be worked as per Railway Board instructions.*	

4.24	**Position of brake-van on train:-** Unless it is 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.			*Deleted and included in GR 11.21*
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 Driver, shall devolve on him as may be specified by Special Instructions.	***11.21***	**Guards:-** (1) Except *where exempted* under special instructions or in an emergency, every running train shall be provided with *Guard(s).* (2) The Guard of a running train shall travel in the brake-van *or hand braked vehicle* except- (a) in an emergency, or (b) *As permitted under rule 11.20(2) and (3).*	Modified
		11.22	***Working of Mail, Express and other Passenger Trains when diverted via alternate routes:-*** *(1)Whenever 'Mail, Express and other Passenger Trains are diverted via alternate routes due to any reason, the following procedure shall be followed in booking / providing locomotive crew and Guard for such diverted trains:-* *(a) Rajdhani, Shatabdi and similar trains should be worked by mail/express Loco pilots and Guards, if need be by withdrawing them from their regular scheduled links.* *(b)Mail/Express trains shall be worked by passenger Loco pilots and Guards, if required by withdrawing them from their regular scheduled links.* *(c)Passenger trains shall be worked by empanelled goods Loco pilots as per para (2) below.* *(2) A panel consisting of adequate number of goods Loco pilots, including number of vacancies of mail/express and passenger train Loco pilots drawn*	*New Rule*

			from the goods Loco pilots and Guards holding grade 'A' cards shall be available in all divisional, sub divisional control offices and crew/Guard booking lobbies/points. The Loco pilots and Guards from such panel should be deployed to work passenger trains. This panel should be updated quarterly beginning from each calendar year. *(3) LI or a competent railway servant in lieu must accompany the Loco Pilot on the foot plate when an empanelled goods Loco pilot as per item (d) above is not available.* *(4) In case competent crew as specified above is not available for running a particular type of locomotive, then efforts be made so that the locomotive is changed with the type for which competent crew is available.*	
4.26	**Couplings:-** No vehicle that is not fitted with a coupling or couplings of approved pattern shall be attached to any train.	***11.23***	**Couplings:-** (1) No vehicle that is not fitted with a coupling or couplings of approved pattern shall be attached to any train. *(2) Coupling of vestibule stock -* *(a) The vestibule connections of coaches and other stock so equipped must be carefully coupled together so that there is no gap between the fall plates.* *(b) When a vestibule coach is the last vehicle on a train or is isolated and the vestibule is not in use, the doors of the unused vestibules must be closed and properly secured.* *(c) The Guard must not allow a train to proceed without satisfying himself that the vestibule connections are properly secured and that doors, when necessary, are locked and bolted.*	Modified

4.27	**D. Vehicles and Cranes** **Cranes:-** (1) No travelling crane shall be attached to a train until it has been certified by a duly authorised person that it is in proper running order, and with a dummy truck for the jib, if necessary. (2) When a crane is to work on any line provided with electric traction or any line adjacent to it, the procedure and precautions as laid down under Special Instructions shall also be followed.	***11.24***	**D - Vehicles and Cranes** **Cranes: -** *(1) Attaching of travelling cranes to trains-* (a) No travelling crane shall be attached to a train until it has been certified by a duly authorised person that it is in proper running order, and with a dummy truck for the jib, if necessary; *(b) Any crane not fitted with buffing gear, spring gear, enclosed axle boxes or not provided with a match truck, will not be considered as a travelling crane and must not be attached to any train without the specific orders of the CME.* *(c) Cranes must not be attached to passenger train(s) except in case of emergency when they may be attached to slow passenger train(s) or mixed train(s) under the joint permission of divisional officers of mechanical and operating departments.* *(d) Cranes can be attached to all goods trains and should as far as possible, be attached with the dummy truck and the crane itself next to the locomotive.* *(e) Broad Gauge - The 140/120/75/65/40 tonne crane are permitted to run at the sanctioned speed or at its sectional speed whichever is less on all sections subject to the observance of all permanent and temporary restrictions that may be in force from time to time.* *(f) Metre Gauge - The 35 tonne crane are permitted to run at a speed of 50 kmph. or the sectional speed, whichever is less, subject to the observance of all permanent and temporary restrictions that may be in force from time to time.* (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 rule 16.05 (5) and under *special instructions* if any shall be followed.	Modified

			(3) Working of Crane(s) within Station Limits- *(a) Before commencing the operations, the crane supervisor will notify the SM on duty in writing the nature of the work, the line or lines likely to be fouled during the period of operation and, time required for the work. He will commence the operation only after obtaining the written permission from the SM on duty. On controlled sections where running lines are fouled, the SM on duty will not give the permission except with prior approval of the Controller on duty. Record of such approval and permission asked for and given must be entered in red ink in the TSR.* *(b) Once permission is given to the crane supervisor of the crane to commence operation, the SM on duty shall be responsible to see that no shunting or other movements are allowed on such lines which will interfere with the crane working.* *(c) Before commencing the work, the crane supervisor shall have the line on which, the crane will work as well as the line(s) which are likely to be fouled in the course of operation blocked and protected by banner flags on both sides.* *(d) Crane operations within station limits will be deemed 'obstructions' on the line or lines concerned for purpose of taking off signals.* *(e) If during the course of crane operations train movement(s) or other movement(s) is required to be performed on the line blocked or on line(s) which may be fouled by crane working, all crane working shall be stopped by the crane supervisor on getting a written request from the SM on duty to suspend operation. After doing so, the Supervisor will give written memo to the SM on duty that crane working is suspended, that the jib of the crane is parallel to the track and the*	

			tail locked and no obstruction is fouling the line(s) where train movement or shunting movement(s) is to take place. On receipt of the memo, the SM on duty will permit movement of the train or perform other movements. *(f) After the crane work is over, the crane supervisor will issue a memo to the SM on duty the effect that the work is over and the lines blocked and/or fouled are clear of obstructions and are safe for the passage of trains.* *(4) Crane Operations in block section-* *(a) A travelling crane operating in a block section will work under the normal train working rules. The section being blocked for the duration of the work.* *(b) When a travelling crane is working on a twin single line/double line/multiple line block section, the Supervisor in charge should see that the adjacent line is not infringed and if any infringement is required, the adjacent line also should be blocked. Trains passing on the adjacent line should be issued Caution Order by the SM on duty of the station immediately in rear and/or nominated stations.* *(c) Banner flags should be provided to protect the line on which the crane is working and also the adjacent line in the case of twin single line/double line/multiple line if obstructed. Such banner flags shall be removed only when the jib is turned parallel to the track and the tail locked. The crane supervisor in charge of the crane will show Hand signal to the Loco pilot past the site of crane operations.* *(5) Caution Order – Loco pilot of trains passing through stations where any running lines are "blocked" for crane operations shall be issued Caution Order.*	

			(6) Only persons having certificates of competency granted by Sr. DME/DME shall be authorised to operate/supervise crane operations after having been tested, found satisfactory and fully conversant with Crane Working Rules and instructions. *(7) Steam cranes, hand cranes and transportation cranes shall work as per special instructions.* *(8) When and wherever special trains are run with steam locomotive, the concerned railway(s) will issue special instructions for their running.*	
4.28	**Loading of vehicles:-** (1) No wagon or truck shall be so loaded as to exceed the maximum gross load on the axle fixed under sub-section (1) of section 72 of the Act, or such varied carrying capacity, if any, as may have been prescribed by the Railway Administration under sub-section (4) of the said section. (2) Except under approved Special Instructions no vehicles shall be so loaded as to exceed the maximum moving dimension 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.	***11.25***	**Loading of vehicles:-** (1) No *wagon* shall be so loaded as to exceed the maximum gross load on the axle fixed under section 72 of the Act, or such varied carrying capacity, if any, as may have been prescribed by the Railway administration under sub-section (4) of the said section of the Act. (2) No vehicles shall be so loaded as to exceed the maximum moving dimension prescribed from time to time by the Railway Board unless exempted by them. (3) When a load *on a wagon* projects to an unsafe extent beyond the end of *wagon*, an additional *wagon* shall be attached to act as a dummy. (4) The Guard *where provided otherwise Loco pilot* shall carefully examine the load of any open *wagon* 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 *wagon detached* from the train.	Modified
4.29	**Damaged or defective vehicles:-** (1) No vehicle which has been derailed shall run between stations, until it has been examined and passed by a competent Train Examiner: Provided that in case of a derailment between stations, the	***11.26***	**Damaged or defective vehicles:-** (1)No vehicle which has been derailed shall run between stations, until it has been examined and certified by a *JE/SE (C&W)*: *Provided that in case of a derailment between stations, the Loco Pilot in case JE/SE (C&W) is not available,*	Modified

	Driver may, if the vehicle has been re-railed and if he considers it safe to do so, take such vehicle to the next station at a slow speed. (2) If a Guard or Station Master has reason to apprehend danger from the condition of any vehicle on a train before it can be inspected by a Train Examiner, the Driver shall be consulted, and if he so requires, the vehicle shall be detached from the train.		*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 where such vehicle shall be detached.* (2)If a Guard or *SM* on duty has reason to apprehend danger from the condition of any vehicle on a train before it can be inspected by a *JE/SE (C&W)*, the *Loco pilot* shall be consulted, and if he so requires, the vehicle shall be detached from the train. *(3)(a)SM, other station staff, Gateman, any other railway servant working on or near railway line etc. are required to observe the condition of vehicles on trains while on run. In the event of noticing hot–axle or any other defect, the railway servant must immediately take steps to attract attention of the train crew so as to stop the train, including using approved means of communication. If the train cannot be stopped, the SM on duty of the next station in the direction in which the train is proceeding, should be promptly advised either through approved means of communications or through public/private phones or other means.* *(b)On controlled sections, Controller must be advised to take suitable action.* *(c)The SM 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 will bring the train a stop outside the first stop signal before admitting it into the loop line. He will also advise the Loco pilot on approved means of communication to enter loop line cautiously.* *(d) The hot axle wagon shall be examined by the C&W staff (if available) or by the Loco pilot after the train has come to a stop at the at the station. At a station other than a train examining station, if an axle box is found running hot, the Loco pilot must take a*	

			decision whether the vehicle is safe or unsafe to run and advise the SM on duty and/ or the Guard in writing accordingly. If considered unsafe, the wagon should be detached from the train.	
4.30	**E. Precautions before Starting Train** **Driver and Guard to examine notices before starting:-** Every Driver 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.	***11.27***	**E - Precautions before Starting Train** ***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.	No Change
4.31	**Examination of train 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. In case a train is not examined by the train examiner at a station and it is without a valid brake power certificate, the station master shall not give permission to start the train until he has received a Guard-Loco pilot Joint Check Report that the train is fit to proceed and has the prescribed brake power.	***11.28***	**Examination of train before starting:-** (1) When a train is examined by a *JE/SE (C&W)* at a station, the *SM* on duty shall not give permission to start the train until he has received a report from such *JE/SE (C&W)* to the effect that the train is fit to proceed and has the prescribed brake power. *(2) Starting a train from a non-train examination station or a wayside station after being stabled (including for traction change) or after handling in Goods shed or a Siding:* *(a) Wherever such a train has to be started from a non-train examination station, the Loco pilot of the train shall create requisite amount of vacuum/air pressure on the locomotive and the train. The Guard or in his absence, competent station staff shall ensure that there is adequate vacuum/air pressure in the last vehicle of the train, and/or the brake van. The Guard and Loco pilot will then satisfy themselves regarding the continuity of vacuum/air pressure in the train. Once continuity along with adequacy is established,, the Loco pilot will start the train and conduct the brake feel test enroute.*	Modified

			(b) In case, the vacuum/air pressure is less than the prescribed level, the Loco pilot shall cautiously run the train at a speed at which he can control the train till such time he has conducted the brake feel test and is confident to proceed normally. *(c) The brake feel test shall be conducted at the earliest to ensure that the train has adequate brake power to run in a safe manner at normal speed.* *(d) At nominated/prescribed stations/locations the authorized staff, or traffic staff duly trained, will examine the train from both sides before starting, to detect presence of loose or missing fittings etc., that may endanger safety.* *(e) In case the brake power certificate is invalid, after ensuring continuity and adequacy of air pressure/ vacuum, the Loco pilot will start the train and run at a cautious speed till he conducts the brake feel test. The train shall be worked up to the next train examination station in the direction of movement.* *(3) In case the incoming train has come with a valid BPC, and the rake integrity has not been disturbed beyond permissible limits, the Loco pilot and Guard/Assistant Loco pilot shall ensure continuity and adequacy of air pressure/ vacuum. The Loco pilot shall start his train at a cautious speed, or at a speed at which he can control the train till he conducts the brake feel test and then proceed normally).* Note:-In case the Loco pilot is unable to create adequate pressure to run the train, even at a restricted speed in either of the above situations (2) or (3) above, the Loco pilot along with the Guard/Assistant Loco pilot will conduct a joint Guard/Loco Pilot check at the next station in the proforma T1128(2) given below and a copy of this shall be handed over to the SM on duty.	

			T1128(2) *Proforma for joint check by the Loco pilot and Guard at --------station.* *1. Date-* *2. Train No. and description-* *3. Locomotive No. ----------* *4. Load of the train----------* *5. (a) Total no. of cylinders---------* *(b)No. of working cylinders---------* *(c)Brake power --------%* *6. Air pressure/vacuum available in-* *(a)Locomotive----------* *(b)Brake van----------* *Signature of Loco pilot* *Signature of Guard* *Countersigned by SM on duty*	
4.32	**Examination of train by Driver:-** The Driver shall, before the commencement of the journey and after performing any shunting en route, shall ensure - (a) that his engine is in proper working order, (b) that the coupling between the engine and the train is properly secured, and (c) that the head light and marker lights as prescribed in sub-rule (1) of Rule 4.14 are in good order, and these are kept burning brightly, when required.	***11.29***	**Examination of train by *Loco pilot*:-** (1) The *Loco pilot* shall, before the commencement of the journey and after performing any shunting en route, shall ensure - (a) that his locomotive is in proper working order, (b) that the coupling and hose pipes between the locomotive and the train is properly secured; *(c) that he has performed continuity test as prescribed, as and when required and* *(d)* that the head light, *flasher light* and marker lights as prescribed in sub-rule (1) of r*ule 11.12* are in good order, and these are kept burning brightly, when required. *(2) Brake continuity test on trains must invariably be conducted in the following circumstances -* *(a) At originating station including at station from where stabled load is cleared.*	Modified

			(b) A fresh locomotive or additional locomotive is attached to the load. *(c) Whenever any vehicle is attached / detached or train is re-marshalled.* *(d) When brake pipe is disconnected and/or after any brake defect or irregularity, which may affect the continuity of brake power.* *(3) The procedure to be observed for the continuity test, by the Loco pilot and Guard or in absence of Guard by the competent railway servant in case of goods train shall be prescribed under special instructions.*	
4.33	**Examination of single and multiple units by Driver:-** When coupling single or multiple units or coaches of any such units together, the Driver shall be responsible for observing that all electrical couplings are properly made. After all couplings have been made, the Driver 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.	***11.30***	**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 *and/or pneumatic* 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 working order.	Modified
4.34	**Duties of Guard when taking over charge of a train:-** The Guard when taking over charge of a train shall satisfy himself, before the train is despatched:- (a) that the train is properly coupled, (b) that the train is provided with the prescribed brake power, (c) that the train carries tail board or tail lamp and side lamps and that such lamps are lighted and kept burning brightly, when required. (d) that the appliance, if any, for communication between the Guard and the Driver, is in proper working orders, and (e) generally that, as far as he can ascertain, the train is in a state of efficiency for travelling.	***11.31***	**Duties of Guard when taking over charge of a train:-** (1)The Guard when taking over charge of a train shall satisfy himself, before the train is despatched:- (a)that the train is properly coupled, (b)that the train is provided with the prescribed brake power, *(c)has performed continuity test as prescribed, as and when required.* *(d)* that the train carries tail board or tail *lamp and that such* lamps are lighted and kept burning, when required.	Modified

			*(e)*that the appliance, if any, for communication between the Guard and the *Loco pilot*, is in proper working order, and *(f)* generally that, as far as he can ascertain, the train is in a state of readiness for onward journey.	
4.35	**Starting of trains:-** (1) A Driver shall not start his train from a station without the authority to proceed. Before starting the train, he shall satisfy himself that all correct fixed signals and, where necessary, hand signals are given and the line before him is clear of visible obstructions and the Guard has given the signal to start. (2) The Guard shall not give the signal for starting the train unless he has received the permission of the Station Master to start, in the manner prescribed by Special Instructions. (3) The Guard shall not give the signal for starting unless he has satisfied himself that, except in accordance with Special Instructions, no person is travelling in any compartment or vehicle not intended for the use of passengers. (4) The Station Master shall see, before he gives the Guard permission to start a train, that all is right for the train to proceed. (5) The permission of the Station master referred to in sub-rule (2) may be dispensed with in case of suburban trains on such sections of a railway as may be specified by Special Instructions. (6) When permission of the Station Master to start has been dispensed with under sub-rule (5) or at a station where no Station Master is posted, the Guard shall see, before giving the starting signal, that all is right for the train to proceed.	***11.32***	**Starting of trains:-** *(1) A Loco pilot shall not start his train from a station without the prescribed authority to proceed. Before starting the train, he shall satisfy himself that –* *(a) all correct departing signals have been taken 'OFF' for his train to proceed;* *(b) where necessary, Hand signals are being given;* *(c) the line before him is clear of any visible obstruction(s) and* *(d) the Guard, where available, has given the signal to start.* *(2) The Guard, wherever provided, shall give the signal for starting the train only after he has received the permission of the SM on duty to start, in the manner as prescribed under sub-rule (7) (c) below.* *(3) Before giving signal to the Guard or Loco pilot (where Guard is not provided) to start a train, the SM on duty shall see, that the train is ready to proceed in all respects.* (4) The permission of the *SM* on duty referred to in sub-rule (2) may be dispensed with in case of suburban trains *or* such sections of a railway as may be specified by special instructions. (5) *When permission of the SM on duty to start has been dispensed with under sub-rule (4) above or at a station where no SM is posted, the Guard where available shall see that the train is ready to proceed in all respects.* *(6) The SM on duty will give permission to start a train*	Modified

			after obtaining Line Clear from the Station ahead, ensuring correct setting of points and taking 'OFF' departing signals for the train to start. *(a) SM on duty shall authorise the Guard of goods train(s) by taking 'OFF' of the starter(s) and/or the Advanced Starter signals on double line/multiple lines or on single line/twin single line where tokenless block instruments are in use. On single line where tangible authority to proceed is in use, the Loco pilot should be given tangible authority in addition to the taking 'OFF' of the Starter and/or Advanced Starter signals.* *(b) For passenger trains in addition to sub-rule 6 (a), the SM on duty will give permission to the Guard to start the train either personally or through means of communications provided by administration or by having the station bell rung twice or authorise the Guard to start his train through public announcement system.* *(7) (a) The Guard of the EMU/DMU/MEMU is authorised to start the train without SM's permission [rule 11.32(6)(b)], provided he is satisfied that conditions for the train to start are complied with except that the responsibility to see that the correct starting signals have been taken 'OFF' for the train will be that of the Motorman/Loco pilot.* *(b) When starting signals are taken 'OFF' and/or authority to proceed is received, the Loco pilot/Motorman will sound prescribed whistle or give two bell codes (where bell signals are provided between Loco pilot/Motorman and Guard) to apprise the Guard of having received the authority to proceed and correct observance of starting signals.* *(c) On receipt permission from SM on duty to start the train wherever applicable and when all work in*	

			connection with the train is completed, and on receipt of one long whistle or give two bell codes (where bell signals are provided between Loco pilot/Motorman and Guard), the Guard will sound his whistle and display a green flag by day or a green light by night to the Loco pilot to start his train in addition he should apprise the Loco pilot to start his train on approved means communication. In case of EMU/MEMU/ DMU the Guard shall authorise the Loco pilot/Motor Man to start his train by giving two bell code signals. In the event of the bell circuit becoming defective the train should be started by the Guard by means of Hand signals as for other trains. *(d) The Guard of a passenger carrying train must satisfy himself by visual check that passengers have detrained and entrained.* *(8) Locking of Guard portion of front SLR of Mail/Exp./ Passenger trains-* *(a) The guard portion of the front SLR of passenger carrying trains should be locked by the Assistant Loco pilot.* *(b)Assistant Loco pilot working mail/express/passenger trains will be issued a personal lock, which they will carry with them along with other equipments.* *(c) At the time of crew changing, the incoming Assistant Loco pilot will remove his lock, and the outgoing Assistant Loco pilot will put his lock instead.*	
4.36	**Guard to be in charge of train:-** After the engine has been attached to a train, and during the journey, the Guard or (if there be more than one Guard) the Head Guard shall be in charge of the train in all matters affecting stopping or movement of the train for traffic purpose. In the case of any self-propelled vehicle, such as a motor coach without a trailer and unaccompanied by a Guard, the duties of the Guard shall devolve on the Driver.	***11.33***	**Guard to be in charge of train:-** After the locomotive has been attached to a train, and during the journey, the Guard or the Head Guard (if there be more than one Guard) shall be in charge of the train in all matters affecting stopping or movement of the train for traffic purpose. *Where Guard is not provided, the duties of the Guard shall devolve on the*	Modified

			Loco pilot.	
4.37	**Subordination of Guards in station limits:-** When a train is within station limits, the Guard shall be under the orders of the Station Master.	***11.34***	**Subordination of Guards in station limits:-** When a train is within station limits, the Guard shall be under the orders of the *SM on duty*.	No Change
4.38	**Fireman and Assistant Drivers to obey Drivers:-** The Firemen or Assistant Drivers shall obey the lawful orders of their Drivers in all particulars.	***11.35***	***Assistant Loco pilots* to obey *Loco pilots:-*** The *Assistant Loco pilots* shall obey the lawful orders of their *Loco pilots* in all particulars.	No Change
4.39	**Driver to obey certain orders:-** After an engine has been attached to a train and during the journey, the Driver 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.	***11.36***	***Loco pilot* to obey certain orders:-** After an locomotive has been attached to a train and during the journey, the *Loco pilot* shall obey- (1) the orders of the Guard, in all matters affecting the starting, stopping or movement of the train for traffic purposes, and (2) all orders given to him by the *SM* on duty or any railway servant acting under special instructions, so far as *they do not infringe* the safe and proper working of his locomotive.	Modified
4.40	**F. Duties of Staff Working Trains during journey** **Driver and Fireman or Assistant Driver to keep a good look-out:-** Every Driver shall keep a good look-out while the train is in motion, and every Fireman or Assistant Driver shall also do so when he is not necessarily otherwise engaged.	***11.37***	**F - Duties of Staff Working Trains during journey** ***Loco pilot* and *Assistant Loco pilot* to keep a good look-out:-** Every *Loco pilot* shall keep a good look-out while the train is in motion, and every *Assistant Loco pilot* shall also do so when he is not necessarily otherwise engaged.	No Change
4.41	**Driver and Fireman or Assistant Driver to look back:-** The Driver and the Fireman or the Assistant Driver shall look back frequently during the journey to see whether the train is following in a safe and proper manner.	***11.38***	***Loco pilot* and *Assistant Loco pilot* to look back:-** *(1) Whenever and where ever possible,* 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. *(2) When a train passes a gang working on the line or a manned L C Gate, the Loco pilot and Assistant Loco pilot should look back to ascertain if everything is all right with the train and if any signal is being exhibited warning them of a danger.*	Modified

3.78	**Duties of engine crew in respect of signals:-** (1) (a) The Driver shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not, (b) He shall not, however, trust entirely to signals, but always be vigilant and cautious. (2) When his engine explodes a detonator or when he notices a flare signal burning, he shall immediately bring his train to a stop and be guided by the signals that he may receive or if no hand signal or other signals are at once visible to him - (a) if it is day and he has a clear view of the line ahead, proceed very cautiously at such speed as will enable him to stop short of any obstruction. (b) if it is day and the view of the line is not clear or if it is night, or if the visibility is impaired on any account, proceed very cautiously on hand signals given by a member of the engine crew or the Guard who shall walk ahead of the train for this purpose. (c) after proceeding 1.5 kilometres from the place where the explosion occurred or where flare signal was burning, if he does not explode any more detonators or sees no other signals, he may then resume authorized speed, and (d) report the incident to the next station or cabin. (3) If in consequence of fog or storm or for any other reason, the view of the signals is obstructed, the Driver shall take every possible precaution, so as to have the train well under control. (4) A Driver 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.	***11.39***	**Duties of locomotive crew in respect of signals:-** (1) (a) The *Loco pilot and Assistant Loco pilot* shall pay immediate attention to and obey every signal *pertaining to* his *train* whether the cause of the signal being shown is known to him or not; (b) The *Loco pilot* shall, in addition to giving attention to signal(s), be vigilant and cautious. *(2) During bad weather impairing visibility* or for any other reason, the view of the signal(s) is obstructed *due to any reason*; the *Loco pilot shall whistle intermittently and* take every possible *action including reduction of speed as necessary*, so as to have the train well under his control *and be able to stop short of any possible obstruction on the line.* *(3)* The *Loco pilot and Assistant 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(s) 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. (*4) (a) Before taking up train working duty on a section of the railway, the Loco pilot/ Assistant Loco pilot/ Guard shall acquaint himself with the section for which purpose he shall make three trips for 'learning road' of which at least one should be during night by the class of train which he is normally required to work.* *(b) On Automatic signalling territory and ghat sections Loco pilot/Assistant Loco pilot / Guard will do a minimum number of five road learning trips, of which two will be during night.* *(c) Loco pilot/Assistant Loco pilot/ Guard shall be deemed to be not acquainted with a section of the*	Modified *Already approved by Board vide No. 99/Safety(A&R)/19/47/1* *Sub rule (c) included as GR 12.11*

			railway, if a period over six months has elapsed, since he had last worked on that section and he shall again learn the road by making one trip to refresh his knowledge before working on that section.	
3.83	**Assistance of the engine crew regarding signals:-** (1) The Driver and the first Fireman or the Assistant Driver, 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 Driver or the Fireman shall, when not otherwise engaged, assist the Driver in exchanging signals as required. (3) The provisions of sub-rules (1) and (2) shall, in no way, absolve the Driver of his responsibility in respect of observance of and compliance with the signals.	***11.40***	**Assistance of the locomotive crew regarding signals:-** (1) The *Loco pilot* and *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, *engineering indicators, and whistle boards* to each other. (2) The *Assistant Loco pilot* shall, when not otherwise engaged, assist the *Loco pilot* in exchanging signals as required. (3) The provisions of sub-rules (1) and (2) shall, in no way, absolve the *Loco pilot* of his responsibility in respect of observance of and compliance with the signals.	Modified
3.84	**Duties of Drivers as to signals when two or more engines are attached to train:-** When two or more engines are attached to a train, the Driver of the leading engine shall be responsible for the observance of and compliance with the signals and the Driver or Drivers of other engine or engines shall watch for and take signals from the Driver of the leading engine, except in cases where Special Instructions are issued to the contrary.	***11.41***	**Duties of *Loco pilots* as to signals when two or more locomotives are attached to train:-** When two or more locomotives are attached to a train, the *Loco pilot* of the leading locomotive shall be responsible for the observance of and compliance with the signals and the *Loco pilot(s)* of other locomotive(s) shall watch for and take signals from the *Loco pilot of the leading locomotive.*	Modified
4.42	**Exchange of signals between Driver, Guard and station staff:-** (1) The Driver 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 Driver and the Guard of a train shall, while running	***11.42***	***Exchange of all right signal between Loco pilot, Guard and SM on duty /station staff while a train passes through a station:-*** *(1) As far as possible, the SM on duty shall himself exchange all right signal with the Loco pilot and Guard (if available). Loco pilot and Guard shall also exchange all right signal between them to ensure that*	Modified

	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 Driver shall take immediate steps to stop the train.		*the train passes station safe and intact.* *In case a train is booked to run through a line which is away from the station building and the line(s) nearer to station building are occupied by another train or the SM on duty is not in a position to exchange all right signal, the SM on duty shall depute a competent railway servant for exchanging all right signals. The competent railway servants shall be responsible for watching the passing train from the suitable place and to exchange all right signals with the Loco pilot and Guard (if available).* *(2) At stations provided with cabin(s), the Cabin SM / Switchman/Cabinman, and traffic Gateman shall also exchange all right signal with the Loco pilot and Guard to ensure that the train passes station safe and intact. At such a station railway servant on duty as prescribed in sub-rule (1) above may not be required.* (3) The *Loco pilot* and the Guard of a train shall, while running through a station, look out for and, *except where exempted under special instructions*, acknowledge the 'all right' signals which the *SM* and*/or* such other staff at the station shall give if the train is proceeding in a safe and proper manner. *(4) In case the SM on duty or other railway servant as prescribed under sub-rules (1) and (2) above notices any unusual with the train, he shall immediately exhibit danger Hand signal to the Loco pilot and Guard and in addition advice them through approved means of communication (if available) to stop the train. In case train cannot be stopped at the station, the station in advance should be advised to stop the train and take corrective action.* (5) The *Loco pilot* and the Guard of a train shall exchange signals with each other as under-	

			(a) train starts after stopping from a station or outside station limits; *(b) rearmost vehicle clears the last points after starting or passing through a station;* *(c) train runs through a station;* *(d) as soon as the rearmost vehicle has cleared the speed restriction zone;* *(6) Manner of exchange of signals between Loco pilot and Guard and SM on duty /station staff -* *(a) The Guard's signal shall be given to the Loco pilot by approved means of communication and by waving a green flag by day or a green light by night and during bad weather impairing visibility.* *(b) The Loco pilot's signal shall be given by the approved means of communication and by the Loco pilot himself or on his behalf by a Assistant Loco pilot by showing towards the Guard a green flag steadily by day or a green light steadily by night and during bad weather and impairing visibility.* *(c) On a straight road, these signals shall always be given on the left hand side of the train and, on a curve, on that side from which they can best be seen.* *(7) While running through a station the Loco pilot/Assistant Loco pilot shall whistle continuously.* *(8) Action to be taken by SM on duty in case the Loco pilot fails to whistle and /or Loco pilot and/or Guard fails to exchange "all-right" signal-* *(a) The SM on duty should immediately ascertain the cause of not exchanging all right signal from the Loco pilot and/or Guard through approved means of communication, in case he is unable to contact the Loco pilot and/or Guard, he will advise the Station in advance under exchange of Private Numbers. The Controller will also be advised.*	

			(b) The SM on duty in advance on receiving such advice shall ascertain the cause of not exchanging all right signal from the Loco pilot and/or Guard through approved means of communication. In case he is not able to contact the Loco pilot and/or Guard through approved means of communication, he shall stop the train and ascertain the cause. The SM on duty may use danger hand signal to stop the train. *(9) Action to be taken by Loco pilot and/or Guard when SM on duty fails to exchange "all-right" signal-* *In case the Loco pilot and the Guard do not receive such signals from the SM /station staff on duty, the Loco pilot and/or Guard shall advise the SM on duty at the next station through approved means of communication. In case they fail to give such advice the next stopping station shall be advised. The SM on duty receiving such information shall apprise the Controller on controlled sections and to the SM on duty at whose station all right signal were not exchanged.*	
4.43	**Guard to keep a good look-out:-** During the journey including halts at stations, every Guard shall keep a good look-out and satisfy himself from time to time that the tail board and brake-van lamps are in position and that all brake-van lamps, where required, are burning brightly, that the train is complete in every respect and is proceeding in a safe and proper manner. Note :- the term "brake-van lamp" includes "tail lamp".	***11.43***	**Guard to keep a good look-out:-** *(1) 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 or tail lamp on his train are in position and that the train is complete in every respect and is proceeding in a safe and proper manner.* *(2) If any vehicle(s) is attached in rear of his brake-van the Guard shall ensure that the train is complete with such vehicle(s), on the run.* *(3) When passing a manned L C Gate or railway staff working on track, the Guard shall look back to see if any signal is being given by them, to indicate that something is wrong with the train.*	Modified

			(4) Guards of running trains will be responsible to watch any train passing on the adjacent line on double line/multiple line/twin single section and to attract the attention of the Guard or the Loco pilot of the latter train through approved means of communication and/or by exhibiting danger hand signal, should they notice any condition which may endanger safety of that train.	
4.44	**Trains 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 Driver shall sound the prescribed code of whistle to warn the Guard, and the brakesman shall proceed to the cabin or station to warn the Station master. If there is no brakesman, the Driver shall depute a Fireman or Assistant Driver to proceed to the cabin or station to warn the Station Master. The Brakesman or Fireman or Assistant Driver proceeding to the cabin or station shall show a Stop hand signal towards the station. The Guard shall, as soon as the train is stopped at the first Stop signal, check up that the tail board or tail lamp is correctly exhibited and shall maintain a vigilant attitude in rear of the train. After fifteen minutes or such less 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 Driver 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 Driver.	***11.44***	**Trains held up at first stop signal:-** *(1) The Loco pilot shall immediately advise the SM on duty through approved means of communication and sound prescribed whistle intermittently, in case he is unable to contact SM on means of communication or get satisfactory reply from the SM on duty. He shall advise the guard of the fact and depute the Assistant Loco pilot (except in case of train(s) worked with single Loco pilot/Motorman) to proceed to the station or cabin to warn the SM /cabin after waiting for 10 minutes. The Assistant Loco pilot proceeding to the station or cabin shall show a stop Hand signal towards the station.* *(2) The Guard where provided shall, as soon as the train is stopped at the first stop signal, check up that the tail lamp or tail board is correctly exhibited and shall be vigilant in rear of the train. After fifteen minutes or such less time as prescribed by special instructions, the Guard where available shall proceed to protect the train in rear in accordance with instructions laid down in rule 12.05 (1) when cause is not apparent.*	Modified
4.45	**Attracting attention of Driver:-** (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	***11.45***	**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, *the Guard shall exhibit stop Hand signals to attract the*	Modified

	Driver. (2) In the absence of other means of communications with the engine, a Guard desiring to attract the Driver's attention shall apply his hand brake sharply and as suddenly release it, and wherever possible, he shall reverse the side lamps to show red towards the engine. (3) When the attention of the Driver 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.		*attention of the Loco pilot and also advise the Loco pilot on approved means of communication.* (2) In the absence of means of communication, Guard desiring to attract the attention of *Loco pilot*, shall apply his hand brake sharply *and release it suddenly and repeat the process till he is able to catch the attention of the Loco pilot.* (3) When the attention of the *Loco pilot* has been attracted, the necessary Hand signals shall be shown. (4) The Guard may, in case of emergency, apply vacuum/air pressure brake gradually to stop the train.	
4.46	**Assistance from Guard's hand brake :-** When the Driver requires the assistance of Guard's hand brake, he shall sound the prescribed code of whistle, if necessary repeatedly, or, if a brake whistle is provided, sound such whistle, and shall also use other means of communication, if provided, between the Driver and the Guard.	***11.46***	**Assistance from Guard's hand brake:-** *(1) When the Loco pilot requires the assistance of Guard's hand brake, he shall sound prescribed whistle, if necessary repeatedly, or, if a brake whistle is provided, sound such whistle, and shall also use approved means of communication. The Guard shall apply the brakes promptly. Loco pilot, however, must not rely on assistance from Guard's in controlling his train when approaching a stopping place, but must call for such assistance as an emergency measure only.* *(2) When a train is travelling down a steep incline, the Guards shall, if necessary to steady the train, assist the Loco pilot with brake van hand brakes.* *(3) When for any reason, a train is brought to a stand for a period longer than 15 minutes rule 13.23 shall be followed.*	Modified
4.47	**Application of Guard's hand brake:-** (1) When the Driver sounds the prescribed code of whistle or the brake whistle, the Guards shall immediately apply their hand brakes. (2) When a train is travelling down a steep incline, the Guards shall, if necessary to steady the train, assist the Driver with their hand brakes.			*Combined with rule 11.46*

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 Driver 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.	***11.47***	**Permission of Guard to detach locomotive from train:-** (1) When a train has been brought to a stand outside station limits or anywhere on a grade, the *Loco pilot* shall not detach his locomotive from the train without the permission of the Guard who, before giving such permission, shall satisfy himself that the *hand* brakes have been applied and take such other measures as may be necessary or prescribed by special instructions. Provided that detaching of locomotives from trains in such cases may be prohibited altogether under special instructions wherever considered necessary in the interest of safety. *(2) On the ghat sections, locomotives must not be detached from trains between stations.*	Modified
4.49	**Starting and stopping of train:-** The Driver shall start and stop his train carefully and without a jerk.	***11.48***	**Starting and stopping of train:-** The *Loco pilot* shall start and stop his train carefully and without a jerk.	No Change
4.50	**Sounding of engine whistle:-** (1) Except under Special Instructions, the Driver shall always sound the whistle of the engine according to the prescribed code of whistle- (a) before putting an engine in motion; (b) when entering a tunnel; and (c) at such other times and places as may be prescribed by Special Instructions. (2) Engine whistle code shall be prescribed under Special Instructions.	***11.49***	**Sounding of locomotive whistle:-** (1) Except under *special instructions*, the *Loco pilot* shall always sound the whistle of the locomotive according to the prescribed code of whistle- (a) before putting an locomotive in motion; (b) when entering a tunnel; and *(c)When approaching a manned for unmanned level crossing; and* (d) at such other times and places as may be prescribed by special instructions. (2) Locomotive whistle code shall be in rule even no, in Annexure-I.	Modified
4.51	**Bell signals between Driver and Guard:-** When bell communication is provided between the Driver and the Guard of the train, bell signal code, as may be prescribed by Special Instructions, shall be used.	***11.50***	**Bell signals between *Loco pilot* and Guard:-** (1) *Bell signals code shall be used between the Motormen (Loco Pilots) and Guards of EMU/MEMU/DMU trains –*	Modified

S. No.	Code of Bell Signals	Indication	Acknowledgement
1.	0	Stop Train	0
2.	00	Start Train	00
3.	00 Pause 00	Passing automatic signal at 'ON'	00 Pause 00
4.	000	Guard required by the Loco Pilot	000
5.	0000	Protect train in rear	0000
6.	00000	Brake Power Continuity testing by Loco Pilot and Guard	00000
7.	0 Pause 0	Zone of speed restriction over-resume prescribed speed	0 Pause 0
8.	000 Pause 000	Guard's Warning when the Motormen exceeds the Speed prescribed	000 Pause 000

(2) In the event of failure of bell code communication between the Motorman and Guard of EMU/MEMU/DMU, the horn shall be sounded and the Guard/Motorman shall make use of the corresponding Hand signal(s) wherever prescribed and/or communicate through approved means of communication.

4.52	**Throwing out water, fire or cinders:-** A Driver or Fireman shall not throw out water, fire or cinders, when passing through a station yard or tunnel, or when on a bridge.			*Deleted*
4.53	**Hose or water crane:-** After taking water from a tank or water column, the Driver shall see that the hose or arm is left clear of the line and, when it is provided with fastenings, properly secured.			*Deleted*
4.54	**Passengers:-** Every Guard shall give his best assistance to passengers entraining and detraining.	***11.51***	**Assistance to Passengers:-** *Guard and on board staff (such as Train Superintendent, Ticket checking staff, Coach attendants, Electrical and Carriage maintenance staff etc.) shall render all possible assistance to passengers during the journey of the train as well as in emergencies. At stations, station staff will also give necessary assistance to the passengers*	Modified
4.55	**G. Duties of Staff on Arrival** **Shutting off power:-** In stopping a train, the Driver 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.	***11.52***	**G - Duties of Staff on Arrival** **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.	No Change
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.	***11.53***	**Guard to see that train is stopped clear of fouling marks:-** *(1) When a train comes to a stand at a station, the Guard, where provided, shall see that, the last vehicle of the train is standing clear of the fouling mark. If not, he shall inform the SM on duty through approved means of communications and exhibit stop Hand signal(s) to prevent any movement on the fouled line.* *(2) He shall also advise the Loco pilot to draw his train forward to clear the fouling mark through approved means of communications and/or by showing 'Proceed with caution' Hand signal as prescribed in*	Modified

			rule 3.25 towards the Loco pilot. The Loco pilot will move ahead up to the starter/stop board/ fouling mark if space is available to clear the rear fouling mark. In case, the rear fouling mark cannot be cleared by moving the train forward or till the fouling mark is cleared, the Guard shall again advise the SM of the fact through approved means of communication or through some railway servant (if available) and shall continue to exhibit stop Hand signal to prevent any movements over the fouled line. He shall also personally inform the SM, if the train has reached the terminal station when he signs 'off duty'. *(3) When a goods train being worked without the Guard or with EOTT or similar such device, clearance of fouling mark shall be confirmed by incharge of the cabin at an end cabin/competent railway servant of operating department/traffic Gateman, to the SM on duty personally or through approved means of communication (The responsibility to ascertain clearance of fouling mark in case of train worked without Guard or with EOTT or similar such device should be clearly specified in SWR of each station).*	
		11.54	***Drawing a train ahead: –*** *If a train after it has stopped at a station/yard and requires to be drawn ahead for any reason beyond the starter signal, the SM on duty shall advise Guard and Loco pilot of the train through approved means of communication or in writing, the reason for doing so and issue shunting order (T633) to pass the starter signal at 'ON'. The Loco pilot will draw his train ahead on receipt of "all right" Hand signal from the Guard/station staff. The Starter signal, may be taken 'OFF' for drawing the train ahead.*	*New Rule*

4.57	**Detaching engine:-** Wherever 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.	***11.55***	**Detaching locomotive:-** Wherever a train has been brought to a stand, and it is necessary for the locomotive, with or without vehicle(s), to be detached from the rest of the train, the Guard *or where Guard is not provided, the Loco pilot* shall, before the *locomotive* is uncoupled, satisfy himself that the h*and* brakes have been put on securely and take such other measures as may be prescribed by special instructions.	Modified
4.58	**Driver to see that train is stopped clear of fouling marks:-** When a train comes to a stand at a station, the Driver shall see that, wherever possible, his engine is clear of the fouling marks of all points and crossings. If not, he shall take steps to inform the Station Master at once and exhibit Stop hand signal to prevent any movement on the fouled line.	***11.56***	***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 locomotive is clear of the fouling mark. If not, he shall take steps to inform the *SM* on duty at once and exhibit stop Hand signal to prevent any movement on the fouled line.	No Change
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 Driver shall not move it, except under orders of the Guard or to avert an accident.	***11.57***	**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 move his train *only after receipt of Hand signals of the Guard. Before giving the signal to the Loco pilot the Guard shall ensure safety of the passengers.*	Modified
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.	***11.58***	**Duties of Guard on completion of journey/duty: -** *(1)A Guard on completion of his journey shall report himself to the SM on duty, and shall not leave the station until he has made over his reports, all journals and documents kept up by him in connection with the running of his train and correctly made over all packages, way bills, etc., to a railway servant nominated for this purpose or to a relieving Guard.* *(2)The Guard shall sign off duty on a register maintained for the purpose.*	Modified

4.61	**Driver not to leave engine when on duty -** No driver 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 Driver only, a Driver 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.	***11.59***	***Loco pilot* not to leave locomotive 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 Assistant Loco pilot 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 *applied* and locked the hand brake.	No Change
3.85	**Reporting of defects in signals:-** (1) Should a Driver or a Guard observe that a signal is rendered imperfectly visible by branches of trees or by any other cause, or that a signal light is partially obscured or not burning brightly enough to give a clear aspect, he shall report the matter to the Station Master at the next station at which the train stops. (2) When such report is made by a Driver or a Guard, the Station master shall take immediate steps to advise the Station Master concerned who shall get it rectified.	***11.60***	**Reporting of poor visibility of signals:-** (1)Should a *Loco pilot* or a Guard observe that a signal is rendered imperfectly visible by branches of trees or by any other cause, or that a signal light is partially obscured or not burning brightly enough to give a clear aspect, he shall report the matter to the *SM on duty* at the next station at which the train stops. (2)When such report is made by a *Loco pilot* or a Guard, the *SM on duty* shall take immediate steps to advise the *SM on duty of the* concerned station who in turn shall inform the concerned authority to get it rectified.	Modified
4.62	**H. Working of Material Trains** **Working of a material train in a block section-** A material train shall be worked only with the permission of Station Masters on each side and in accordance with Special Instructions.	***11.61***	**H - Working of Material Trains** **Working of a material/departmental train in a block section:-** (1) A material/departmental train shall be worked only *under block protection* with the permission of *SM on duty.* *(2)Such trains must not be worked at night or in bad weather impairing visibility, except under special circumstances with the permission of the Sr.DOM/DOM.* *(3) Persons who are not connected with the working of*	Modified

			material train(s) should not be permitted to travel by such train without the prior sanction of the Sr.DOM/DOM. Material coolies are permitted to travel by such train. *(4) When running through between block stations with locomotive leading, the speed of the material train must not exceed the speed prescribed for similar goods trains.* *(5)(a) Should the work has to be carried out between stations, the Guard must advise the SM on duty of the station immediately short of the place where the work has to be done in writing of the intended stoppage in block section and its duration. He will be responsible to ensure that this time is not exceeded.* *(b) (i) On a single line such train may work between two stations and return to the station from where it started. In such cases, the Loco pilot and Guard must obtain a written permission from the SM on duty in addition to the usual 'authority to proceed' to be allowed to push back into the station.* *(ii) On the return of the train, the Guard shall intimate that the whole of the train has returned to the station complete from the section and return the 'authority to push back' to the SM on duty which must be cancelled by the latter. Thereafter the SM on duty will give 'obstruction removed' signal and endorse remarks in the TSR 'train pushed back' against the entry of the train.* *(iii) The SM on duty at a station where the train starts and pushes back must advise the station in advance on the approved means of communications and also the Controller on controlled section that the train will push back to his station. He will then obtain the acceptance of the 'is Line Clear signal for a train*	

			stopping in the section from the station in advance and then give the 'train entering section' signal in the usual way. *(iv) When it has been arranged for a train to push back from the section, it must always do so and not go through to the station in advance.* *(v) Before starting, a green flag must be tied to a convenient fixture in front of the locomotive and also at the back of the rear brake-van to indicate to men working on the line that the train will push back.* *(vi) When a material train is required to be pushed back into the station yard, the Loco pilot should bring it to a stop outside the first stop signal and sound the prescribed code of whistle. The signals may then be taken 'OFF' for the admission of the train.* *(c) On the double line, material train must not be pushed back but must run on to the next station, where the locomotive can be run round. In emergency a material train may be pushed back with prior permission of Sr.DOM/DOM.* *(6) When the locomotive is pushing the train or is placed in an emergency or in exceptional circumstances somewhere in the middle of the train and the brake-van is leading;* *(a) the speed must not exceed 25 Kmph on straight and 15 Kmph on curve/ cutting etc.;* *(b) the Guard must travel in the leading brake-van and must exhibit Hand signals to the Loco Pilot;* *(c) the train crew must keep a good lookout especially in the direction in which the train is moving and must be prepared to stop short of any obstruction; and* *(d) when approaching turnout, the Guard must satisfy himself that the points are correctly set, all non-*	

			interlocked points are clamped/cotter bolted and locked. *(7) When the locomotive is pushing the train or is somewhere in the middle of the train and the brake-van is not leading:* *(a) the speed must not exceed 15 Kmph;* *(b) the Guard (if possible) must travel on the leading vehicle and exhibit Hand signals to the Loco pilot; and* *(c)Sub-rules (5) (c) shall be applicable.* *(8) Precautions to be observed while working material train-* *(a) Material trains are on no account to be divided when working outside station limits. Vehicles should not to be detached and/or separated from the rest of the train for convenience of loading or unloading when the train is working outside the station limits.* *(b) Wagons of the material train must not be unloaded while in motion except in the case of specially constructed wagons and under the orders of the Engineer in-charge.* *(c)Guards of the material train are responsible for their safe working both in traffic and engineering sidings and must personally supervise all shunting operations.* *(d) Before entering a section on which a material train is required to stand on a grade of 1 in 50 or steeper, the locomotive should be so attached that when the train is standing, the locomotive is at the downhill end of the train.* *(e) The engineer incharge will arrange for the protection of the train by danger signals, which must be supplemented by detonators in the manner prescribed in rule 12.05(1).*	

			(f) Goods trains may, under the special permission of the Sr.DOM/DOM may be stopped once between stations to load or unload materials, in these cases, they will work under the rules applicable to material train.	
4.63	**Workers on material train -** The Guard of a material train shall, before giving the signal to start, see that all the workers are on the train and warn them to sit down.	***11.62***	**Workers on material train:-** The Guard of a material train shall, before giving the signal to start, see that all the workers are on the train and warn them to sit down.	No Change
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.	***11.63***	**Protection of material train/departmental 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 and the *SM on duty* 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 cotterbolts and are locked, and (c) the keys of such locks 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 as under- *(a) that the train is berthed clear of fouling marks, at each end of the line on which it is stabled;* *(b) that the points leading to the line on which the material train is stabled are set against that line and locked in that position with cotter bolts or clamps and padlocked; and* *(c) that the hand-brakes are applied on a sufficient*	Modified

			number of wagons, and brake van(s) and that a sufficient number of wheels are locked by safety chains and padlocks. *(d) When a material train is stabled on a siding, outside station limits, the Guard shall ensure that it is berthed clear of fouling marks and traps and without obstructing the running line. He shall apply the hand-brakes on a sufficient number of vehicles and brake van(s) and the wheels of sufficient number of wagons are secured by means of safety chains and padlocks.*	
4.65	**Working of track maintenance machines:-** Track laying or on track tamping or maintenance machines shall be worked only with the permission of the Station Master and in accordance with Special Instructions.	***11.64***	***Working of maintenance machines and tower cars*:-** (1) Track laying or on track tamping or *track* maintenance machines, *tower cars and OHE maintenance trains shall be worked only under block protection with the permission of the SM and in accordance with rules for working of trains.* *(2) These machines shall be worked as a train under the system of working applicable and shall be treated as a train as defined in rule 1.05 (86) for the purpose of working on open line.*	Modified
4.66	**I. Private Engines and Vehicles** **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.	***11.65***	**I - Private Engines and Vehicles** **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.	No Change

Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
		12.01	***CHAPTER XII*** ***AUDIO VISUAL AIDS*** ***Audio Visual Aids:-*** *Audio Visual Aids are audio and/or visual appliances which after approval of the Railway Board shall be provided by railway administration which may be either used for communicating between control/stations/train crew etc., or may be used to warn the Loco pilot and/or Guard of the conditions which may affect the normal run of train. Some examples of such devices are detonators, walkie-talkie, train radio communication, mobile phones anti-collision device, train protection warning system etc.*	New Rule
3.59	**F. Detonating Signals** **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 Driver.	***12.02***	***A - Detonators*** **Description of detonators:-** Detonators or fog signals are appliances which are fixed on the rail*(s)* and when an locomotive or a vehicle passes over them, they explode with a loud report so as to attract the attention of the locomotive *crew*.	Modified
3.64	**Knowledge and possession of detonators:-** (1) (a) All Station Masters, Guards, Drivers, Gangmates, Gatemen and all other railway servants on whom this duty is laid by the Railway Administration, shall keep a stock of detonators. (b) The Railway Administration shall be responsible for the supply, renewal, periodical testing and safe custody of such detonators, and for ensuring that their use is properly understood. (2) Every railway servant concerned with the use of detonators shall have a correct knowledge of their use and keep them ready for immediate use.	***12.03***	**Knowledge and possession of detonators:-** *(1)* Every railway servant concerned with the use of detonators shall *have correct* knowledge of their use and keep them ready for immediate use. *(2)* Every *supervisor* shall see that the railway servants in his charge concerned with the use of detonators have a correct knowledge of their use. *(3) All SMs, Guards, Loco pilot, Gangmates, Gatemen, Keyman, Patrolman and all other railway servants on whom this duty is laid by the railway administration, shall keep a stock of detonators.*	Modified

	(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.		*(4) Such staff who are expected to use the detonators should be tested once in three months by the senior subordinates in regard to their knowledge of use of detonators.* *(5)* 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.	
		12.04	***Stock of detonators and supply of detonators:-*** *(1)(a) A case containing 10 detonators shall form part of the equipment when on duty of every Guard, Loco Pilot, P.way Gangmate, Keyman, Gateman, Patrolman, engineering staff deputed at bridges and cuttings and of every push trolly, motor trolly and lorry.* *Note- Sr.DOM/DOM may increase the numbers of detonators where so warranted by local conditions on recommendation of concerned branch officer.* *(b) The Sr.DOM/ DOM on recommendation of concerned branch officer shall prescribe the number of detonators which must be kept in stock at stations, running sheds and SE (P.Way's) office and also the minimum number below which the stock must not be allowed to fall.* *(c) SM, Running Shed Incharge/ SE(Loco)/ Crew Controller and SEs (P.way) are responsible for seeing that the stock of detonators is never allowed to fall below the minimum. They are also responsible for supply detonators to the staff working under them.* *(2) Each SM, Running Shed In-charge/SE (Loco)/Crew Controller and SE (P. way) will maintain record of detonators in the register, showing receipts and use, with details of railway staff to whom the detonators were issued by him and testing of detonators done by*	New Rule

			him.	
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 Driver of an approaching train the locality of a signal, two detonators shall be placed on the line, by a railway servant appointed by the Station Master in this behalf, about 10 metres apart, and at least 270 metres outside the signal or signals concerned. (2) (a) The Station Master may comply with the provisions of sub-rule (1) at his discretion; but shall always do so when visibility conditions from any cause prevent him from seeing a prescribed visibility test object from a distance of not less than 180 metres or a lesser distance if expressly sanctioned by the Railway Board. (b) The visibility test object may be- (i) a post erected for the purpose and lighted at night; or (ii) the arm by day and the light or the back-light by night of a fixed semaphore signal specified by Special Instructions; or (iii) the light of a fixed colour light signal both by day and night specified by Special Instructions.			*Deleted and included in GR 12.05and 13.18*
3.62	**Placing of detonators in case of obstructions**:- (1) Whenever in consequence of an obstruction of a line, it is necessary for a railway servant to stop approaching trains, he shall proceed, plainly showing his Stop hand signal, to a point 400 metres from the obstruction and place on the line one detonator and then proceed to a point 800 metres from the obstruction and place on the line three detonators, about 10 metres apart, at such places: Provided that on the broad gauge the first detonator shall be placed at 600 metres and three detonators at 1200 metres from the obstruction about 10 metres apart from each other. (2) If the said railway servant is recalled before the obstruction is removed, he shall leave down three detonators and, on his way back, pick up the intermediate	***12.05***	***Placing of detonators -*** *Placement of detonators under various circumstances are indicated in the table below :-* *(1) should any train be seen approaching, the person going to protect shall immediately place one detonator on the line, as far away from the disabled train or obstruction as possible, advise Loco pilot of an approaching train through means of communication(if available) and shall continue to show a danger Hand signal to stop the approaching train. If the person has already placed one detonator at 250 mtrs. and he is not in a position to reach at a distance of 500 mtrs., he shall again place one*	Modified

	detonator.		*detonator as far as possible away from the disabled train or obstruction;* *(2) when the Guard or the other railway servant deputed to place detonators is recalled, he shall leave behind the three detonators, and on his way back pick up the intermediate detonator as prescribed in sub-rule (1) above.*	

Sub Rule	*Circumstances of use*	*Placement of Detonator from place of obstruction/ signal (mtrs.)*			
		1st	*2nd*	*3rd*	*4th*
(1)	*Obstruction/Accident/Breakdown/ Unusual delay in Absolute Block System, Automatic Black System, Train Following and One Train only System.*	*250*	*500*	*510*	*520*
(2)	*Planned works of short duration with intimation to and permission from Station Manager to issue caution order and trains required to stop dead short of work/ obstruction.*	*Banner flag at 250*	*500*	*510*	*520*
(3)	*Protection in case of emergency when Station Manager has not been intimated and Loco pilot is not issued with a caution order.*	*500*	*1000*	*1010*	*1020*
(4)	*Bad weather impairing visibility.*	*1st* *250*	*2nd* *260*	*Note: The distance of 250 mtrs. shall be from the first stop signal /gate stop signal of the station/gate.*	

		12.06	***Storage of detonators:-*** *(1) Detonators must be carefully handled, as they are liable to explode, if roughly handled.* *(2) Detonators shall be kept in containers specially supplied. In the container a thin layer of cotton should be kept at the bottom and also at the top. The detonator at the top and bottom should be wrapped in paper. Detonators shall be stored in a dry place and not exposed to dampness.* *(3) The month and year of manufacture is shown on the label outside each case and is also stamped on each detonator. Detonator must be used in the order of the date stamped on them, those of the oldest date being always used first. To facilitate ready withdrawal in this sequence, they should be stored accordingly.* *(4) Detonators should not be exposed unnecessarily to sun, as this can be dangerous.*	New Rule
3.60	**Method of using detonators:-** (1) A detonator when required to be used shall be placed on the rail with the label or brand facing upwards and shall be fixed to the rail by bending the clasps around the head of the rail. (2) In the case of a mixed gauge, detonators shall be placed on the common rail or on one rail of each gauge.	***12.07***	***Method of using detonators-*** *(1) A detonator when required to be used shall be placed on the centre of the head of the rail with the label or brand of the detonator facing upwards and shall be fixed to the rail by bending the clasps attached with the detonators, round the upper flange of the rail.* *(2) In the case of a mixed gauge, detonators shall be placed on the common rail or on one rail of each gauge.* *(3) Railway servant placing detonators on the line shall see that they are, when necessary, replaced immediately after a train has passed over them.*	Modified
		12.08	***Testing of Detonators:-*** *(1) Station, Loco Sheds, etc., where stock of detonating signals is kept for issue to Guards, Loco pilots, Fog Signalmen, or other railway servants, SM, the running shed in-charge/ SE(Loco) or other railway persons, in*	*New Rule*

			charge of such stock must test at least one detonator from each container issued to the staff. The deficiency in each of these should made up by a detonator or detonators from another container from which one detonator has been tested. Detonators shall be tested under an empty wagon moving at 10 to 15 kms. per hour. The empty wagon must be propelled by a locomotive and not hand shunted. *(2) While testing detonators from its container, the one which is the oldest by the date of manufacture, should be tested.* *(3) (a)Excepting the crew of the locomotive employed in the test, no person shall be allowed to remain within a radius of 45 metres of the detonator, which is being tested. The locomotive crew shall also keep themselves well within the cab while passing over the detonator. The official in charge of the testing operation, shall, before commencement of the operation, be responsible for posting sufficient men to ensure that no person encroaches upon the 45 metres safety radius until the test is completed.* *Note- If an empty wagon is not available at a station for this purpose, arrangements should be made to take detonators to a convenient station for testing.* *(b) Care must be taken to ensure that test is not conducted in a crowded locality or near a level crossing where splinters from detonators may cause injury.* *(4) SM /SE(P. way)/ Loco)/Crew Controller are responsible to ensure that the detonators in possession of railway servants within their jurisdiction are tested once in 12 months.* *(5)(a) The life of a detonator is normally 7 years reckoned from the month of its manufacture, it can be*	

			extended by one year by the TIs, SM, Running Shed Incharge/SE (Loco) and SE (P. way) provided there is no apparent damage to the detonators based on outward appearance. It can, however, be extended further from 8 to 10 years provided that detonators which are more than 8 years old are effective. For this purpose, two detonators of each batch/lot should be tested at the end of 7 years and if the result of these tests are satisfactory, life of the detonators of that batch should be extended by a 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 10 years from the month of manufacture. *(b) Where, however, the tests indicate that the performance of the detonators is not satisfactory; the whole of the stock of the particular batch/ lot should be withdrawn and replaced by fresh stock. Such tests should invariably be conducted by a person not lower than the rank of a Supervisor.*	
		12.09	***Method of destroying the detonators:-*** *(1) Unused detonators which are more than 10 years old and others considered unfit for use shall be destroyed by the following methods: -* *(a) By soaking them in light mineral oil for 48 hrs 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.* *(2) Destruction of time barred detonators should be arranged in the presence of a railway servant who should preferably be a gazetted officer and in no case below the rank of a senior subordinate. He should*	*New Rule*

			ensure that during destruction, every care is taken to see that the splinters of detonators do not cause any injury to life and damage to property. *Note:- In no case the detonators should be buried or thrown in water at such places where they could be recovered.* *(3) Detonators bearing any sign of rust on the surface or appearing unsatisfactory in any way, or those failing to explode during test or in actual working shall be promptly returned to the issuing officer for replacement.* *(4) A record of the number of detonators tested as also the results of test shall be maintained in a special register kept for the purpose at the place of testing.* *(5) After the test is completed, results of tests shall be communicated to the issuing officer of the detonators, by the official conducting the test.* *(6) The staff in possession of detonators must not make any improper use of them.*	
3.78	**Duties of engine crew in respect of signals:-** (1) (a) The Driver shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not, (b) He shall not, however, trust entirely to signals, but always be vigilant and cautious. (2) When his engine explodes a detonator or when he notices a flare signal burning, he shall immediately bring his train to a stop and be guided by the signals that he may receive or if no hand signal or other signals are at once visible to him - (a) if it is day and he has a clear view of the line ahead, proceed very cautiously at such speed as will enable him to stop short of any obstruction. (b) if it is day and the view of the line is not clear or if it is night, or if the visibility is impaired on any account, proceed very cautiously on hand signals given by a member of the	***12.10***	***Duties of locomotive crew on exploding detonator:*** **-** *(1) When his locomotive explodes detonator(s), the Loco pilot shall immediately bring his train to a stop, inform the Guard if available) through approved means of communication and be guided by the Hand signal(s) that he may receive or if no Hand signal(s) or other signal(s) are visible to him;* *(a) the Loco pilot after stopping for 30 seconds by day and one minute by night shall proceed cautiously at a restricted speed of 15 kmph and be prepared to stop short of any obstruction for 500 mtrs. keeping a sharp look out;* *(b) after proceeding 500 mtrs. from the place where the detonator was exploded if the Loco pilot does not explode any more detonators or does not receive any*	Modified *Sub rule (1), (3) and (4) included as GR 13.18*

	engine crew or the Guard who shall walk ahead of the train for this purpose. (c) after proceeding 1.5 kilometres from the place where the explosion occurred or where flare signal was burning, if he does not explode any more detonators or sees no other signals, he may then resume authorized speed, and (d) report the incident to the next station or cabin. (3) If in consequence of fog or storm or for any other reason, the view of the signals is obstructed, the Driver shall take every possible precaution, so as to have the train well under control. (4) A Driver 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.		*Hand signal(s) or warning of an obstruction, he shall resume his authorised speed.* *(2) During bad weather impairing visibility after exploding detonators outside first stop signal, the Loco pilot shall take action to stop his train at the first stop signal and further, be guided by aspect of the signal.* *(3) The Loco pilot shall report the incident to the next station or cabin through approved means of communications.*	
		12.11	***B- OTHER AUDIO VISUAL AIDS*** ***Other audio visual aids:-*** *Every railway shall frame rules under special instructions for working and use of such devices, depending on the device which are provided and are on use on their system.*	*New Rule*
3.63	**Replacement of a 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.			*Deleted and included in Rule 12.05*
3.65	**G. Flare Signals** **Description of flare signals:-** A flare signal, which includes a fuse, emits a bright red flame when lighted and is used for warning the Driver of an approaching train of any obstruction.			*Deleted*
3.66	**Use of flare signals:-** When it becomes necessary to protect an obstruction in a block section, a flare signal may be used, as prescribed by Special Instructions, while the railway servant proceeds to place detonators.			*Deleted*

3.67	**Knowledge and possession of flare signals**:- (1) (a) All concerned railway servants on whom this duty is laid by the Railway Administration shall keep a stock of flare signals. (b) The Railway Administration shall be responsible for the supply, renewal, periodical testing and safe custody of such flare signals, and for ensuring that their use is properly understood. (c) The Railway Administration shall supply every Guard, Driver and Patrolman working on the Double or Multiple line, Ghat, Suburban or Automatic Block Territories with one fusee. The Railway Administration shall supply:- every Gateman working on Double or Multiple line, Ghat, Suburban or Automatic Block Territories with three fusees; and every Gateman working on Single line section with one fusee. (2) Every railway servant concerned with the use of flare signals 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 flare signals have a correct knowledge of their use.			*Deleted*

Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
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 over such points, and (c) keep the signal or signals concerned at 'on' until the defect is rectified.	***13.01***	***CHAPTER XIII*** ***FAILURES,UNUSUAL OCCURRENCES AND ACCIDENTS*** ***A -* Defective or damaged points etc.-** **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 *SM on duty*. (2) The *SM on duty*, on becoming aware of such defective or damaged points etc., shall – *(a) immediately inform the railway servant responsible for maintenance and have the defect rectified.* (b) arrange to ensure the safe passage of trains over such points, and (c) keep the signal or signals concerned at 'ON' until the defect is rectified. *(3) Points shall be treated as defective when-* *(a)They fail to respond correctly to the operation of the device which controls their operation, such as lever, slide or a switch etc. from normal to reverse and vice-versa.* *(b) They fail to respond correctly to the operation of the device for locking the points.* *(c) Electrical indication regarding setting and/or locking fails to appear.* *(d) Any component or part of the point layout is damaged or missing.* *(4)When the points become defective, the SM on duty should inspect them personally or get them inspected*	Modified

			through competent railway servant of operating department (to be specified in SWR):- *(a) In case the defect is caused by an obstruction between the switch and stock rails, the obstruction should be removed and the point(s) tested again to see whether it functions satisfactorily.* *(b) (i) In case the defect is due to other causes the SM on duty or a competent railway servant (to be specified in SWR) must decide whether the points can be set correctly and clamped/cotterbolted and padlocked in one position or the other for the movement of trains.* *(ii) If he can clamp/cotterbolt and padlock them, he may authorise train movement over interlocked points treating them as non-interlocked, at a restricted speed of 15 kmph in the facing direction and 50 kmph in the trailing direction.* *(c) Signals controlling the movement of trains over points which are clamped/cotterbolted and padlocked shall be treated as defective and trains shall be worked as prescribed under rule 13.06 and/or rule 13.07.*	
3.74	**H. Defective fixed Signals and Points** **Absence of a fixed signal or a signal without a light:-** (1) (a) If there is no fixed signal at a place here 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 Driver 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 Driver finds the signal light extinguished, he shall bring his train to a stop at such signal. If he finds that the day aspect of such	***13.02***	***B - Defective Signals*** ***Signal Defects: -*** (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: *(2) In Semaphore signalling territory, during night or*	Modified

	signal is clearly visible and is satisfied that the signal is in the 'off' position, he shall proceed past it upto the station cautiously at a restricted speed obeying all intermediate Stop signals, if any, relating to him, and report the matter to the Station Master for necessary action. (2) At stations equipped with a colour light signal provided with a 'P' marker, the Driver shall bring his train to a stand if it does not show any light or shows an imperfect aspect and having satisfied himself that the signal is provided with a 'P' marker, shall proceed		*bad weather impairing visibility, if the Loco pilot of approaching trains only, finds the light of a stop signal extinguished, he shall bring his train to a stop at such a signal. If he finds that the day aspect of such a signal is clearly visible and is in 'OFF' position, he shall sound prescribed whistle code and proceed past it upto the station cautiously at a restricted speed not exceeding 15 kmph, obeying all intermediate stop signals, if any, relating to him, and report the matter to the SM on duty for necessary action. The SM on duty shall make arrangements to relight the signal and inform the Controller.* *(3) (a) In case a colour light stop signal changes its aspect from green/yellow to red and vice-versa or is flickering, it shall be considered as showing the most restrictive aspect. If the signal subsequently assumes a steady aspect and remains steady for 30 seconds, the Loco pilot should take further action according to the aspect so shown by the signal. If, however, the signal continues to change its aspects from green/yellow to red and vice-versa or continuous to flicker and does not assume a steady aspect for 30 seconds, the signal should be treated as defective. The Loco pilot shall take further action in accordance with the relevant rules for passing that defective signals at 'ON'. He shall report about such defective signal to the SM on duty.* *(b) In case signals become blank due to power interruption, they shall assume same aspect as they were showing before power interruption.*	*Rule 3.74 (2) deleted and included in Rule 13.04*

	preparing to stop at the next Stop signal and shall be guided further by its aspect.			
3.68	**Duties of Station Master generally when a signal is defective :-** (1) As soon as a Station Master becomes aware that any signal has become defective or has ceased to work properly, he shall - (a) Immediately arrange to place the signal at 'on' if it is not already in that position; (b) depute competent railway servants with such hand signals and detonators as may be required to give signals at the foot of the defective signal until he is satisfied that such signal has been put into proper working order; (c) take action in accordance with Rules 3.69 and 3.70 as may be required for movement of trains past the defective signals; and (d) report the occurrence to the railway servant responsible for the upkeep of the signals, and if the section is controlled, the Controller also. (2) When the Station Master receives information of any defect in a signal not pertaining to his station from the Driver 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 Centralized Traffic Control territories, the Centralized Traffic Control Operator on becoming aware of such defects, shall take action in accordance with Special Instructions.	***13.03***	**Duties of *SM* generally when a signal is defective:-** (1) As soon as a *SM on duty* becomes aware that a 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)* take action in accordance with rules *13.06* and *13.07* as may be required for movement of trains past the defective signals; and *(c)* report the occurrence to the railway servant responsible for *maintenance* of the signals, and *also to the Controller in controlled sections.* (2) When the *SM* on duty 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 *SM* on duty 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 *CTC* territories, the *CTC* Operator on becoming aware of such defects shall take action in accordance with the special instructions. *(4) In case of a signal having been taken 'OFF' not returning to the 'ON' position when its lever/switch/button etc. is put back, it shall be replaced in the 'ON' position by disconnecting the wire or by any other means available. At night or in case of a colour light signal during day or night the green light of such a signal shall be extinguished.* *(5)(a) At station where signal(s) is defective and position of points is indicated on SM's operating panel or at cabin(s) through mechanical, electric or any*	Modified

			other indication approved under special instructions, the SM/ Switchman/ Cabinman responsible to operate the points shall confirm the correct setting and locking of points through the indication(s) appearing. In such a case clamping/cotterbolting of facing points is not required. However, reception/despatch of trains shall be arranged as per the procedure prescribed in these rules for reception/despatch of trains on defective signal(s). *(b) In case indication does not appear, the facing points shall be clamped/cotter bolted before reception/despatch of trains is arranged as per the procedure prescribed in these rules for reception/despatch of trains on defective signal(s).* *(6) At stations where position of points is not indicated to the SM/ Switchman/ Cabinman on duty concerned through mechanical, electric or any other means approved under special instructions and in case the signal is defective, the concerned points shall be treated as defective and they shall be clamped/cotter bolted before reception/despatch of trains is arranged as per the procedure prescribed in these rules for reception/despatch of trains on defective signals.* *(7) Defective interlocking - When interlocking fails or becomes defective at an interlocked station, the relevant signals shall be treated as defective.* *(8) In case a shunt signal where provided is defective rule 3.14(10) shall apply and shunting operations will be guided by Hand signals to be given by the person incharge of shunting operations. The person-incharge of shunting operation shall ensure that all relevant points are properly set and facing points locked or are clamped/cotterbolted.* *(9) Reporting of defective signals to the signal*	

			Maintenance staff- *(a) In case the signal(s) become defective, the SM on duty shall immediately report such defect(s) to the concerned signal maintainer(s) through approved means of communication or in writing. In addition the SM on duty shall advise the JE/SE (Signal), the Controller and other officials concerned. The SM on duty shall also make an entry of the failure immediately in the Signal Failure Register.* *(b) On arrival, the signal maintainer shall report to the SM on duty, inspect the defective gear, issue disconnection memo (if required) rectify the faults and certify the failure in the Signal Failure Register.*	
3.71	**Warner or Distant signals defective in the 'off' position** (1) (a) If a Warner signal on a post by itself or a Distant signal is out of order and cannot be kept in the 'on' position, a Stop hand signal shall be shown at the foot of the signal. At night, the light or lights of the signal shall be extinguished and the train, after being first brought to a stand, may then be hand-signalled past the signal. Advice of the defective signal shall be given to the Drivers of trains at the station in rear warning them to stop at such signal. (b) If a Warner signal placed below a Stop signal becomes defective and cannot be kept in the 'on' position, the Stop signal above it shall be treated as defective and by night the light of the Warner signal shall be extinguished. (2) If the Warner or distant signal of an Intermediate Block Post is defective and cannot be kept in the 'on' position, the Intermediate Block Stop signal shall also be kept at 'on' and treated as defective and action taken as per Rule 3.75.	***13.04***	**Warner or Distant signals defective: -** *(A) Without light-* *(1)(a) at stations equipped with a colour light signal provided with a 'P' marker or in a semaphore signalling territory a Warner signal on a post by itself or a Distant signal during night or bad weather impairing visibility is found without light or shows an imperfect aspect (other than 'OFF' aspect), the Loco pilot shall immediately control his train and shall proceed preparing to stop at the next stop signal and shall be guided further by the aspect of the stop signal; and* *(b) inform the SM on duty about the condition of Distant/Warner signal through approved means of communications.* *(B) In the 'OFF' position:-* (1) (a) *if a Warner signal on a post by itself or a Distant signal is out of order and cannot be kept in the 'ON' position, the SM on duty shall try to put the signal at 'ON' position. The light of the Semaphore arm signal shall be extinguished. Having failing to do so*	Modified

			the SM on duty shall advice the SM on duty at the station in rear and at nominated station to stop and warn the Loco pilots of all approaching trains through Caution Order that the Warner/Distant signal at his station has failed in 'OFF' position. On receipt of such Caution Order the Loco pilot shall take action as prescribed under rule 13.04 (A) (1) (a). *(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 the light of the Warner signal shall be extinguished.* *(2) If the Warner or Distant signal of an IBP/IBH is defective and cannot be kept in the 'ON' position, the IBP/IBH signal shall also be kept at 'ON' and treated as defective and action taken as per rule 13.08.* *(3) If the Warner/Distant signal of L C Gate stop signal has become defective in the 'OFF' position and cannot be kept at 'ON', signal light shall be extinguished and the Gateman shall intimate this fact to the SM on duty of the station having telephonic communication with L C Gate. The SM on duty, on receipt of this information shall advise the SM on duty of the station immediately in rear of the L C Gate under exchange of Private Numbers. SM on duty in rear of the L C Gate shall take action as prescribed under rule 11.08(3) (B) and 11.08 (3)(C), and till such time the first train is notified by the notice station stop all trains and issue Caution Orders to the Loco pilot of each train to pass the defective Warner/Distant signal cautiously and further act on the aspect of the L C Gate stop signal ahead.*	

3.72	**Warner not to be used when Stop signal is defective:-** Whenever a Stop signal is defective or ceases to work properly at a station provided with Warners, the Warner applying to the line to which the defective Stop signal applies shall be kept at 'on' until the defective Stop signal is rectified.	***13.05***	**Warner not to be used when stop signal is defective** Whenever an approach stop signal is defective or ceases to work properly at a station provided with Warner *signal(s),* the Warner *signal* applying to the line to which the defective stop signal applies shall be kept at 'ON' until the defective stop signal is rectified.	Modified
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 Drivers of approaching trains may be warned of the defective signal and issued a written authority to pass such signal on receipt of Proceed hand signal at the foot of the defective signal. (2) The Station Master in rear as referred to in sub-rule (1) on receiving the advice of the defective signal, shall immediately acknowledge it and advise the Station Master of the station where the signal has become defective, of the number of the first train which will be notified of the defective signal and again on receipt of the advice that the defective signal has been put into proper working order, shall advise the number of the train so notified last. (3) The Station Master of the station where the signal has become defective shall before authorizing a train to pass the defective signal ensure that the conditions for taking off that signal have been fulfilled. He shall then authorize the Driver to pass the defective signal at 'on' in one of the following manners- (a) When the Driver of an approaching train has been	***13.06***	**Duties of *SM* when an approach stop signal is defective:-** (1) *(a)* In the event of an Outer or Home*, second and subsequent Home or routing Home* becoming defective, the *SM* on duty shall advise the station in rear and*/or* the nominated station *(to be notified in WTT) under exchange of Private Numbers, in case prescribed authority to pass the defective signal {T1306(1)} is required to be issued from station in rear or nominated station.* (b) *If a Calling-on signal or a signal post telephone* is provided on the defective signal advice as mentioned in sub rule 1 (a) above is not required. *(c) In colour light signalling territories if light of approach signals are extinguished due to any reason, the SM on duty shall take action as prescribed under rule 4.31 (6).* *(d) If prescribed authority to pass such defective signal {T1306 (1)} is issued from station in rear or from nominated station, he shall depute a railway servant to exhibit* proceed hand signal at the foot of the defective signal (other than Outer signal). (2) The *SM on duty* in rear *or at nominated station* as referred to in *sub-rule (1) (a)* on receiving the advice of the defective signal, shall immediately acknowledge it and advise the *SM* on duty of the station where the signal has become defective, of the number of the first	Modified

	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 Driver of an approaching train has not been advised of the defective signal at a station in rear - by having a written authority, authorizing the Driver to pass the Driver 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 Driver 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.		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) *If a Loco pilot has not been authorised to pass defective signal as prescribed in sub-rule (1) above,* the *SM on duty* of the station where the signal has become defective shall, before authorising a train to pass the defective signal ensure that the conditions for taking off that signal have been fulfilled. He shall then authorize the *Loco pilot* to pass the defective signal at 'ON' in one of the following manner- *(a) by conducting a check that the condition for taking 'OFF' the Calling on signal is fulfilled and then* by taking 'OFF' the Calling-on signal where provided *or* *(b)* by authorizing the *Loco pilot* to pass the defective signal at 'ON' over the signal post telephone where provided, in accordance with special instructions *or* *(c) by authorizing the Loco pilot to pass the defective signal at 'ON' through approved means of communication where permitted under special instructions. While authorising, the SM on duty shall repeat the name of his station along with a Private Number and train number to the Loco pilot of the train which is authorised to pass defective signal at 'ON'. The Loco pilot shall repeat the number of his train to the SM to confirm the receipt of Private Number before passing such defective signal; or* *(d)* authorizing the *Loco pilot* to pass the defective signal at 'ON', by a *prescribed* written authority *{T1306(2)} to be* delivered at the foot of the defective signal through a competent railway servant. *(e)* in case an approach stop signal goes to 'ON' in face of an approaching train, the Loco pilot of the train shall	

			report the incident to the SM on duty through approved means of communication. The SM on duty after satisfying himself that the route for the signal which was taken 'OFF' shall authorised to pass the concerned signal(s) or to continue his journey if he has already pass the signal(s) as provided under sub-rule (c) above. (4) *In case of two aspect signalling territory, when the Home signal is 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 except that after the train has come to stop at Outer, the Loco pilot may be authorised by station manager on duty on approved means of communication to pass the Outer signal at 'ON' and stop at Home signal and then pass the same as provided under rule 13.06(1) to (3). Under such circumstance(s), line beyond Home signal shall not be obstructed.* *(5) In case the gate boom of a traffic LC Gate at a station worked with panel/RRI/SSI is broken which leads to failure of either the gate signal or of the gate/approach signal(s) and where alternative arrangement of closing the LC Gate through chain or otherwise is available but locking arrangement is not available by which signals can be taken 'OFF', the SM on duty shall take following action –* *(a) SM on duty will confirm from the gateman that he can ensure closure of the gate by a chain or otherwise when advised to do so;* *(b) advise the railway servant of S&T department on duty in writing to disconnect the signal from the boom locking arrangement and to confirm disconnection of the signal from boom locking arrangement through disconnection memo (S&T 405);* *(c) advise the SM of station in rear and/or SM of the*	

			notice station to issue Caution Order to the Loco pilot(s) to pass the defective gate cautiously at a restricted speed not exceeding 15 kmph; *(d) advise and ensure from the gateman that the LC Gate has been closed by chain or otherwise under exchange of Private Number before taking 'OFF' the concerned signal protecting the LC Gate which has been disconnected by the railway servant of S&T department.* *(e) ensure clearance of line and setting of route by observing the position of the track circuit of the section ahead beyond the gate signal or of the gate/approach signal(s) on panel/RRI/SSI or through physical check.* *(f) when gate boom is put right, the railway servant on duty of S&T department will again reconnect the disconnected gear of gate boom with signal(s) concerned and issue reconnection memo (S&T 405). Thereafter, the normal working shall be resumed.*	
3.70	**Duties of Station Master when a departure Stop signal is defective:-** (1) In the event of a Starter becoming defective, the Station Master may authorize the Driver to pass such signal by a written authority which shall be handed over to the Driver at the station where the defective signal is located and in addition thereto, a competent railway servant shall show hand signals to the departing train in accordance with the instructions of Station master or by taking 'off' the Calling-on signal, if provided under sub-rule (2) of Rule 3.13, after the train has been brought to a stand at the defective signal. (2) In the event of an Advanced Starter becoming defective, hand signals may be dispensed with and the Station Master may authorize the Driver to pass such signal by a written authority, which shall be handed over to the Driver at the station, where the defective signal is	***13.07***	***Duties of SM when a departure stop signal is defective:-*** *(1) In the event of a Starter and/or Intermediate Starter becoming defective, the SM on duty may authorize the Loco pilot to pass such signal after the train has been brought to a stand at the defective signal -* *(a) by taking 'OFF' the Calling-on signal, if provided under sub-rule (2) of rule 3.13, after ensuring that the conditions for taking 'OFF' the departure stop signal above it have been fulfilled; or* *(b)(i) By authorising the Loco pilot through prescribed authority on Form T1307 to pass the signal at 'ON' after verifying the correct setting and locking (in the case of mechanical signalling) of the route. A competent railway servant shall also be deputed to*	Modified

	located: Provided that in exceptional circumstances where, under approved Special Instructions, an Advanced Starter protects any points, hand signals shall not be dispensed with. (3) For the purpose of handing over the written authority mentioned in sub-rules (1) and (2), the train shall be stopped at the station where the defective signal is located. The written authority to pass a defective departure Stop signal shall not be handed over to the Driver 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.		*exhibit proceed Hand signal at the foot of Starter signal. The competent railway servant shall verify the correct setting and locking of the point in the route nearest to the location of the signal before exhibiting Hand signals.* *(ii) In case more than one Starter signal(s) are provided and become defective competent railway servant shall exhibit hand signal at the foot of first Starter signal. SM on duty shall make a remark on the prescribed authority (T1307), authorising the Loco pilot to pass other Starter signal(s) without exhibition of Hand signals.* *(c) When a Starter signal is the last stop signal, sub-rule (2) below shall also be applicable.* *(2) In the event of an Advanced Starter becoming defective, the SM on duty shall authorize the Loco pilot to pass such signal by a prescribed written authority (T1307). In addition on single line authority to proceed (token/tablet or paper Line Clear ticket) and on double line PLCT (Form T 629 Up or T629 DN as the case may be) shall also be handed over to the Loco pilot.* *Provided that on double line when Line Clear has been obtained on block instrument/block proving by axle counter or other such device, only prescribed authority to pass the Advanced Starter signal at 'ON' on Form T1307 shall be handed over to the Loco pilot with remark that Line Clear has been obtained mentioning the Private Number obtained from the station in advance.* *Provided further that where, under approval of Railway Board, an Advanced Starter protects any points, a competent railway servant shall also be deputed to exhibit proceed hand signal at the foot of such Advanced Starter signal.*	

			(3) At stations worked with IBP(or at stations from which IBP is controlled)- *(a) In case Advanced Starter signal is defective and IBP is working: - all the trains must be stopped at the station. The SM on duty after ensuring that the block section between Advanced Starter and IBP is clear with the help of clear indication of axle counter/track circuit or similar such device, shall issue an authority to the Loco pilot to pass the Advanced Starter signal at 'ON', on prescribed form T1307 by filling the number of defective Advanced Starter in the proper column and also endorse his Private Number in the column prescribed for the purpose and with remarks that 'You are authorised to proceed up to IBS and further guided by its aspect'.* *(b) Advanced Starter and IBP both are defective:- In the event both Advanced Starter and IBP are defective, both block sections shall be treated as a single block section. All trains must be stopped at the station and an authority, to pass Advanced Starter signal and IBP at 'ON' on form T1307 shall be handed over to the Loco pilot, clearly mentioning in the authority that 'Line Clear' has been obtained from the station in advance and quoting the Private Number received from the station in advance, in the space provided.* *(4) If a train stands with locomotive beyond Starter and has to be started from that position, the SM will take 'OFF' the Starter signal (if interlocking permits) and advise Loco pilot of the train on approved means of communications or in writing to start. In case the Starter signal cannot be taken 'OFF' due either to occupation of tracks circuited section or interlocking not permitting, the SM on duty will issue a written*	

			advice to the Loco pilot to start his train. The SM on duty, before issuing such advice, shall ensure that everything is all right, for the train to be started. The SM shall advise the Guard (if available) of the fact through approved means of communication. The Loco pilot shall give prescribed whistle to appraise the Guard that he has received written advise from the SM to start. *(5) In case the gate boom of a traffic LC Gate at a station worked with panel/RRI/SSI is broken and the it not possible to close and lock the LC Gate which renders failure of departing signal(s) other than the last stop signal, sub-rule (5) under rule 13.06 shall be applicable except that the SM on duty at the station where such defect has occurred shall issue a Caution Order.*	
3.75	**Passing of Intermediate Block Stop signal at 'on':-** (1) When a Driver finds an Intermediate Block Stop signal at 'on', he shall stop his train in rear of the signal and contact the Station Master of the block station in rear on the telephone, if provided on the signal post. (2) The Station Master shall authorize the Driver 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 Driver after waiting for 5 minutes at the signal shall pass it at 'on' and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding 15 kilometres an hour if he has a good view of the line ahead, otherwise at a speed not exceeding 8 kilometres an hour and report the failure to the Station Master at the block station ahead. (4) The Station Master of the block station working the Intermediate Block Stop signal on becoming aware that such a signal is defective shall, before dispatching a train, treat the entire section upto the block station	***13.08***	***Duties of SM of controlling station when* IBP stop signal *is defective:*-** *(1) If the SM on duty of the controlling station on being advised by the Loco pilot on telephone (provided at IBP post or through approved means of communication) of the fact that the IBP stop signal is at 'ON' and/or defective, he shall obtain 'Line Clear' for the train from the station in advance and authorize the Loco pilot to pass the IBP stop signal at 'ON', and enter the block section ahead. He shall also advise the Loco Pilot of the Private Number under which he had received the 'Line Clear' from the station in advance. The Loco pilot will record this Private Number in his handbook and thereafter proceed further at the normal speed observing other speed restrictions in force, if any.* *(2) The SM on duty of the block station working the IBP stop signal on becoming aware that such a signal*	Modified *Sub-rule (1) (3) included in GR 13.14*

	immediately ahead of the Intermediate Block Post as one block section and issue a written authority to the Driver to pass defective Intermediate Block Stop signal at 'on', without stopping at the signal, in accordance with the procedure prescribed by Special Instructions.		*is defective shall, before dispatching a train, treat the entire section upto the block station immediately ahead of the IBP as one block section. He shall take action as prescribed under rule 13.07(3)(b). The Advanced Starter controlling entry of trains in block section between the block station despatching the train and Intermediate Block stop signal may be taken 'OFF'.*	
14.14	**Closing of Intermediate Block Post -** If the electrical block instruments provided at the stations on either side of an Intermediate Block Post or the track circuiting provided beyond the last Stop signal, or the axle counters provided at either end of block section, fail, the Intermediate Block Stop signal shall be treated as defective and the Intermediate Block Post shall be deemed to be closed and the section between the stations on either side of the Intermediate Block Post shall be treated as one block section.	***13.09***	**Closing of Intermediate Block Post -** *If the block instruments provided at the block stations on either side of an IBP or the track circuit provided beyond the last stop signal, or the axle counters or any other device for obtaining/granting Line Clear provided at either end of block section have become defective, the Intermediate Block stop signal shall be treated as defective. The IBP shall be closed and the section between the block stations on either side of the IBP shall be treated as one block section. Trains shall be worked as prescribed under rule 13.08(2).*	Modified
3.76	**Intimation to officials when defects remedied:-** As soon as a defective signal has been put into good working order, the Station Master shall intimate the fact to the officials who were advised of its being defective.	***13.10***	**Intimation to officials when defects remedied -** *As soon as a defective signal has been put into working order, the SM on duty shall intimate the fact to the officials who were advised of the defect.*	No Change
3.80	**Duties of Driver when an approach Stop signal is 'on' or defective:-** (1) The Driver of a train shall not pass an Outer, a Home or a Routing signal that refers to him, when it is 'on' or defective, unless- (a) he has, at a previous station, received notice in writing specifying that the signal is out of order and unless he also receives a Proceed hand signal from a railway servant in uniform at the foot of such signal; or (b) after coming to a stand, he is either given a written authority by the Station Master to proceed past such signal or is authorized by a Calling-on signal in the 'off' position or is authorized by the Station Master over the	***13.11***	**Duties of *Loco pilot* when an approach stop signal *is defective* -** (1) The *Loco pilot* of a train shall not pass an Outer, Home*, second and subsequent Home or routing Home* signal that refers to *his train, when it is 'ON' or defective unless-* (a) he has, at a previous/nominated station, received *a prescribed written authority on form T1306(1)* specifying that the signal is out of order and he also receives a proceed Hand signal from a railway servant at the foot of such signal; or (b) after coming to a *stop*, *he is either authorised by:-*	Modified

	signal post telephone in accordance with Special Instructions. (2) The Driver of a train while passing an Outer, a Home or a Routing signal, when it is 'on' or defective, shall ensure that the speed of his train does not exceed 15 kilometres an hour.		*(i) a Calling-on signal in the 'OFF' position;* *(ii) the SM over the signal post telephone or through approved means of communication supported by a Private Number as prescribed under rule 13.06(3)(c);* *(iii) being given a prescribed written authority on form T1306(2) duly signed by the SM on duty to proceed past such signal at the foot of the defective signal.* *(iv) in case an outer signal at 'ON', the Loco pilot after stopping at outer signal, may pass it at 'ON' as prescribed in rule 13.06(4) and proceed upto the home signal.* *(c) after being authorised to pass the defective signal the Loco pilot shall not pass the same at a speed exceeding 15 kmph.* *(d) in case he is advised through Caution Order from the station in rear/notice station regarding failure of LC Gate boom and to pass approach/ gate signal, he shall pass the concerned signal(s) cautiously after ensuring that the LC Gate is closed, at a restricted speed not exceeding 15 kmph.*	
3.81	**Duties of Driver when a departure Stop signal is 'on' or defective:-** (1) The Driver of a train shall not pass a departure Stop signal that refers to him, when it is 'on' or defective, unless his train has been brought to a stop at the station where the defective signal is situated and he is authorized to do so- (a) by a written permission from the Station Master, in addition, 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	***13.12***	**Duties of *Loco pilot* when a departure stop signal *is defective* -** *(1) The Loco pilot of a train shall not pass a Starter and or an Intermediate Starter signal that refers to him at 'ON' or in defective condition, unless his train has been brought to a stop at the station where the defective signal is situated and authorised to do so as prescribed under rule13.07 (1) (a) or (b).* *(2) In the case of a last Stop signal, he shall not pass such signal, at 'ON' or when defective, unless he is also in possession of an authority to proceed under the system of working in addition to authority to pass such defective signal at 'ON' as prescribed under rule*	Modified

	under approved Special Instructions, vide sub-rule (2) of Rule 3.13. (2) In the case of a last Stop signal, he shall not pass such signal, when 'on' or defective, unless he is also in possession of a proper authority to proceed under the system of working.		*13.07(2).* *(3) in case he is advised through Caution Order to pass signal(s) (other than last stop signal) interlocked with traffic LC Gate and is advised of failure of or damage to gate boom, he shall pass the concerned signal(s) cautiously after ensuring that the LC Gate is closed, at a restricted speed not exceeding 15 kmph.*	
3.79	**Duties of Driver in respect of a Calling-on signal** The Driver 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.	***13.13***	**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. After stopping if he finds that the Calling-on signal is taken 'OFF' or has been taken 'OFF' in advance as permitted by special instructions under rule 4.27, he shall, draw ahead with caution and be prepared to stop short of any obstruction. The Loco pilot of an approaching train must draw his trains ahead close upto the foot of the stop signal below which a Calling-on-signal is provided.*	No Change
3.75	**Passing of Intermediate Block Stop signal at 'on':-** (1) When a Driver finds an Intermediate Block Stop signal at 'on', he shall stop his train in rear of the signal and contact the Station Master of the block station in rear on the telephone, if provided on the signal post. (2) The Station Master shall authorize the Driver 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 Driver after waiting for 5 minutes at the signal shall pass it at 'on' and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding 15 kilometres an hour if he has a good view of the line ahead, otherwise at a speed not exceeding 8 kilometres an hour and report the failure to the Station Master at the	***13.14***	**Passing of Intermediate Block Post stop signal at 'ON' –** *(1) When a Loco pilot finds an IBP stop signal at 'ON', he shall stop his train in rear of the signal and contact the SM on duty of the controlling station on the telephone, if provided, on the signal post or on approved means of communications if telephone is not provided or out of order and act further as per instructions of SM on duty as prescribed under rule 13.08.* *(2) If the Loco pilot is unable to contact the SM on duty of the controlling station, he shall after waiting for two minute or for such lesser time as prescribed under special instructions (which shall not be less than 30*	Modified *Sub-rule (2) & (4) included in GR 13.08*

	block station ahead. (4) The Station Master of the block station working the Intermediate Block Stop signal on becoming aware that such a signal is defective shall, before dispatching a train, treat the entire section upto the block station immediately ahead of the Intermediate Block Post as one block section and issue a written authority to the Driver to pass defective Intermediate Block Stop signal at 'on', without stopping at the signal, in accordance with the procedure prescribed by Special Instructions.		*seconds) at the signal, advise the Guard of the fact by sounding prescribed code of whistle and/or through approved means of communication. After exchanging all right signals with the Guard, he shall pass the IBP stop signal at 'ON' and proceed cautiously into the block section ahead and be prepared to stop short of any obstruction, at a speed not exceeding 25 kms. an hour if he has a good view of the line ahead, otherwise at a speed not exceeding 15 kmph. The Loco Pilot shall be extremely vigilant and cautious and be on the look out for any possible obstruction right upto short of the first stop signal of block station in advance and shall act upon indication only after he has reached to the foot of that signal. He will report the failure to the SM on duty at the block station ahead.*	

3.73	**Passing of a gate Stop signal at 'on':-** (1) When a Driver 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 Driver 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 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 Driver finds, after stopping at the signal that there is no 'G' marker, he shall proceed further only in accordance with the procedure laid down under Special Instructions.	***13.15***	**Passing of a L C 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 unless he sees that the gate ahead is closed, bring his train to a stop in rear of the signal.* *(2) (a) if the L C Gate stop signal is provided with a 'G' marker, the Loco pilot shall wait at the signal for 30 seconds 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 and/or gate is closed proceed further past the gate cautiously, or* *(c) if the gate is not closed, 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 Gateman, the Assistant Loco pilot or Guard (in case of trains being worked with single Loco crew) shall hand signal the train past the L C gate.* *(3) If the Loco pilot finds, after stopping at the signal that there is no 'G' marker, he shall proceed further only in accordance with the procedure laid down under special instructions.* *(4) The Guard and Loco pilot shall report the occurrence at the next block station.*	Modified
14.13	**Failure of electrical block instruments or track circuits or axle counter –** (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	***13.16***	***C - Failure of instruments or other equipments for obtaining/ granting Line Clear and other signalling equipment*** ***Failure of instruments or other equipments for obtaining/granting Line Clear and other signalling equipment:-*** *(1) (a)As soon as the block instrument or other equipments for obtaining/granting Line Clear and other signalling equipment fails, the SM on duty must*	Modified

	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.		*place a placard bearing the words 'Block Instrument Failed' on the instrument to indicate visually that it has failed. Line Clear shall be obtained through one of the means of Communication as specified in rule 6.24(1)(b)to(h) for obtaining /granting Line Clear. SM on duty will thereafter issue a PLCT to the Loco pilot on form T 1316 (Up) or T 1316 (Down).* *(b)* Failure of telephone attached to instrument for obtaining/granting Line Clear or block instrument has become defective, the instrument for obtaining/ granting Line Clear or block instrument shall not be treated as defective. The SMs on duty shall at both ends of concerned block section shall communicate with other means of obtaining/granting Line Clear as prescribed under rule 6.24 (1) (c) to (h).	
		13.17	***D - Temporary single line working on a double line section*** ***Working of trains temporarily on single line on a double line section:-*** *(1) Whenever an accident to a train or track or any other obstruction prevents the use of one of the lines on a double line section the traffic may temporarily be worked on clear line as single line under one of the following systems: -* *(a) by obtaining 'Line Clear' on one of the means of communication as specified in rule 6.23(1)(b)to(h) or;* *(b) by installing single line block instruments and SLBs demarcating the block section in the wrong direction, if the affected line is likely to remain out of use for a substantial period.* *(2) On receipt of information in writing or on approved means of communication that one line is clear, the SM on duty receiving such information shall take steps to introduce temporary single line working*	*New Rule*

			on that line in consultation with the Controller and the SM on duty of the station at the other end of the section. *(3) If there is reason to suspect that the line over which temporary single line working is to be introduced, is also fouled or damaged, temporary single line working must not be introduced until a responsible engineering official of the rank not less than that of PWS has inspected that section and certified that the track is safe for passage of trains.* *(4) Single line working shall be introduced between the nearest stations provided with crossover between up and down lines on either side of the obstruction. If there is an IBH or IBP between the above two stations, the same shall be closed.* *(5) 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 and locked in that position with SM's key throughout the period single line working is in force. In cases where there are no commutators as in case of BPAC, a placard saying 'Block Instrument out of use' shall be put on the Block Instruments. If the train is running on 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.* *(6) After ascertaining that one of the lines is clear for the passage of traffic, the SM on duty proposing single line working and the SM on duty at the other end of the affected section shall exchange messages containing the following information under exchange of Private Numbers on Form No. T 1317(1).*	

			(a) Cause of introduction of single line working, *(b) The line by which the single line working is proposed,* *(c) Place of obstruction,* *(d) Names of intermediate stations, if any, which would be out of use,* *(e) The number and the timings of the last train, which arrived or left the block station issuing the message.* *(7) Loco Pilot of each train shall be handed over an 'Authority for Temporary Single Line Working on Double Line Section' on Form No. T1317(2) after obtaining 'Line Clear' as prescribed under sub-rule (1) above. T1317(2) shall include:-* *(a) The line on which the train is to run;* *(b) The kms. between which the obstruction exists;* *(c) Speed restriction(s) if any on the section;* *(d) Authority to pass the last stop signal in '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.* *(e) In case of first train proceeding in wrong direction, a Caution Order to the Loco Pilot of the train shall be given asking him to inform all Gatemen and Trackman on the way about the introduction of temporary single line working and specifying the road on which the trains will run. This information may also be conveyed through the Loco Pilot of a subsequent train(s), if considered necessary.* *(8) The speed of the first train proceeding in wrong direction during temporary single line, will be restricted to 25 kms. per hour. Subsequent trains may run at their booked speed, subject to observance of speed restrictions. However, an Accident Relief*	

			Train/Medical Relief Van may be run at the normal speed subject to speed restrictions in force on the section, provided the approval of the Controlling Officer of the Accident Relief Train / Medical Relief Van is obtained and Controller is informed accordingly. *(9) In the case of a train proceeding on the right line the approach stop signals, if any, of the station in advance of the affected section, may be taken 'OFF'.* *(10) In the case of a train proceeding on the wrong line-* *(a) The train shall be piloted out of the station on written authority prescribed under sub-rule (7) 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 SM on duty of the station in advance shall depute railway servant at the foot of the signal (whichever the train would encounter first) who shall pilot the train into the station on a written authority T 1317(3).* *(d) If the Loco pilot finds that no railway servant has been deputed at the foot of the signal to pilot the train into the station, rule 11.44 shall be observed.* *(11) All interlocked cross over points in the facing direction, over which the train shall pass, while temporary single line working is in force shall be locked where interlocking permits. Otherwise such facing points and those non-interlocked facing points*	

			over which the train will pass shall be clamped/cotterbolted and padlocked. *(12) Resumption of normal working-* *(a) On receipt of a written certificate from engineering official not below the rank of PWS that the obstructed track is free and safe for passage of trains, the SM will issue a message on Form 1317(4) to the other station(s) under exchange of Private Numbers and decide, in consultation with Controller, the train after passage of which, the normal working shall be introduced.* *(b) When double line working is re-introduced, the Block Instruments and all fixed signals, including those of IBH/IBP which were treated as closed, shall be brought into use immediately. An entry shall also be made in the TSR 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 be given a Caution Order asking him to inform all Gatemen and Trackman on the way about the resumption of normal working.* *Note:-If there is a flow of trains in the proper direction i.e. signalled direction, temporary single line working can be cancelled and trains in proper direction worked as per normal train working. Temporary single line working may again be re-introduced for passing of trains in the wrong direction.*	

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 Driver of an approaching train the locality of a signal, two detonators shall be placed on the line, by a railway servant appointed by the Station Master in this behalf, about 10 metres apart, and at least 270 metres outside the signal or signals concerned. (2) (a) The Station Master may comply with the provisions of sub-rule (1) at his discretion; but shall always do so when visibility conditions from any cause prevent him from seeing a prescribed visibility test object from a distance of not less than 180 metres or a lesser distance if expressly sanctioned by the Railway Board. (b) The visibility test object may be- (i) a post erected for the purpose and lighted at night; or (ii) the arm by day and the light or the back-light by night of a fixed semaphore signal specified by Special Instructions; or (iii) the light of a fixed colour light signal both by day and night specified by Special Instructions.	***13.18***	***E - Working of Trains during bad weather impairing visibility*** ***Duties of SM and Loco pilot in case of bad weather impairing visibility:-*** *(1) When the SM finds that visibility has deteriorated, to an extent that he is unable to see the prescribed Visibility Test Object, he shall –* *(a) arrange to light signal lamps in case of semaphore arm signals.* *(b) arrange and depute fog signalman with hand signal lamp/torch and detonators to place detonators as prescribed under sub rule (4) of rule 12.05.* *(2) the visibility test object as prescribed in sub rule (1) shall be-* *(a) a post erected for the purpose and lighted at night and placed at a distance of not less than 180 metres or at a lesser distance, if expressly sanctioned by the Railway Board, from the centre of SM's office in either direction. It shall be painted alternatively black and white and will have a fixed white light during night;* *(b) the arm by day and the light or the back-light by night of a fixed semaphore signal specified in the SWR; or* *(c) the light of a colour light signal both by day and night specified in the SWR.* *(3) The SM on duty shall ensure that fresh supplies of detonators are sent to the men in replacement of those used.* *(4) 'Station Detonator Register' must be maintained at each station. The SM on duty will obtain the signature or left thumb impression of all men deputed and/or posted to his station as fog signalmen, as an acknowledgement that they understand the rules*	*New Rule* *Modified*

			relating to placement of detonators in this register. *(5) In bad weather impairing visibility, SE/JE (P. way) or P. way Gangmate must promptly arrange for regular Trackman to be deputed to place detonators on the rails, 250 mtrs away from the first caution signal in each direction when cautious driving is necessary due to repairs of the line or other works being in progress vide rule 14.09.*	
		13.19	***Duties of fog signal man during bad weather impairing visibility:-*** *(1) Each of the fog signalman shall carry a lighted hand signal lamp/torch in addition to detonators as prescribed under SWR of the station. The fog signalman shall place two detonators as prescribed in rule 12.05(4).* *(2) After the passage of each train over the detonators, which have been so placed on the rails, the fog signalman shall immediately replace them by two fresh detonators.* *(3) When the railway servant referred to sub-rule (1) above has placed one or more detonators on the line, he must withdraw beyond the safety radius of 45 metres from the detonator(s) before they are exploded by an approaching train. He shall be responsible for warning as far as circumstances permit, any person in the vicinity to stand beyond the safety radius.* *(4) On single line sections for trains leaving a station, the fog signalman deputed to place detonators shall show to Loco pilot a 'Proceed' (Green) Hand signal in accordance with rule 3.25, if he is unable to remove the detonator before passage of the train.*	*New Rule*

		13.20	***Duties of Loco pilot during bad weather impairing visibility:-*** *Depending upon the visibility, the Loco pilot shall work his train at such reduced speed as the situation warrants. The Loco pilot shall follow rule 12.10(2).*	*New Rule*
6.03	**Protection of trains stopped between stations-** (1) When a train is stopped between station on account of accident, failure, obstruction or other exceptional cause and the Driver finds that his train cannot proceed, he shall apprise the Guard of the fact by sounding the prescribed code of whistle or through other means and exchange Stop hand signals with him. (2) The Guard and the Driver shall then immediately take the following action in the rear and the front. (a) if the stoppage has occurred on a portion of the line adjacent to which are one or more parallel lines, whether of the same or different gauges, the primary duty of the Guard shall be protect or depute a competent railway servant to protect the obstruction on the adjacent line or lines on which trains run in the direction of the affected train unless it is quite apparent and clear that such adjacent line or lines are not obstructed. (b) Similarly, the primary duty of the Driver shall be to protect the obstruction on the adjacent line or lines on which trains run in the direction opposite to that of the affected trains. I after the obstruction on the adjacent line or lines has been protected, or when it has been ascertained that the adjacent line or lines is or are not obstructed, the line on which the train has stopped shall then be protected both in the rear and the front and (d) if subsequently the adjacent line or 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. (3) (a) The Guard shall either himself go back or send a competent person back to protect the train, if the Guard		*Amendment to GR 6.03, approved by Railway Board and issued to railways vide …….. instructing them to implement, Gazette Notification shall be issued later on is reproduced below:*	*no. to be provided*

	has deputed a competent railway servant to protect the train, he shall go to the Driver for consultation. (b) The person going to protect the train shall continuously show the Stop hand signal to stop any approaching train, and in addition to his hand signals, shall take detonators and place them upon the line on which the stoppage has occurred, as follows- (i) one detonator 400 metres from his train to be placed on the way out: and (ii) three detonators, 10 metres apart not less than 800 metres from his train or at such distance as has been fixed by Special Instructions: Provided that on the broad gauge the first detonator shall be placed at 600 metres and the three detonators at 1200 metres about 10 metres apart, from the place where the train has stopped. (c) If a person other than the Guard has gone to protect the train, he shall, after taking action as per clause (b) continue to show the Stop hand signal to stop any approaching train until he is recalled. (d) When the Guard has himself gone to protect the train , he shall, after taking action as in clause (b) , depute a competent railway servant , if available , to show a Stop hand 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 railway servant to show Stop hand signal as in clause (d) he shall after consultation with the Driver , once again returns to the place at which he placed three detonators showing the Stop hand signal to any approaching train and continue to do so until he is recalled. (f) When the Guard or the railway servant deputed by him is recalled, he shall leave the three detonators and on his way back pick up the intermediate detonator. (g) On a section of double or multiple lines, if assistance has been asked for, or on a single line section or during			

	temporary single line working on a section of double or multiple lines, the Driver shall at once show a Stop hand signal to the front, and proceed to protect the train in the manner prescribed in clause (b) and (f) either by going himself or by sending his Fireman or some other competent railway servant. (4) In case of a train without a Guard, the duties of the Guard, as laid down in this rule, shall devolve on the Driver or on a railway servant deputed by him.			
6.03	**E- Train Stopping, Delayed, Unable to proceed and Incapacitated in Block section etc.** **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 Driver 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 Driver shall switch 'ON' flasher light of his locomotive immediately to warn oncoming train. Thereafter, the Guard immediately exhibit hand danger signal towards the rear and check up that the tailboard or tail lamp/tail light is correctly exhibited and switch 'ON' flasher light, if provided, in the rear of the brake van. The Guard and the Driver to shall then immediately take the following action in the rear and the front, - (i) on a single line section or on a section of double or multiple lines when temporarily worked as a single line section; (a) the Guard shall either himself go back or send a competent person back to protect the train; if the Guard has deputed a competent person to protect the train, he shall confirm from the Driver for the protection of train in front through walkie-talkie or other means of communication between the Driver and the Guard. In absence of communication system between them, the Guard shall go to the Driver personally to confirm the	***13.21***	***F - Train Stopping, Delayed, Unable to proceed and Incapacitated in Block section etc.*** ***(A) Protection of trains stopped between stations on account of accident, failure, obstruction or any other cause on sections other than those worked under Automatic Block System: -*** *(1) If the train is stopped between stations for any reason, the Loco pilot shall switch 'ON' the flasher light of his locomotive immediately to warn oncoming train.* *(2) If the train can not proceed ahead, the Loco pilot shall immediately take following action--* *(a)* try to *warn Loco pilot(s) of the approaching trains about possible infringement of adjacent line through approved means of communication.* *(b) apprise the Guard (if available) of the fact by sounding the prescribed code of whistle or through approved means of communications and exchange Hand danger signals with him. The Guard shall confirm from the Loco pilot that protection of line(s) in front is being done.* *(c) the Guard shall immediately switch 'ON' flasher/blinker light, if provided, in the rear of the last vehicle of the train, exhibit hand danger signal towards the rear and check that the tailboard or tail lamp/tail light is correctly exhibited.*	*Modified*

	protection of train in front; (b) the person going back to protect the train shall continuously show his hand danger signal to stop any approaching train and in addition to his hand signal, shall take detonators and place them upon the line on which the stoppage has occurred, as follows- One detonator shall be placed at 600 metres from his train on way out and three detonators, at 1200 metres about ten metres apart from the place where the train has stopped; Provided that on the Metre and narrow gauge the first detonator shall be placed at 400 metres and the three detonators about ten metres apart, not less than 800 metres from his train or at such distance as has been fixed by Special Instructions, from the place where the train has stopped; (c) if a person other than the Guard has gone back to protect the train, he shall, after taking action as per Sub-clause (b), continue to show his hand danger signal to stop any approaching train, until he is recalled; (d) when the Guard has himself gone back to protect the train, he shall, after taking action as in sub-clause (b), depute a competent person, if available, to show a hand danger signal to stop any approaching train until he is recalled, and shall himself return to his train to ascertain the cause; (e) unless the Guard has succeeded in getting another competent person to show a hand danger signal, as in sub-clause (d), he shall, after consultation with the Driver, once again return to the place at which he placed three detonators, showing his hand danger signals to any approaching train and continue to do so until he is recalled; (f) when the Guard or the person deputed by him is recalled, he shall leave down the three detonators, and on his way back pick up the intermediate detonator; (g) on a section of double or multiple lines, when the		*(3) The Loco pilot and the Guard thereafter shall take the following action-* *(a) on a single line section or on double/twin single line/ multiple line section when temporarily worked as a single line section;* *(i) the Loco pilot shall depute the Assistant Loco pilot or any other competent railway servant to protect the train in front as prescribed under rule 12.05(1).* *(ii) the Guard shall either himself go back or send a competent railway servant to protect the train as prescribed under rule 12.05(1) and Notes in rule 12.05.* *(iii) in absence of communication system between Guard and Loco pilot, the Guard shall go to the Loco pilot personally to ensure protection of line(s) in front before proceeding to protect the line(s) from rear;* *(iv) when the Guard has himself gone back to protect the train, he shall, after protecting the train as prescribed in sub-rule (3) (a) (ii) above, depute a competent person, if available, to show a Hand signal to stop any approaching train until he is recalled.* *(b) on double/twin single line/ multiple line section where the trains approach from the opposite and/or same direction on any of the adjacent line-* *(i) the Assistant Loco pilot or any other competent railway servant going to protect the line(s) in front, shall first protect the adjacent line on which he sights a train approaching and thereafter protect the other adjacent line(s), if any, and then the line on which the disabled train is standing as prescribed under rule 12.05(1).* *(ii) the Guard or a competent railway servant going to protect the train in rear shall first protect the*	

	Driver comes to know that: (I) during the course of run of the train being driven by him the Driver 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 Driver 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 Driver 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 Metres in Broad Gauge or Metre Gauge/Narrow Gauge respectively and he is not in a position to reach at a distance of 1200 Metres or 800 Metres in Broad Gauge or Metre 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 Driver comes to know that: (I) during the course of run of the train being driven by him the Driver shall switch 'ON' the flasher light and		*adjacent line on which he sights a train approaching and thereafter protect the other adjacent line(s), if any, and then the line on which the disabled train is standing as prescribed under rule 12.05(1) and take action as per Notes in rule 12.05.* *Note:- (1) Rules regarding protection of line(s) on a particular section having multiple directional traffic may be prescribed under special instructions.* *(2) In case the cause of stoppage is known to the Loco pilot and Guard and whenever adjacent line(s) is not obstructed, action as specified under sub-rule (A) (1) and (A)(2) above is not required.* ***(B) Accidental train Parting: -*** If any portion of a train should, while in motion, become detached- (i) The *Loco pilot* shall use his judgment to keep the front portion in motion, if possible, until the rear portion has been brought to a stand so as to avoid the chance of a collision between the two portions; *and apprise the Guard (if available) and* the *Loco pilot of a banking or assisting locomotive(s), if any, about parting of the train by sounding prescribed code of whistle and through approved means of communications.* (ii) the *Guard (if available) in* the rear portion shall do all he can to prevent a collision with the front portion, and promptly apply their hand-brakes, where provided. (iii) The *Loco pilot* of a banking *or assisting locomotive(s),* if any shall bring the rear portion to a stand and *attract the attention of the Loco pilot in the front portion by sounding prescribed code of whistle and through approved means of communication.* (iv) As soon as the rear portion of a train has been	

	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 Driver shall in all cases switch 'ON' the flasher light and dim the head light at once and show a danger signal to the front to protect the adjacent line in front in the manner prescribed in clause (i) above either by going himself or by sending Assistant Driver 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. (b) In case it is not known whether the adjacent line is obstructed or not, the Driver shall take action to protect the adjacent line in the manner prescribed in clause (i) above. The Guard shall confirm from the Driver 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 Driver, 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		brought to a stand, the Guard *(if available)* of the train shall take steps to secure the vehicles in stationary position by applying hand brakes and wherever necessary and prescribed by *special instructions* by use of *wooden wedges/skids etc.* (v) The Guard shall indicate *and/or acknowledge* parting of the train, by waving *green flag* in repeated *up and down motions by day*, or a white light *up and down vertically as high and as low as possible by night and through approved means of communication*. (vi) When both portions of a parted train are brought to 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 *(iv), if the two portions can not be coupled, Loco pilot and Guard will take action as prescribed under rule 13.21(C) (ii) to (xiii).* (vii) 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 *SM* on duty as also the railway servant in charge of a cabin, if passed on the way, of the parting *by sounding prescribed code of whistle and through approved means of communication* 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. *(viii) When a portion of train is left on the line in the block section, no other train must be allowed to enter the section on same line until the remaining portion of the train has been brought to the station and block section cleared.* *(ix) When the Loco pilot is sent back to bring the*	

	on the nominated lines,- (a) as soon as the Driver comes to know that:- (I) during the course of run of the train being driven by him the Driver 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 Driver 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 lines on which trains normally run in the opposite direction is obstructed or when it is not known whether any such line is obstructed or not, the Driver 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		*portions left behind, he should be given an 'APWLC' in addition to the token or expired Line Clear ticket already in his possession.* ***(C) Working of train in two or more portions due to loco unable to haul the load or for any other reason:-*** *(i) In consequence of the inability of the locomotive to take the whole train forward or due to an accident or any other reason, when a train stops in the block section and is unable to proceed further, the Loco pilot shall apprise the Guard, if available, by sounding prescribed code of whistle or through approved means of communication.* *(ii) The Guard shall protect the train in rear as per rule 12.05(1).* *(iii) If the locomotive is capable of proceeding either with or without vehicles, the Guard shall before uncoupling, apply the hand brakes of 1/3rd of the load or at least of 10 vehicles whichever is higher keeping in mind the gradient to ensure it remaining stationary and to prevent it from rolling.* *(iv) When the Guard has taken action as provided for in sub-rule (iii), he shall give a prescribed written authority on (T 1321C) 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.* *(v) During night or bad weather impairing visibility, the Guard shall protect the remaining portion from front as per rule 12.05(1).* *(vi) On single line sections where token/tablet working is in force, the Loco pilot shall before leaving any portion of his train in a block section, hand over the token/tablet to the Guard from whom he shall obtain a written receipt. The Guard shall retain the*	

	obstructed, he shall proceed ahead to assist and ensure protection of the adjacent line or lines on which trains run in the opposite direction as per clause (ii) above. If, in addition, to the line on which trains run in the direction of the affected train any other line on which trains normally run in the opposite direction is also obstructed, the primary duty of the Guard shall be to protect the line on which trains normally run in the direction of the affected train, in the rear, in the manner prescribed in clause (i) above. Only after taking this action he shall proceed ahead to assist and ensure protection of the obstructed adjacent line or lines in front on which trains normally run in the opposite direction".		*token/tablet until the block section has been cleared of all vehicles of his train.* *(vii) When the front portion of the train is taken forward, no tail lamp or tail board shall be placed on the rear vehicle of the portion of the train but the Guard shall give its number in full in the prescribed written authority referred to in sub-rule (iv) above.* *(viii) While entering the station, Loco pilot shall immediately warn the SM on duty of the fact the block section in rear is obstructed. 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 through approved means of communication (if available) and/or by sounding prescribed code of whistle.* *(ix) On reaching the block station ahead, the Loco pilot shall hand over the written authority to the SM on duty who, after verifying that the front portion of the load has arrived intact, shall get it placed in the station yard.* *(x) When under written instructions referred to in sub-rule (iv), the locomotive is to be brought back, the Guard shall, until the arrival of the locomotive 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.* *(xi) The Loco pilot shall not bring his locomotive, with or without vehicles, back on the same line unless he has received written instructions on written authority (T 1321C) as referred under sub-rule (iv) from the Guard to do so and authorised by the SM on duty.* *(xii) the SM, before authorising the Loco pilot on T 1321C, shall obtain necessary assurance as under*	
6.08	**Train parting -** (1) If any portion of a train should, while in motion, become detached- (a) The Driver shall use his judgment to keep the front portion in motion, if possible, until the rear portion has been brought to a stand so as to avoid the chance of a collision between the two portions;; and sound 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 Driver 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 Driver in the front portion. (2) As soon as the rear portion of a train has been brought to a stand, the Guard of the train shall protect that portion in accordance with Rule 6.03 both in the front and the rear, and take steps to secure the vehicles in stationary position by pinning down hand brakes and			

	wherever necessary and prescribed by Special Instructions by use of sprags and chain also. (3) The Guard shall indicate parting of the train, by waving in repeated motions as 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 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 Driver 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 Driver in the absence of the Guard.		*exchange of Private Numbers from the SMs of stations having diversion facilities and also inform the Controller of the circumstances.* *(xiii) On a double or multiple line sections, the Loco pilot may, under instructions from the SM on duty, take the locomotive 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 locomotive shall work the train to the station to which he is directed.* *(xiv) 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.* *(xv) On arrival at the station ahead, the Loco pilot and the Guard must jointly certify the complete arrival of the train and clearance of the block section.*	
6.09	**Portion of train left in a block section-** (1) When a train stopped in a block section has to be divided in consequence of an accident or the inability of the engine to take the whole train forward, the Guard of the train shall immediately take steps to protect the rear portion of his train in accordance with Rule 6.03 (2) If the engine is capable of proceeding either with or without vehicles, the Guard shall, after taking action as provided for in sub-rule (1) and before uncoupling, put down the brakes and shall, if necessary, otherwise carefully secure the rear portion of the train to ensure its remaining stationary. (3) When the Guard has taken action as provided for in sub-rule (2), he shall give a written permission to the Driver to uncouple and proceed to the next station and		***(D)Working in case of accident or obstruction: -*** *(i) When report of any accident or obstruction is received by the SM on duty, he shall see that all necessary precautions are taken by the most expeditious means possible, for the protection of traffic.* *(ii) If an accident happens to a train, the SM on duty shall arrange for all necessary assistance to be sent to the train in accordance with special instructions.* *(iii) On a single line section, in case of an accident resulting in complete blocking of running line(s), if it is considered necessary to run a train out to the site of the accident for relief or other purposes, such a train may be despatched into the obstructed section by issuing to the Loco pilot an APWLC on the prescribed*	

	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 Driver 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 forwarded, 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 the 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 Driver 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 Driver 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 Driver		*form No. T1321D. However, before issuing such an 'Authority' the SM on duty must obtain written permission to the effect from the operating/ engineering/ mechanical official regarding marshalling of train to be despatched as well as authorisation for despatching of the train.* *(iv) The APWLC given to the Loco pilot shall be the authority, to proceed up to the point of obstruction and return back to the station. On this authority, shall be recorded, the kms up to which the Loco pilot shall proceed into the obstructed block section.* *(v) While proceeding into or returning from the obstructed section with locomotive leading, the speed of the train must not exceed 25 kmph during day when the view is clear and 15 kmph during night or when the view is not clear or when the brake-van is leading. When the Brake van is leading the Guard or the other railway servant performing the duties of the Guard for the time being shall travel in the leading brake-van showing necessary hand signals to the Loco pilot. When proceeding at restricted speed of 15 kmph the locomotive whistle must be constantly sounded.* *(vi) It shall be clearly stated on the APWLC whether the train is to return after completion of the work or wait at the place of obstruction for the arrival and return of a following train which may be required to be sent out. The Loco pilot of the second train shall also be given an APWLC and an endorsement will be made on this form, that another train has gone into the obstructed section at _____ hours.* *(vii) While proceeding into the obstructed section the speed of the train shall be restricted to 15 kmph and a Caution Order to this effect shall be issued to the Loco pilot of the second train.*	

	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 Driver would be returning. (c) The Station Master, before giving such written authority, shall obtain necessary assurance as prescribed by Special Instructions from the Station Masters having diversion facilities and also inform the Controller of the circumstances. (10) On a double or multiple line sections, the Driver 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 Driver shall proceed cautiously and make frequent use of the prescribed code of whistle.		*(viii) On the double line section, if both the lines are blocked, trains can be despatched, if required, on both the lines, in accordance with sub-rule (iii) &(iv) above. If only one of the two lines is obstructed, then a train may be sent out into the section on the obstructed line in accordance with the instructions in sub-rule (iii) & (iv) above.* *(ix) The SM on duty shall, as soon as practicable, report each accident as prescribed under special instructions.*	
6.01	**Accident or obstruction-** (1) When 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.			

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 Driver, shall convey, by the most expeditious means, advice to the nearest station, stating the location, nature and cause of the accident, and if assistance has been asked for the train shall not be moved until such assistance arrives, provided that if the train is subsequently able to move, it may do so at walking pace, but not unless a competent railway servant has been sent with hand signals and detonators to protect the train, such railway servant keeping at least 400 metres in advance of the train, the other end of the train being tected in a similar manner.	***13.22***	***Sending advice of accident or break down and assistance to stranded passengers:-*** *(1)* If the *train* is unable to proceed *due to accident, obstruction, break down or* for any other reason, the Guard or in his absence the *Loco pilot*, shall convey, by the most expeditious means to the nearest station and*/or* Controller in control sections, stating the location, nature and cause of the accident or break down *and the type* of assistance required. *(2) In case of a passenger train, on board staff on train shall immediately assist the stranded passengers. Guard, Assistant Loco pilot after protecting the train as prescribed under rule 12.05(1) shall assist the stranded passengers.* *(3) The SM on duty on receiving the information that the train is disabled, must at once inform the Controller and other Officials concerned who shall make arrangement for relief locomotive/assistance to clear the block section. On non-controlled section, the SM on duty shall be responsible to arrange for the requisite assistance.*	Modified
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 the 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 Drivers and Guards of such trains by issue of suitable caution orders and shall	***13.23***	**Trains unusually delayed:-** (1) If a train carrying passengers does not arrive within *15* minutes or if a goods train does not arrive within *30* minutes after allowing for its normal running time from the station in rear, the *SM on duty* at the station in advance shall immediately advise the station in rear and the Controller of the fact *and shall make efforts to contact the Loco pilot and the Guard on approved means of communication. On single line section in addition one of the staff should be deputed to proceed in the block section and obtain information about the whereabouts and condition of the train and nature of assistance, if any, required.* On double/*twin*	Modified

	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.		*single line*/multiple lines, the *SM on duty* 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 asking the Loco pilot to ascertain the whereabouts and the condition of the delayed train and nature of assistance required and informed the SM on duty at the next station. (2) The action mentioned above shall be taken earlier, should the circumstances so require. *(3) The Controller, on receipt of such an advice, shall immediately warn the nearest station where Medical Relief train or Accident Relief Medical Equipment is located that, it should be kept in readiness to be despatched on receipt of further advice.* *(4) Precaution when a train stops on the gradient-* *(a) When, for any reason, a train is brought to a stand for a period longer than 15 minutes, the hand brake of the locomotive shall be applied in addition to the application of vacuum/air brake. If such stoppage happens to be of train having vehicles with roller bearings on a section with a grade of 1 in 400 and steeper and train having vehicles other than roller bearings on a section with a grade 1 in 260 and steeper, the precautions laid down below shall be taken by Guard against run away.* *(i) On passenger carrying trains, the Guard shall apply hand brakes in the brake-van and sprags or wedges to the wheels of two vehicles.* *(ii) In case of Goods trains, loco compressors become totally or partially ineffective due to reasons like accidents, OHE break-down etc. and the requisite air pressure in main reservoirs of the locomotive and in*	

			the brake pipe (and also in feed pipe if the train is being worked on twin pipe system) upto the brakevan, cannot be maintained, the Loco pilot through Assistant Loco pilot shall arrange to apply the hand brakes of at least one third of the wagons on the train or 10 wagons behind the locomotive and the Guard shall apply the hand brakes of 5 wagons inside the brakevan whichever is more, in addition to the application of Guard's hand brake in the brakevan. In case of goods trains worked without Guard or trains worked with EOTT or such similar device, the Assistant Loco pilot shall perform the duties of Guard after completing his/Loco pilot's duties. *(b) When the train is expected to start again, the Loco pilot shall re-create proper vacuum or recharge air pressure, as the case may be, and apply vacuum brake/air brake before the hand brakes are released. Thereafter the vacuum brake/air brake may be released to start the train. In case of goods trains worked without Guard or trains worked with EOTT or such similar device, the Assistant Loco pilot shall perform the duties of Guard before performing his/Loco pilot's duties.* *(5) The following procedure should be adopted to restart the train-* *(a) Loco pilot to recreate adequate vacuum/air pressure gradually.* *(b) Release train brakes fully with loco brake 'On'.* *(c) Notch up the loco by a few notches in forward direction in case of up gradient or reverse direction in case of down gradient.* *(d) Release the wagons hand brakes and remove wooden wedges both in front and in rear.* *(e) Guard to release hand brake of his brakevan.*	

			(f) Exchange 'All Right' signal with Guard. *(g) Release hand brake of locomotive.* *(h) Gradually release loco brake and start.* *(i) Re-check brake power through a brake feel test at the first opportunity.*	
6.06	**Train in a block section without authority to proceed -** (1) When a Driver 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 Driver, 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 Driver may proceed to the next station and report the occurrence to the Station Master.	***13.24***	**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 a proper authority to proceed, he shall immediately stop the train and switch 'on' the flasher light. (2) The train shall be treated as an obstruction in the block section and protected as such, in accordance with *rule 12.05(1).* (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 *SM* on duty to whom the occurrence has been reported. *(4) The SM of the station shall inform the Controller on duty on controlled section and SM on duty at the other end of the obstructed block section about the circumstance.* *(a)If there is no other train in the block section the train shall be allowed to proceed to the next station authorising the Loco pilot on approved means of communication or in their absence through a written advice to be sent by the SM on duty to the Loco pilot through the railway servant who had come to station with advise of stoppage of train in block section.* *(b) In case Line Clear has been asked or given for another train standing at his station intended to be moved towards the obstructed block section, the train*	Modified

			must be stopped at the station by all possible means. *(c) If the block section is occupied by another train, all possible steps including disconnection of OHE, advise to Loco pilots through approved means of communications shall be taken so as to avoid a collision.* *(5)* 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 SM on duty.	
6.07	**Report of conditions likely to affect running of trains to Controller or Centralised Traffic Control Operator-** (1) Drivers, Guards and Station Master shall advise the Controller or the Centralised Traffic Control Operator of any known conditions or unusual circumstances likely to affect the safe and proper working of trains. (2) The Controller or the Centralised Traffic Control Operator, on becoming aware of such defect or failure shall inform the same to the railway servant responsible for the maintenance of the equipment and other railway servants concerned.	***13.25***	***G - Report of conditions likely to affect running of trains*** ***Report* of conditions likely to affect running of trains to Controller or *CTC* Operator: -** (1) *Loco pilots*, Guards and *SMs* shall advise the Controller or the *CTC* Operator of any known conditions or unusual circumstances likely to affect the safe and proper working of trains. (2) The Controller or the *CTC* Operator, on becoming aware of such defect or failure shall *convey* the same to the railway servant responsible for the maintenance *of such asset* and *concerned railway officials.*	Modified
		13.26	***Train operation in case of Loco Pilot and/or Guard experiencing any abnormal condition in the track, information of sabotage or likely sabotage to the track/bridge/fixed installation and obstruction on adjacent line(s):-*** *(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, he will take action as under:-*	New Rule

			(a) Stop his train at next block station without clearing the block section and inform the SM on duty through *approved means of communication not to permit any train in the affected block section. In case of IBS and automatic block territories, the Loco pilot must inform the SM and Loco pilot(s) of trains in rear as far as possible through approved means of communication to stop movement of trains. On receipt of such information the SM on duty shall also as far as possible inform the Loco pilot(s) of trains already left the station in rear through approved means of communications to stop movement of trains and if need be by getting OHE switched off;* *(b) Proceed further, only after satisfying him that SM on duty has clearly understood not to permit further movement over the line. He will then again stop at the station at a convenient place so as to deliver the written memo to the SM on duty;* *(c) On receipt of such a memo the SM on duty must issue a message addressed to the SM of the block station at the other end of the block section, and to Controller JE/SE(P. way), AEN, Sr.DEN/DEN, CTNL and Sr.DOM/DOM;* *(d) Engineering official if available shall be sent on the next train, which shall be given a Caution Order instructing the Loco pilot to stop before the affected kms and after satisfying himself or after being certified by the accompanying engineering official about the condition of track pass over the track in question at 15 kmph or at such speed as certified by the accompanying engineering official, if he finds the line unsafe to pass, return to station in rear. If the Loco pilot/engineering official accompanying is not able to detect any thing unusual, subsequent trains shall be*	

			dispatched with a speed restriction of 15 kmph till the track is certified to be safe by engineering officials. *(e) If the condition as reported earlier is confirmed by the Loco pilot/engineering official accompanying, no train movement shall be allowed till certified 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 approved means of communication about the occurrence, after which the Loco pilot shall take action as mentioned in sub-rule (1) (a). In the event of Guard unable to contact the Loco pilot, he should take action to stop the train and inform the Loco pilot.* *(2) As soon as information of sabotage or likely sabotage, bomb blast explosion etc. on the track, bridges or other fixed installation is received, the SM on duty who becomes aware of it, will stop movement of trains in the affected block section as well as on adjacent lines on twin single line/double /multiple line sections and will take action as per sub-rule (1) (d) in consultation with the Controller. Except that SM on duty shall arrange to dispatch trolly/motor trolly/RRV/rail maintenance machine/tower car/light locomotive or in their absence a train locomotive(s) accompanied by an engineering official with a Caution Order to stop dead sufficiently short of the reported 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. The engineering official will advise the condition of the track and any restriction of speed to be imposed to the SM on duty personally or through written memo which may be sent through the*	

			Loco pilot. *Note- In electrified section, JE/SE (OHE) or any other railway servant not below the rank of lineman if available may also be sent to certify fitness of OHE.* *(3) In the event of the Loco pilot and/or Guard experiencing any obstruction or any other unsafe condition, on or near the track adjacent to the line over which his train has passed and which in his opinion is detrimental to safe train running, will take the following remedial action:-* *(a) immediately switch on the flasher light of his loco;* *(b) inform the on duty SM (s) concerned/ control through the approved means of communication, and concurrently;* *(c) stop his train and proceed with danger hand signals to protect the line in question in terms of rule 12.05(1);* *(d) thereafter, he will continue journey to the next station cautiously keeping flasher light on; and* *(e) be prepared to stop any incoming train approaching on the affected line by communicating on approved means of communication and exhibiting danger Hand signal;* *(f) on arrival at the next station he shall inform the SM on duty through a written memo about the occurrence;* *(g) on receipt of such information the SM on duty must take action as per sub-rule (1) (c) to (e).* *(4) Explosion on line or train or information of damage, sabotage or blast on or near the line -* *(a) On hearing an explosion, the Loco pilot and Guard (if available) must stop the train immediately, and if possible examine the line at the site of explosion to ascertain the extent of the damage or else inform the*	

			nearest SM on duty, Controller, JE/SE (P.Way), {JE/SE(OHE) in case of electrified sections} through approved means of communication, who will then arrange to examine the line. *(b) The Loco pilot shall also examine the train along with the Guard (if available). If little or no damage has been done to the train and if the train is safe to proceed, the train will be taken ahead cautiously to the next block station. The Loco pilot and Guard (if available) will jointly report the occurrence to SM on duty.* *(c) If the damage to the line is so serious as to render the line unsafe, the Loco pilot and/or Guard (if available) shall take action to protect the line as per rule 12.05 (1) as the case may be.* *(d) On receipt of a report from the Loco pilot and/or Guard, the SM on duty shall immediately advise the SM on duty at the other end. The on duty SMs at both ends of the reported section must stop all trains on the affected line(s). The SM on duty must immediately advise the Controller and the JE/SE(P. way), {JE/SE(OHE) in case of electrified sections}, who will proceed to the spot, inspect the line and take such action as necessary to put the line right and impose speed restrictions, if necessary. On receipt of fitness certificate from the JE/SE (P. way), {JE/SE(OHE) in case of electrified sections},the SM will advise the Loco pilots and Guards (if available) through Caution Order of the speed restriction(s) if imposed. If damage to locomotive or train is reported, JE/SE (Loco and C &W) may also be advised to examine the locomotive and/or train.* *(e) Whenever information of damage, sabotage or blast on or near the line is received, the SM and Controller*	

			should arrange to stop all train movement over the section reported. The SM and Controller should then arrange for inspection and testing of the line.	
6.02	**Working in case of accident or failure of communications-** In case of accidents to the line or to any train, or of failure or interruption of communications, or in an emergency, trains shall be worked between stations in accordance with Special Instructions.	***13.27***	***H - Working in case of failure of communications*** **Working trains in case of failure of communications:-** *In case of failure or interruption of communications, or in an emergency, trains shall be worked between stations prescribed as under-* ***(A) Rules for working of trains during total interruption of communication on double line section-*** *(1) In the event of total failure or interruption of communications occurring between two stations on a double line section, i.e., when Line Clear cannot be obtained by anyone of the means of communication under rule 6.24(1), the following procedure shall be adopted for train passing-* *(a) 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 SM on duty.* *(b) On a section where total interruption of communications has occurred, no train shall be worked without Guard; if Guard is not available a competent railway servant of operating department not below the rank of Pointsman shall be deputed to perform the duties of Guard.* *(c) The SM on duty shall give an authority on form no. T1327A to the Loco pilot of each train which shall include:* *(i) APWLC;* *(ii) A Caution Order restricting the speed to 25 kmph during day and 15 kmps. per hour during night or*	Modified

			when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, bad weather, or any other cause, to keep a sharp look out ahead and use locomotive whistle freely; *(iii) An authority to pass the last stop signal in the 'ON' position.* *(d) 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.* *(e) A clear interval of 15 minutes shall be ensured between the train about to leave and the train, which has immediately preceded.* *(f) While entering a tunnel if there is any doubt, the train should be piloted by Assistant Loco pilot by exhibition of Hand signals. Before entering a tunnel, the headlights, tail lights and other lights (where provided) shall also be lit.* *(g) The Guard (or other railway servant performing the duties of Guard) shall keep a sharp look out in the rear and be prepared to exhibit a danger Hand signal to stop any train from the rear and to protect his train, if necessary.* *(h) When a train is stopped in the block section the Guard or other railway servant performing the duties of Guard shall immediately exhibit a danger Hand signal towards the rear and check up that the tailboard or the taillight 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 prescribed code of whistle and/or apprise the Guard or other railway servant*	

			performing the duties through approved means of communication of the fact whereupon the Guard shall protect the train as prescribed under rule 12.05 (1). *(i) No train shall be backed. In exceptional circumstances when it becomes necessary to back the train, it shall be backed only after providing protection by placing detonators as prescribed under rule 12.05(1) in rear of the point up to which the train is to be backed.* *(j) When a train is detained outside signals, action should be taken as prescribed under rule 11.44 except that the detonators shall also be placed as prescribed under rule 12.05(1).* *(k) When approaching the station ahead, the Loco pilot must bring his train to a stop outside the first stop signal and sound continuous whistle and advise the SM on duty through approved means of communication. If signals are not taken 'OFF' or no one from the station turns up within 10 minutes, the action shall be taken as prescribed in sub- rule (j) above.* *(l) A record of all trains passed over the block section on 'form no. T1327A shall be maintained in the TSR at both the stations concerned.* *(m) Trains must continue to work on this system until any one of the means of communications, mentioned in under rule 6.29(1) is restored.* *(n) As soon as anyone of the approved means of communications has been restored the SM on duty must exchange message with the SM on duty at the other end of the section on the form no. T 1327A(2).* *(o) Line Clear shall not be obtained or given by means of communications restored until both the stations are satisfied that all trains despatched from their stations have arrived complete at the other station. The number*	

			of last train despatched shall be communicated to the other SM on duty of the next station and their arrival shall be ensured under exchange of Private Numbers before restoring to the train working on approved means of communication. Thereafter intimation about this shall be given to Controller also, as soon as communication with Controller has been restored. ***(B) Rules for working of trains during total interruption of communication on Single line:-*** *(1) In the event of total failure or interruption of communications occurring between two stations on a single line section, i.e., when 'Line Clear' cannot be obtained by anyone of the means of communication under rule 6.24(1), the following procedure shall be adopted for train passing:* *(a) The SM on duty who has a train to despatch through the affected block section shall open communication by establishing contact with the SM on duty of the block station at the other end of the affected block section by sending an locomotive or self propelled vehicle or any other vehicle, enumerated below, in the order of preference laid down-* *(i) Light locomotive;* *(ii) Train locomotive (after detaching from the train);* *(iii) Any self propelled vehicle such as RRV, Tower car, Motor trolly etc. or moped trolly/cycle trolly/push trolly duly accompanied by a Guard or a competent railway servant of operating department not below the rank of Pointsman;* *(iv) Diesel car/Rail Motor Car/EMU/DMU/MEMU rake after ensuring that all passengers have detrained.* *Note:- (1) Sub-rule(A)(1)(b) shall be applicable.* *(2) Hereafter, the vehicle sent for the purpose of opening communication as per sub-rule B(1)(a)*	

			above shall be called vehicle for the purpose of this rule. *(b) Before the vehicle is sent into the affected block section to open communication, the Loco pilot/ Motorman/ Guard/ competent railway servant of operating department being sent to do so shall be advised by the SM on duty of the circumstances in which and the purpose for which he is being sent and their signature on form No. T1327B'.* *Note:- The Loco pilot/ Motorman/ Guard/ competent railway servant of operating department here after shall be called as In-charge for the purpose of this rule.* *(c) Before despatching the vehicle, the SM on duty shall hand over following authorities to the In-charge who is being sent to open communication:-* *(i) Form No. T1327B'Authority for opening communication during total interruption of communication on single line section', which includes:-* • *APWLC.* • *A Caution Order, specifying the speed upto which the vehicle referred to in para (f) below may run through the affected block section.* • *An Authority to pass the last sop signal in the 'ON' position in case there is a last stop signal at the station.* • *A Line Clear Enquiry Message addressed to the SM on duty 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.* • *A Conditional Line Clear Message to the SM on duty of the block station at the other end of the affected block section permitting him to return the vehicle by*	

			itself or attached to a train or loaded in a train waiting to be despatched from his station. *(ii) The Line Clear Enquiry Message on form No. T1327B(1) asking Line Clear for the train(s) to be despatched through the affected block section (if Line Clear is asked for more than one train after return of vehicle).* *(d) In case a light locomotive or an locomotive and brakevan 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 communication, the Loco pilot of locomotive or the locomotive and brake van, shall be given the Form No. T1327B with 'Line Clear Enquiry Message and Conditional Line Clear Message' for its return journey crossed out. Such engine(s) or locomotive and brake van shall be issued only the APWLC, the Caution Order and the authority to pass the last stop signal in the 'ON' position. Should it be necessary to despatch another light locomotive or another locomotive and brake van or vehicle in the same direction, a time interval as mentioned in sub-rule (A) (1) (e) above shall be allowed to elapse before it is despatched.* *(e) The last stop signal shall not be taken 'OFF', while permitting a vehicle to proceed to the next station on T1327B'.* *(f) When the vehicle is proceeding on form 'T1327B' the Loco pilot shall switch on the Flasher light, wherever provided and shall proceed at a speed as mentioned in sub-rule (A)(1)(c)(ii), making free use of locomotive whistle or horn of the self propelled vehicle.* *(g) While entering a tunnel the train should be*	

			piloted by the Assistant Loco pilot on foot, equipped with Hand signals and the headlights, tail lights and other lights (where provided) shall also be switched 'on'. *(h) No obstruction of the line beyond the outermost facing points shall be allowed until the return of the vehicle.* *(i) In the event of vehicle, proceeding on 'T1327B' meets another vehicle sent from the other end in the section, the two in-charges shall, take 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. and decide to which of the two stations, the vehicle should proceed. Before proceeding, vehicles shall, if possible, be coupled. If the vehicles cannot be coupled up they should run at a safe speed and adequate distance apart. The vehicle may return by itself or attached to each other or by loading Motor Trolly/Push Trolly/Cycle Trolly/Moped Trolly in the other vehicle.* *(j) On sighting the station, the vehicle(s) shall stop outside the first stop signal of the station. The vehicle following the leading vehicle shall stop at a safe distance behind the leading vehicle. The SM on duty shall be advised of the stoppage outside the first stop signal either by using the locomotive whistle /horn of the vehicle, or through approved means of communications or by sending a man if necessary. They shall not enter the station till permitted by the SM on duty to do so either by taking 'OFF' the relevant signals or otherwise.* *(k) When the vehicle(s) has been admitted into the station, the T1327(B) shall be delivered to the SM on*	

			duty, who shall keep this document in his safe custody. *(l) On the authority of the Conditional Line Clear Message for the return journey, the SM on duty shall make out a Conditional Line Clear Ticket on form No. T1327(3) and hand it over to the In-charge. The incharge shall then return to the block station from where he came with the vehicle either alone or attached to a train if one is waiting to proceed in that direction.* *(m) In case of vehicle returning to the station from which he was sent without reaching the next station, the form T1327B shall be taken back by the SM on duty of the station from which this was issued and cancelled.* *(n) SM on duty before despatching the vehicle, on the return journey shall hand over to the In-charge, 'Conditional Line Clear Reply Message' on form no. T1327B(2) for the 'Line Clear Enquiry Message', giving Line Clear for the train waiting at the other station, thereby authorising the SM on duty at that station to start the train waiting there on complete arrival of the vehicle at his end. The particulars of the vehicle returning by itself or attached to a train or loaded in a train as may be applicable shall be correctly filled in on form No. T1327B(2) 'Conditional Line Clear Reply Message'.* *(o) On the return journey, the vehicle either running by itself or attached to a train may run at booked speed observing speed restrictions in force.* *(p) On reaching the station, the vehicle either running by itself or attached to a train shall again stop outside the first stop signal of the station and thereafter be guided by the instructions from the SM on duty, who may arrange to receive it by taking 'OFF' the relevant signals or otherwise.*	

			(q) On arrival at the station the 'Conditional Line Clear Reply Message' shall be handed over to the SM on duty who shall record it in the TSR and on its authority issue a Conditional Line Clear Ticket on form T1327B(3) for the waiting train. *(r) If there be an even flow of trains in both directions, Enquiry and Conditional Line Clear Messages for each succeeding train may be sent through the Guard of the preceding train.* *(s) The arrival and departure time of all trains, Trollys etc. which are passed under the above rules must be carefully recorded in the in the TSR and also in the counterfoil of the form T1327B.* *(t) If the SM on duty 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 first available locomotive 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 an interval as prescribed under sub-rule (A)(1)(e) above. 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 SM on duty 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 SM on duty shall give similar information to the Guard also in writing. The speed of trains shall be as mentioned in sub-rule (A)(1)(c)(ii). 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 that 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. *(u) When a train is stopped in the block section, sub-rule (A)(1)(h) above shall be followed.* *(v) When trains follow one another no train shall be backed. In exceptional circumstances, it shall be protected as laid down under sub-rule (A)(1)(i) above.* *(w) Trains must continue to work on this system until anyone of the means of communications, mentioned in rule R 6.24(1) is restored by the competent authority.* *(x) As soon as anyone of the means of communications has been restored, the SM on duty must send a message to the SM on duty at the other end of the section, on the form No. T1327B(4).On receipt of the above message, the SM on duty at the other end of the section must acknowledge in the form T1327B(4).* *(y) Line Clear shall not be obtained or given by the restored means of communication, until both the on duty SMs are satisfied that all trains despatched from their stations have arrived complete at the other station.* *Even if the communication is restored immediately after the departure of the vehicle referred to in sub-rule (a) sent with T1327B(3), normal working should not be resumed until vehicle reaches the next station and both the on duty SMs are satisfied under*	

			exchange of Private Numbers that no vehicle is in the section. Intimation about this shall be given to Controller also when communication with Controller has got restored. *Note: -(1) If Line Clear is granted for a train or trains, no other train should be despatched from the opposite end until the arrival of the train or trains on the cancellation of Line Clear.* *(2) These instructions shall also be followed whenever during total interruption of communications, an accident to a train or track or other obstruction precludes the use of one of the lines on a double line section, or whenever total interruption of communications occurs during single line working on a double line section.* ***(C) Rules for single line working on double line during total interruption of communications-*** *(1) (a) Whenever an accident to a train or track or other obstruction, precludes the use of one line on a double line section during total interruption of communications, single line working shall be introduced as prescribed under rule13.17 only after a responsible official of the engineering department, not less than PWS has certified that the other line on which single line working is to be introduced is free and safe for passage of trains. Such engineering official shall give the certificate only to the SM on duty of the station at that end of the affected section for which the unobstructed line shall be the signalled line for despatching trains. On receipt of this certificate the SM will follow the rules prescribed in rule 13.27(B) for opening of communications and rule13.17 (7) to (12) shall be applicable.* *(b) Resumption of normal working-*	

			(i) If after the introduction of single line working, communications are restored between two affected stations, the trains will continue to run under these rules until action is taken in accordance with the instructions contained in rule 13.27(B) (x) & (y) for the cancellation of the procedure. Thereafter, trains will be run as per procedure prescribed under rule 13.17. *(ii) If, however, before communications are restored, the other line is released for the passage of traffic, trains shall be worked, in accordance with the rules for running of trains on double line section during total interruption of communications prescribed under rule 13.27(A).*	
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.	***13.28***	***J- Vehicles escaping from station*** **Vehicles escaping from station:-** (1) If any vehicle escapes from a station, the *SM on duty* shall take immediate steps to warn the other stations, *Gateman, Controller and* persons concerned, as far as practicable, to prevent an accident, *the SM on duty must-* *(a) immediately advise the station in the direction in which the vehicle has escaped by sending the emergency danger signal on the block instruments, where provided, and also advise him on the telephone, or on approved means of communication. If the escaping vehicle contains passengers, this information must also be given.* *(b) put back all signals to 'ON' and stop any train proceeding in that direction until it has been ascertained that the line is clear.* *(c) on a double line/twin single line/multiple line section, if the vehicle has escaped stop trains proceeding from both directions, until it has been*	Modified

			ascertained that the escaped vehicle is not fouling either of the lines. *(2) The SM on duty who has received the signal must act promptly as follows -* *(a) He must immediately place all signals at 'ON' to stop any train proceeding in the direction from which the vehicle has escaped, until it has been ascertained that the line is clear.* *(b) If there is an approaching train in the section in front of the runaway vehicle, he should admit the train in front immediately, if a line is clear, and then take steps to stop or divert the runaway vehicle.* *(c) On a double line/twin single line/multiple line section, if the escaped vehicle is approaching on the wrong road, he must detain trains proceeding in that direction until it has been ascertained that the runaway vehicle is not fouling the adjacent line.* *(d) He must also take such measures as may be most expedient under the circumstances for stopping the escaping vehicle by covering the rails heavily with earth or small stones for as long a distance as possible or turning the runaway vehicle into a clear loop or siding or derailing it.* *(e) As far as possible, the vehicle containing passengers should not be derailed or turned into a derailing siding. If the block section ahead is clear and the line is not on a falling gradient, the vehicle may be allowed to run through the station.* *(f) If the SM on duty is unable to stop the runaway vehicle, he must repeat the emergency danger signal to the next station in the direction in which the vehicle is escaping.* *(g) If a portion of a train or a brakevan has run away, the SM must place three detonators on the track to*	

			attract the attention of the Guard. *(3)The SM on duty at both ends of the section will depute competent railway servants to make a search for the vehicle and after it is ascertained that the vehicle has come to a stand and has been secured, send assistance into the block section to bring the vehicle as prescribed in rule 13.21(B) (ix).*	
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.	***13.29***	***K – Fire*** **Fire: -** (1) A railway servant noticing a fire 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/signalling equipment, the railway servant shall, if he is competent in handling electrical/signalling equipment and specially trained for the purpose, have the affected part immediately isolated from its source of supply of electrical energy. *(a) In the event of a fire on a part of any electrical traction equipment, the affected part shall be first be completely isolated from the distribution system, if this has not been done automatically. 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 approved type extinguishers provided or by throwing dry sand. The TPC shall be informed immediately of the nature of fire and the extent to which it has affected supply.* *(b)(i) If a person who is not qualified to handle electrical fires notices a fire on adjacent to traction electrical equipment, he shall make no attempt to extinguish the fire but shall report the occurrence to*	Modified

			the TPC by means of emergency telephone, or to the nearest SM, Cabin In-Charge. In the event of a Gangman noticing fire on or adjacent to traction electrical equipment, he shall, in addition, inform the crew of any passing train or incharge of the trolly. *(ii) SM on duty, cabin in-charge, on receipt of such information shall immediately, inform the TPC. The TPC shall arrange for the isolation of the affected portion of the equipment. If necessary the SM on duty should prevent the movement of trains towards the affected section.* *(3)(a) In the event of fire on electric locomotive/EMU stock, the Loco pilot/Motorman shall immediately switch off the circuit breaker and lower the pantograph. The train shall then be brought to a stop at once.* *(b) After switching off electric supply to the affected circuits, the Loco pilot shall take necessary action to extinguish the fire.* *(c) If the fire cannot be extinguished by the above means, the Loco pilot shall advise the TPC through approved means of communications to arrange for switching off to the affected section of the OHE.* *(d) In case of EMUs when the fusing or arcing or burning has stopped, the defective coach will, if necessary, be isolated from the rest of the train. Should the coach affected be the leading motor coach, the Loco pilot will operate the train as prescribed under rule 11.18(11).* *(e)The Guard shall give all possible assistance to the Loco pilot in extinguishing the fire.* *(4)Ordinary fire extinguishers or water from a hosepipe or bucket shall, on no account, be used to extinguish fires on live electrical equipment. If the*	

			services of the fire brigade are required, the fire brigade shall not be allowed to commence operation until all electrical equipment in the vicinity of the fire have been made dead. *(5) Vehicle on Fire-* *(a) Should any portion of a train be on fire, the train should be brought to a stand and the burning vehicle(s) separated from the rest of the train. Every possible effort should be made to put out the fire with the least possible delay.* *(b)When fire is noticed in a Passenger train, the safety of passengers must be first attended to; and when a postal van or carriage is on fire, every effort must be made to save the Government mails.* *(6) The occurrence of a fire shall, in every case, be reported to the SM on duty of the nearest station by the most expeditious means, who shall take such action as may be prescribed by special instructions.*	

Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
15.01	**CHAPTER XV** **PERMANENT WAY AND WORKS** **Railway Servants Employed on the Permanent Way or Works** **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.	***14.01***	**CHAPTER XIV** **P. WAY AND WORKS** **A - Railway servants employed on the P. way or works** **Condition of P. way and works:-** Each *JE/SE (P. way or works)* shall be responsible for the condition of the P. way and works under his charge.	Modified
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.	***14.02***	**Maintenance of line:-** Each *JE/SE (P. way or works)* - (1) shall see that *the* length of line or works in his charge are efficiently maintained;. (2) shall promptly report to the engineer-in-charge all accidents 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; *(3) shall on receipt of any report of abnormal condition in the track, or information of sabotage or likely sabotage to the track/bridge/fixed installation, immediately inspect the track and take all possible measures to remove the defect. Until the repairs are completed, he shall take such precautions for protection as are necessary.*	Modified
15.03	**Keeping of material -** Each Inspector of Way or Works shall see to the security of all rails, chairs, sleepers, and other material in his charge, and ensure that such of the said articles as are not actually in use are properly stacked clear of the line so as not to interfere with the safe running of trains.	***14.03***	**Keeping of material: -** Each *JE/SE (P. way or works)* shall *ensure –* *(1)* the security of all rails, sleepers, and other material in his charge, and ensure that such of the said articles as are not actually in use are properly stacked clear of the line so as not to interfere with the safe running of trains. *(2) that loose P. way material, tools, etc. are not left by the side of the line where they can cause obstruction. Such material must be collected at gate lodges or gang*	Modified

			huts and subsequently taken to the station(s) at the earliest opportunity. This does not apply in the case of remodelling of yards, doubling, relaying etc. where special watchmen are engaged.	
15.04	**Inspection of Permanent Way and Works -** (1) Every portion of the permanent way shall be inspected daily on foot by some railway servant appointed in this behalf by Special Instructions : Provided that the interval between such inspections may, under approved Special Instructions, be increased to once in two days in the case of lines with light and infrequent traffic. (2) All bridges and works including signals, signal wires, interlocking gear, points and crossings, overhead equipment and any other equipment affecting the safety and working of trains shall be inspected regularly in accordance with Special Instructions.	***14.04***	**Inspection of *P. way or works:* -** (1) Every portion of the P. way shall be inspected daily on foot by *Keyman or a competent* railway servant appointed in this behalf by *railway administration*: Provided that the interval between such inspections may *be increased suitably*, *by railway administration, in* the case of lines with light and infrequent traffic. *(2) All bridges, tunnels and any other equipment affecting the safety and working of trains shall be inspected regularly in accordance with the schedule as prescribed by railway administration.* *(3) The Keyman of each gang must walk over his length of track at least once daily in each direction. He shall proceed along one rail and returning along the opposite rail inspecting the P. way and bridges. He must tighten or replace any loose keys or fastenings and generally examine the state of the track. If he finds that the line is unsafe for the normal passage of trains he must immediately exhibit danger signals, protect the line as prescribed under rule 12.05(1) and must either stop trains or allow them to proceed cautiously as circumstances may require. He must report the matter without delay to the SM on duty of the nearest station and the P. way Mate either personally or through approved means of communication if provided by the railway administration or telephone provided at LC Gate. The SM on receipt on such information, in addition to taking such other action as necessary must immediately communicate the same to the Controller and SE (P. way).*	Modified

15.05	**Patrolling of lines -** (1) In addition to the inspection referred to in Rule 15.04, whenever any portion of a railway is likely to be endangered by abnormal conditions such as heavy rains, breaches, floods, storms and civil disturbances, the line shall be patrolled in accordance with Special Instructions. (2) When a railway servant deputed to patrol the line notices any condition likely to affect the safety of trains or otherwise apprehends danger, he shall take action in accordance with Special Instructions prescribed for the purpose to protect the obstruction on line and thereafter inform the nearest Station Master by the most expeditious means. See also Rule 3.62	***14.05***	**Patrolling of lines:-** (1) In addition to the inspection referred to in rule *14.04*, whenever any portion of a railway is likely to be endangered by abnormal conditions such as heavy rains, breaches, floods, storms, *cold/hot weather* and civil disturbances, the line shall be patrolled in accordance with *the schedule as prescribed by railway administration.* *(2) Patrolling of line during the monsoon months -* *(a) The line is to be patrolled from the commencement until the close of the monsoon. The date of commencement and termination as well as the time from which the patrolling is to be done will be decided by the PCE of the railway.* *(b) Patrol charts, prepared by Divisional Engineers for the different sections, will be distributed to the Assistant Engineers, Loco shed Foreman/Crew Controller, JE/SE (P. way) and the Controller and a copy of the relevant portion of the chart will be supplied to each SM with instructions to:-* *(i) record timings of arrival and departure of patrolmen in the patrol books and initial them, and* *(ii) record timings of arrival and departure of patrolmen and their names in the station diary.* *(c)(i) The patrolman will present the patrol book in his possession to the SM on duty, who will enter there-in the date and time of arrival and departure of the patrolman and sign the book and return it to him. Thereafter, the patrolman will walk over his beat and handover the patrol book to the patrolman of the next beat, and so on. The SM on duty on arrival of patrolman will enter the date and time of arrival of the patrolman in the book and hand it back to the patrolman for re-transmission to station at other end.*	Modified

			(ii) If a patrolman, on arrival at the end of the beat, does not find the next patrolman waiting to take over his book, he must not wait, but must walk on until he meets him and should report the absence of any man from his beat, to the Gangmate. *(iii) Where stations are close together, the patrol books may be passed through one or more intermediate stations before it is returned to the original station. The SM on duty of each intermediate station will enter the date and actual time of arrival and departure of the patrolman and sign the book.* *(d) Patrolman Overdue- if a patrolman does not turn up within 15 minutes of his scheduled arrival, the SM on duty will take the following action -* *(i) stop trains from proceeding into the block section.* *(ii) advise the SM on duty at the other end of the block section to take similar action and also advise the Controller.* *(iii) start trains after issuing a Caution Order to all trains proceeding into the block section advising the Loco pilot and the Guard(if available) to be on the alert and specify a speed restriction of 50 kmph during the day when the visibility is clear, and 15 kmph during the night or during the day in bad weather and impairing visibility until the patrolman has arrived and reported that the line is safe for passage of trains.* *(iv) initiate action to ascertain the reason for the patrolman not turning up through Gateman and Loco pilot and/or Guard(if available) of the train.* *(e) Whenever danger is apprehended or when damage is observed, the patrolman should protect the line, as indicated below -* *(i) In case of single line section place a red flag by day and red light by night in a prominent position to warn*	

			the Loco pilot of a train approaching or from the direction from which the train is expected first and proceed to protect the line as prescribed under rule 12.05(1) on the other side. There after return to the affected point and protect the other side with detonators similarly. *(ii)In cases of double-line section place the red flag by day and red light by night in a prominent position, on one of the line so as to warn an approaching train and then run along the other track and place detonators, as prescribed under rule 12.05(1). There after run back and protect the other line under rule 12.05(1) on which the red light was placed. In case he sees any train approaching during the process of protection, he shall try to stop the approaching first by showing danger Hand signal and also on approved means of communication(if available).* *(iii) After protecting the line, where two patrolmen are employed, one of the patrolmen shall report the occurrence to the SM on duty who will advise the SM on duty at the other end of the block section and stop all trains from entering the block section. Where one patrolman is there he shall remain at the place where he has fixed three detonators and send word about the danger through a railway servant or any other person he is able to contact at the spot itself or through approved means of communication (if available) to the nearest SM on duty.*	
15.06	**Work involving danger to trains or traffic -** A gang shall not commence or carry on any work which will involve danger to trains or to traffic without the previous permission of the Inspector of Way or Works, or of some competent railway servant appointed in this behalf by Special Instructions; and the railway servant who gives such permission shall himself be present to superintend	***14.06***	**Work involving danger to trains or traffic: -** **(**1) A gang shall not commence or carry on any work which will involve danger to trains or to traffic without the *prior* permission of *JE/SE (P. way and works)*, or *a competent* railway servant appointed in this behalf by special instructions; and the railway servant who gives	Modified

	such work, and shall see that the provisions of Rules 15.08 and 15.09 are observed: Provided that, in case of emergency, when the requirements of safety warrant the commencement of any such work before the said railway servant can arrive, the Gangmate may commence the work at once and shall himself ensure that provisions of Rule 15.09 are observed.		such permission shall himself be present to *oversee* such work, and shall see that the provisions of rules *14.08* and *14.09* are observed: Provided that, in case of emergency, when the requirements of safety warrant the commencement of any such work before the said railway servant can arrive, the Gangmate may commence the work at once and shall himself ensure that provisions of rule *14.09* are observed. *(2) In case of work on the permanent way, the JE/SE (P. way) will advise the SM on duty through a written memo containing details of the place where repairs are to be carried out, the nature of work, speed restrictions if any, and the time the work will be commenced and completed and obtain his acknowledgment on the record foil. After completion of the work and after ensuring that the track is safe for the passage of trains, a memo to this effect will be sent to SM on duty and his acknowledgement shall be obtained in writing.* *(3) On receipt of such an advice, the SM shall advise the Controller and on obtaining his permission, authorise JE/SE (P. way) to commence the work. SM on duty shall treat the points (if any), involved as defective and arrange to have them clamped /cotterbolted/locked. If signals are involved, these shall be worked in accordance with the procedure prescribed for defective signals. If there is speed restriction, the SM on duty shall also take action to ensure that Caution Order(s) is issued as prescribed under these rules.*	
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.	***14.07***	**Work *during night and bad weather impairing visibility:* -** *(1) During night and bad weather impairing visibility,* no rail shall be displaced and no other work which is likely to cause obstruction to the passage of trains shall	Modified

			be performed, except in case of emergency. *(2) When such work has to be undertaken in an emergency, the site of work shall be protected as provided under rule 14.09(1) (a). However, in place of banner flag, a red light shall be displayed.*	
15.08	**Precautions before commencing operations, which would obstruct the line -** (1) No person employed on the way or works shall change or turn a rail, disconnect points or signals, or commence any other operation which would obstruct the line until Stop signals have been exhibited and where prescribed detonators used; and if within station limits, he has also obtained the written permission of the Station Master and all necessary signals have been placed at 'on': Provided that the exhibition of Stop signals may be dispensed with, if such operations are performed or carried out after the necessary signals, other than Automatic Stop signals, have, in addition to being placed in the 'on' position, been disconnected, so that such signals cannot be taken 'off' again until it is safe to do so and the corresponding adequate distance beyond such signals is kept clear : Provided further that when the area of work is controlled by Automatic signals, the railway servant in charge of the work shall post a competent railway servant at an adequate distance in rear of the site of the work to stop and warn any train approaching the affected area. (2) No work involving removal of any rail from the track shall be under taken without traffic block, except as provided in sub-rule(3). (3) In emergent cases, Engineering official not below the rank of Permanent Way Inspector Grade-III undertaking such operations shall first bring the train to stop and advise the Driver of the train about the need to stop the train through a written Memorandum. The Engineering official shall simultaneously arrange to send a message to the Station Master for the need to block the track and obtain	***14.08***	**Precautions before commencing operations, which would obstruct the line:-** (1) *No person employed on the way or works shall change or turn a rail or commence* any other operation which would obstruct the line until stop signals have been exhibited *and line is protected as per rule 12.05(1)*; and if within station limits, he has also obtained the written permission of the *SM* on duty 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 *a distance not less than 180 mtrs.* 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, engineering official not below the rank of *JE/SE (P. way)* undertaking such operations shall first bring the train to stop and advise the *Loco pilot* of	Modified *Included in GR 4.05*

	written confirmation of the same. In such emergent cases, work shall be commenced only after advising the Driver and bringing the train to a stop.		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 *SM* on duty for the need to block the track and obtain written confirmation of the same. In such emergent cases, work shall be commenced only after advising the *Loco pilot* and bringing the train to a stop. *(4) Works, which require more than a day to be completed shall be executed as per instructions given in TWO issued by the division.* *(5) Blocking the line on approved means of communication-* *When for special reasons it is decided to permit blocking of the line on approved means of communication following procedure will be followed-* *(a) Blocking of the line on approved means of communication shall not be permitted unless specifically mentioned in the TWO.* *(b) Only the SE (P. way) of the section concerned is permitted to obtain the block on approved means of communication. Cancellation notice for the block should be given by the same person who has obtained the block.* *(c) Sr. DOM/DOM will issue a Private Number sheet and a code list specifying the TWO for which they are to be used to the SE in-charge of the work and the Chief Controller which shall be used at the time of obtaining and cancelling the blocks. On completion of the work the Private Number sheet and the codes list must be returned to the Sr. DOM/DOM both by the SE (P. way) and the Chief Controller.* *(d) Before leaving the station for the site of work, the SE (P. way) in-charge will consult the Controller who will advise him the approximate time and nominate the last train after which the block will be allowed.*	

			(e) After the passage of the nominated train from the site of work the SE in-charge will arrange to protect the place of obstruction in accordance with the instructions laid down in the TWO and after having satisfied himself that the obstructed area is properly protected, will call the Controller on approved means of communication and request him for imposition of the block giving reference number of TWO under which the work is being carried out. *(f) The Controller will then call the SM on duty at each end of the block section and ascertain from them if the block section is clear of all trains and obtain from them Private Numbers, in support thereof.* *(g) The Controller will then tally the code word to confirm that the correct person is asking for the block.* *(h) The SM on duty concerned will acknowledge the Controller's message supported by Private Numbers. The Controller will record these messages in the control diary recording the names of the SE in-charge and SMs on duty and the Private Numbers received from them. Brief remarks shall also be recorded in the remarks column of the control chart.* *(i) On receipt of the above message from the Controller, the SM on duty will arrange to block the line concerned in accordance with the provisions of detailed in TWO and will issue a message to the SE (P. way) and the Controller on the approved means of communication.* *(j) The SE in-charge will then commence the work. He will also depute a competent person to remain in constant touch with the Controller on the approved means of communication.* *(k) On completion of the work and after the track is made safe for the passage of train, the SE incharge will contact the Controller on the approved means of*	

			communication and advise him of the completion of work. The Controller will call the SMs on duty at both ends of block section and SE in-charge will then issue a message supported by Private Number. *Note:-The SE in-charge of work will also send a written confirmation copy of this message to the SM on duty of the nearest station by the quickest means possible.* *(l) On receipt of the above message, the Controller will issue a message to the SMs on duty concerned and authorise them to cancel the block and resume normal working and obtain their acknowledgements supported by Private Numbers. The SM on duty concerned shall restore the block instruments to normal and make necessary entries in the TSR.* *(m) In the event of SE in-charge is unable to contact the Controller for cancellation of block after completion of work and after making track safe for passage of train, he will proceed to the nearer of the two stations and hand over the written copy of cancelation massage personally to SM on duty.* *(6) In an emergency, due to damage to the track, bridge etc., when an official of the engineering department considers it necessary to suspend train working or impose a speed restriction while repairs are being carried out, he shall take the following measures -* *(a) arrange to protect the site of the obstruction in accordance with rule 12.05.* *(b) advise the SM on duty at the nearer end of the affected block section in writing to suspend train working or issue Caution Order.* *(c) on receipt of this advice, the SM on duty will take the following precautionary measures-* *(i) stop all trains from proceeding into the block section*	

			from his station or allow them to proceed only after issue of Caution Order (if permitted to do so by the official of the engineering department); *(ii) advise the SM at the other end of the block section to take similar action and obtain his Private Number in token of having done so;* *Note: -If SM on duty finds that a train has already entered the block section from the other end, he should advise the engineering official accordingly and ask him to return post haste to the site of obstruction and to ensure that it is being properly protected.* *(iii) advise the Controller;* *(d) on completion of the repairs to the track, signal interlocking equipment, etc., official of the engineering department not below the rank of PWS shall issue the fit-certificate to the SM on duty prescribing the speed limit, if any, to be observed by the trains while passing over the site of obstruction.* *(e) on receipt of written memo from the official of the engineering department mentioned above, the SM on duty shall cancel the block/ restriction of speed , if it had been imposed advising the SM at the other end and the Controller.* *(7) When the line is required to be completely blocked (traffic block) it shall be done observing the following procedure: -* *On receipt of written advise from JE/SE(P. way) or other official authorised to obtain full block under TWO, the SM on duty shall obtain permission of the Controller for granting full block and shall take action as under-* *(a)Single Line worked with token/ tablet block instrument, the SM on duty at either end of the section shall extract the token/tablet from the block instrument after exchanging Private Number and making necessary*	

			entries in red ink in the TSR, will keep the token/tablet locked in the safe custody. Where the last Stop signal is controlled by a cosserat key transmitted by the SM on duty, the same should also be extracted and kept in safe custody. *(b) Where single line is worked with other than token/tablet block instrument or on double line, the block instrument or equipment for obtaining/granting Line Clear shall be locked in 'Train On Line' position or through other means such as by extracting SH key (if provided) after exchanging Private Number and making necessary entries in red ink in the TSR.* *(c) Where the system of working is by the other than Block Instruments, the line shall be blocked through approved means of communication under exchange Private Numbers and making necessary entries in red ink in the TSR. (Procedure for obtaining/granting full block at such stations shall be prescribed in SWR)* *(d) After blocking the line in the manner prescribed under sub-rule (a), (b) or (c) above, the SM on duty shall advise Controller and there after shall advice JE/SE in-charge of the work in writing.*	
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 Driver that he has to stop or proceed at a restricted speed, the following signals shall be shown and, where prescribed, detonators used, if on a double line in the direction from which trains approach, and if on a single line in each direction - (a) When the train is required to stop and the restriction is likely to last only for a day or less -- A banner flag shall be exhibited at a distance of 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge and three detonators shall be placed, 10 metres apart, at a	***14.09***	***Action to be taken to warn the Loco pilot when line is under repair or obstructed due to any other reason: -*** (1) Whenever due to lines being under repair or due to any other obstruction it is necessary to advise to the *Loco pilot* through a Caution Order that he has to stop or proceed at a restricted speed, the following signals shall be *shown on a* double line in the direction from which trains approach, and on single line in *both directions by the railway servant(s) of engineering department –* (a) When the train is required to stop and the restriction is likely to last only for a day or less - *Protection shall be done as prescribed in rule 12.05. In addition, banner*	Modified

	distance of 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the place of obstruction. In addition, Stop hand signal shall be shown at a distance of 30 metres from the place of obstruction, at the banner flag and at a distance of 45 metres from the three detonators. The railway servant at the place of obstruction shall give Proceed hand signal to indicate to the Driver when he may resume normal speed after the train has been hand-signalled past the place of obstruction. (b) When the train is required to stop and the restriction is likely to last for more than a day -- A stop indicator shall be exhibited at a distance of 30 metres from the place of obstruction and a caution indicator at 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the place of the obstruction. In addition, termination indicators shall be provided at the place where a Driver may resume normal speed. (c) When the train is not required to stop and the restriction is likely to last only for a day or less -- Proceed with caution hand signals shall be exhibited at a distance of 30 metres and again at a distance of at least 800 metres from the place of obstruction. The distance of 800 metres shall be suitably increased by special instruction, where required. The railway servant at the place of obstruction shall give Proceed hand signal to indicate to the Driver when he may resume normal speed after the train has been hand-signalled past the place of obstruction. (d) When the train is not required to stop and the restriction is likely to last for more than a day -- A speed indicator shall be exhibited at a distance of 30 metres from the place of obstruction and again a caution indicator at a distance of at least 800 metres from the place of obstruction. The distance of 800 metres shall be suitably increased by Special Instructions, where required. In addition, termination indicators shall be provided at the place where a Driver may resume normal speed.		*flag shall be placed at a distance of 30 mtrs. from the place of obstruction and stop Hand signals shall be exhibited at a distance of 250 mtrs. from the place of obstruction and at a distance of 45 mtrs from the 3rd detonator. When a train passes over the detonators the flagman shall at once replace the detonators and again exhibit the danger Hand signal. One of the railway servant at the place of obstruction shall give proceed with caution Hand signal to Loco pilot and when the train has passed the place of obstruction, he will give proceed Hand signal to indicate to the Loco pilot to resume authorised speed.* (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 mtrs. from the place of obstruction and a Caution Indicator *placed at a distance of* 800 mtrs. from the place of the obstruction. In addition, Termination Indicators shall be provided at the place where a *Loco pilot* may resume the *authorised* speed. *In case of multiple speed restrictions, Speed Indicators and Stop Indicator shall be placed as prescribed under special instructions.* (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 mtrs. and again at a distance of at least 800 mtrs. from the place of obstruction. The railway servant at the place of obstruction shall give proceed Hand signal to indicate to the *Loco pilot* when he may resume *authorised* 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 Stop Indicator shall be exhibited at a distance of 30 mtrs. from	

	(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 Driver has been issued with a Caution Order at a station in rear, informing him of the obstruction and the details thereof. (3) If the place of work is situated in Automatic Signalling territory, and if the distance between the place of obstruction and the Automatic signal controlling the entry of train in the signalling section concerned is less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and provided the Automatic signal has been secured at 'on' - (a) the banner flag and three detonators referred to in clause (a) of sub-rule (1) may be provided at 90 and 180 metres respectively; and (b) the caution indicator referred to in clause (b) of sub-rule (1) may be dispensed with. (4) The shapes and sizes of the indicators referred to in clause (b) and (d) of sub-rule (1) may be prescribed by Special Instructions.		the place of obstruction and a Caution Indicator at a distance of at least 800 mtrs. from the place of obstruction. In addition, Termination Indicators shall be provided at the place where a *Loco pilot* may resume the *authorised* speed. *In case of multiple speed restrictions, Speed Indicators shall be placed as prescribed under special instructions.* (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(s). However, provisions of Stop Indicator/Speed Indicator as provided in sub-rule (1) above shall be applicable. (b)*if the affected line on which obstruction exits, falls in the path of an approaching train*, 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) The shapes and sizes of the indicators are under rule even No. in Annexure-I:-* *(4) Responsibility of Loco Pilot and Guard (if available)-* *(a) The Loco pilot of a train on approaching the Caution Indicator must reduce speed as necessary and pass the train at the prescribed speed. In case of a Stop Indicator, he should bring his train to a stop in rear of the Stop Indicator. The engineering flagman posted at the Stop Indicator shall, after the train has come to a stop, hand over his Restriction Book for signatures of the Loco pilot.*	

			(b) The Loco pilot must fill in the date, train number and time and affix his signature in full in the columns provided for this purpose and return the book to the flagman. Thereafter, the flagman must exhibit a proceed with caution Hand signal to the Loco pilot. The Loco pilot must then re-start and proceed cautiously at a speed not exceeding 15 kmph. The Loco pilot after his train has cleared the restricted length, may resume normal speed. *(c)The Guard (if available) must be on the lookout for signals and be prepared to help the Loco pilot to keep the train under proper control while passing over a speed restriction. The Guard must also exhibit the proceed Hand signal to the Loco pilot after the last vehicle has cleared the restricted length.*	
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 Driver thereof, render assistance for the protection of the train.	***14.10***	**Assistance in protection of trains *etc.:-*** 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, *or to a disabled train and to stranded passengers.*	Modified
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.	***14.11***	**Gangmate in each gang: -** Each *JE/SE Engineer (P. way works)* shall see that in every gang employed in his *beat* of line there is a competent Gangmate.	Modified
15.12	**Knowledge of signals and equipment of gang -** Each Inspector of Way or Works shall see -- (a) that every Gangman and Gangmate employed under him has a correct knowledge of hand signals and detonating signals; and (b) that every gang employed in his length of line is supplied with a a permanent way gauge, two sets of flag signals, two hand signal lamps and ten detonators, in addition to such other tools or implements as may be prescribed by Special Instructions.	***14.12***	***Supply and* Knowledge of signals and equipment of gang: -** Each *JE/SE (P. way)* shall see that *every gang employed in his beat of line is supplied with a P. way gauge, two sets of red and green flags, two hand signal lamps and ten detonators, in addition to such other tools or equipments as may be prescribed by the Railway administration. Also that, every Gangmate and Trackman employed under him has a correct knowledge of the use of Hand signals and detonators and such*	Modified

			other signals and equipments as provided to him.	
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.	***14.13***	**Inspection of gauges, signals, tools and *equipments:-*** (1)Each *JE/SE (P. way)* shall at least once in every month inspect the P. way gauges, flags, signal lamps, detonators, tools and *equipments* supplied to the gangs under rule *14.12* 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.	Modified
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.	***14.14***	**Responsibility of P. way Mate as to safety of line.** **Each P. way Mate shall:-** (1)see that his length of line is kept safe for the passage of trains ; (2) that the equipment supplied to him under rule *14.12,* are kept in proper order and ready for use; (3)that the *each person* in his gang *has* correct knowledge *in use* of hand signals and detonators, (4) *make efforts* to prevent any trespassing by persons or cattle on his *beat* of line or within the fences thereof, and (5) 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 *action as* prescribed in rule *14.09 is taken.*	Modified
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.	***14.15***	**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.*	No Change
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.	***14.16***	**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.*	No Change

15.17	**Duties of Gangmate and Gangman when apprehending danger -** If a Gangmate or Gangman considers that the line is likely to be rendered unsafe, or that any train is likely to be endangered in consequence of any defect in the way or works or of abnormal rain or floods or any other occurrence, he shall take immediate steps for securing the stability of the line and the safety of trains, by using the prescribed signals for trains to proceed with caution or to stop, as necessity may require; and shall as soon as possible report the circumstances to the nearest Station Master and the Inspector of Way or Works.	***14.17***	**Duties of P. way Mate and Trackman when apprehending danger:-** If a Gangmate or a trackman considers that the line is likely to be rendered unsafe, or that any train is likely to be endangered in consequence of any defect in the way or works or *due to* abnormal rain or floods or any other cause, 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 situation may require; he shall as soon as possible report the circumstances to the nearest *SM* and the *JE/SE (P. way)*.	Modified
	B. The Working of Lorries, Trollies and Motor Trollies		**B- The Working of lorry, trolly, motor trolly and r*ail dolly***	Modified
15.18	**Distinction between trolly, lorry and motor trolly -** (1) A vehicle which can be lifted bodily off the line by four men shall be deemed to be a trolly and any similar but heavier vehicle shall be deemed to be a lorry. (2) Any trolly which is self-propelled, by means of a motor, is a motor trolly. (3) A trolly shall not, except in cases of emergency, be used for the carriage of permanent way or other heavy material; and when a trolly is so loaded, it shall be deemed, for the purposes of these rules, to be a lorry.	***14.18***	**Distinction between trolly, lorry, motor trolly and *rail dolly:-*** (1) A vehicle which can be lifted bodily off the track by four *or less persons* 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) Cycle Trolly is a trolly which is propelled by pedalling instead of pushing and moped trollys can either be driven by a motor or by pedals. Cycle Trollys and moped trollys should be so designed as to be capable of being removed from the track by two men. Seats should also be provided in Cycle Trollys and Moped Trollys for at least one person other than the person(s) pedalling or driving to sit facing towards the rear continuously to give adequate warning of approaching train. Cycle Trollys and Moped Trollys shall be treated as Trolly in all respects for the purpose of these rules except where otherwise provided for.*	

			(4) An equipment moving on single rail, which can be easily removed off the line by single person, shall be deemed to be a rail dolly. *(5)* A trolly shall not, except in cases of emergency, be used for the carriage of P.way or other heavy material; and when a trolly is so loaded, it shall be deemed, for the purposes of these rules, to be a lorry.	
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.	***14.19***	**Equipment of trolly, lorry or motor trolly:-** ch trolly, lorry or motor trolly shall have the following equipment- (1) two hand signal lamps*/tricolour torches*; (2) two red and two green Hand signal flags; (3) sufficient *number* of detonators; (4) a chain and a padlock; (5) a copy of the WTT and all *amendment* slips and appendices, if any, in force on that section of the railway over which the trolly, lorry or motor trolly is to run; (6) a motor horn and a search light (for motor trolly only); (7) two banner flags (for lorry only); (8) an oil feeder with oil and cotton waste for trollys and lorries not having ball bearings; and (9) such other articles as may be prescribed by the railway administration in this behalf. Note: *(1)* 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. *(2) rule 11.64 (2) shall also be applicable for motor trollys.*	Modified
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	***14.20***	**Red flag or light to be shown *on a trolly, lorry or motor trolly*:-** Every lorry or trolly when on the line shall show a red flag *fixed to a staff placed perpendicular in a socket so as to be conspicuously visible* by day and a red light	Modified

	tunnel in the directions from which a train may come.		*similarly placed showing red in the direction from which trains are to be expected on double line/twin single line/multiple line and white in the other direction and on a single line, red in both directions*, during *night and bad weather impairing visibility* or in a tunnel. *When within station limits, the lights displayed at night shall be red in both directions.*	
15.21	**Efficient brakes -** No lorry or trolly shall be placed on the line unless it is fitted with efficient brakes.	***14.21***	**Efficient brakes -** No lorry or trolly shall be placed on the line unless it is fitted with efficient brakes.	No Change
15.22	**Qualified person to be in charge of lorry or trolly when on the line -** (1) No lorry or trolly shall be placed on the line except by a qualified person appointed in this behalf by Special Instructions. (2) Such qualified person shall accompany the lorry or trolly, and shall be responsible for its proper protection and for its being used in accordance with Special Instructions.	***14.22***	***Competent* 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 under charge of a *competent* person appointed in this behalf. *Such competent person should be in possession of a valid competency certificate as prescribed by the railway administration.* (2) Such *competent* person shall accompany the lorry or trolly, and shall be responsible for its proper *working and* protection *as prescribed under sub-rules (3) and (4) below.* *(3) A trolly must not be placed on the line in such a manner or at such time, as will interfere with the passage of trains. It is obligatory for the official-incharge to ascertain the whereabouts of train(s) that is likely to be encountered in the section from the SM on duty before starting the journey.* *(4) No railway employee is permitted to work a trolly and/or a lorry unless he has passed the competency examination for working of trolly/lorry and obtained certificate for the same. Such certificates, after due examination in the relevant rules shall be issued by officer(s) so nominated by GM for head quarter officers and staff and by DRM for divisional officers and staff.*	Modified

			Such certificate shall be valid for a period of three year from the date of its issue and thereafter it shall be renewed again for three years after the person concerned has been examined again.	
15.23	**Attachment to train prohibited -** No lorry or trolly shall be attached to a train.	***14.23***	**Attachment *of lorry or trolly* to train prohibited:-** No lorry, trolly or motor trolly shall be attached to a train.	Modified
		14.24	***Conveyance of non-railway officials by lorry or trolly:-*** *(1) A trolly shall not be used for the conveyance of persons other than railway officials. In special cases, Magistrates, Civil, Military and Medical Officials or a person requiring medical aid may be conveyed by trolly by order of the Sr. DOM/DOM.* *(2) GRP/RPF personal may be conveyed by trolly in case of emergency in connection with the investigation of crimes within railway limits on a requisition being made in writing to the SE (P. way) of the section concerned. In such a case the requisition for a trolly must be made by an official of the GRP/RPF not below the rank of Sub-Inspector. The SE (P. way) of the section shall comply with such requisitions provided urgent railway work is not neglected.*	New Rule
15.25	**Motor Trolly -** A motor trolly shall only be run in accordance with Special Instructions.	***14.25***	***Working of* trolly/motor trolly/OHE ladder trolly and rail dolly:-** *(1) Subject to their being certified competent, the following officials are permitted to use push trolly/cycle trolly/ moped trolly/ lorry-* *(a) Push trolly/cycle trolly/moped trolly shall be provided by branch officers to the officials of their department with the approval of DRM.* *(b) Motor Trolly- All officers of the engineering, S&T and operating and safety departments and such SE(s) and motor trolly driver(s) as may be permitted by the DRM.*	New Rule

			(c) Private Trolly is permitted to work in private siding only, provided the trolly incharge is in possession of a permit issued by the DRM and the trolly is accompanied by a Head Trolly man duly certified by Sr.DEN/DEN. *(d) Each push trolly/cycle trolly/moped trolly/ladder trolly/lorry/ motor trolly and rail dolly shall be marked with a number, code initials of the headquarters station and the designation of the official-in-charge.* *(e) A push trolly/cycle trolly/moped trolly/ladder trolly/lorry/ motor trolly and rail dolly shall always be pushed and not pulled. Use of sails or any other aid for their propulsion is strictly prohibited.* *(f) A trolly shall be manned by at least four trolly men, a lorry by a least six lorry men and a motor trolly by at least four trolly men including the motor trolly driver. This does not include any flagmen who may be required in addition for the protection of trollys/lorrys under special instructions. Out of six men employed for working a lorry, two shall control the brakes and two shall walk alongside the lorry. The duties of flagmen shall be invariably entrusted to trained men experienced on the working of lorry/ trolly and who have passed the vision test.* *(g) The number of men that may be carried on a trolly/motor trolly shall not exceed ten on the Broad Gauge; and eight on the Metre Gauge and Narrow Gauge.* *(h) When the view of the line is obstructed due to curves or cuttings or other causes, "observation posts" shall be established at such sites that command the best view in both directions for the use of flagmen who shall convey Hand signals to the trolly on the line.* *(i) In track circuited territories, trollys when used shall be insulated.*	

			(j) A material lorry should not be placed on the line without the permission of the SM on duty. *(2) a ladder trolly is prohibited to be placed on track and moved/worked independently except under traffic block in sections open to traffic.* *(3) Working of push trolly/cycle trolly/moped trolly/ ladder trolly/ lorry/ motor trolly and rail dolly under traffic block-* *(a) Before placing ladder trolly/ lorry / motor trolly/ rail dolly on the line for working beyond the station section during day or night or a push trolly/cycle trolly/moped trolly is to work during day, the official-incharge, should ascertaining from the SM on duty whether the line can be blocked for a given period, Material Notice No. 1 on form T1425(3).* *(b) If the period during which the trolly/lorry is required to be placed on the line does not interfere with movement of trains, the SM on duty must block the line as provided under rule 14.08 (7) and -* *(i) take 'off' the last stop signal, on double line where interlocking permits otherwise block the line and thereafter issue T1307 and PLCT to the official-incharge of the push trolly/cycle trolly/moped trolly/ladder trolly/lorry/ motor trolly or rail dolly in addition to T1425(3). The SM on duty must make an entry of the time the section is to be cleared and also obtain signature of incharge of trolly/lorry on the counterfoil of notice in form T1425(3).* *(ii) The official-incharge of the push trolly/cycle trolly/moped trolly/ladder trolly/lorry/ motor trolly or rail dolly is responsible for clearing the section within the specified time and at the end of the section specified on T1425(3). While approaching a level crossing, the official-incharge of the lorry is responsible to look out*	

			for road traffic, use the whistle, horn or hooter (if provided) and stop before level crossing. *(iii) The SM on duty must be prepared to receive the push trolly/cycle trolly/moped trolly/ladder trolly/lorry/ motor trolly or rail dolly either by taking 'OFF' signals or by issuing an authority or by displaying Hand signals from the foot of the first stop signal of the station.* *(4) Running of a trolly on a section specified under special instructions where the view is frequently, restricted-* *(a) The incharge of the trolly must advise the SM on duty in writing to issue Caution Order to Loco pilots of train(s) entering the block section concerned ordering them to keep a sharp look out for trolly and to whistle frequently when the view is obstructed. The incharge of the trolly shall specify the period(s) during which the Caution Order is to be issued and shall obtain a written acknowledgement from the SM on duty.* *(b) The SM concerned shall, before giving the acknowledgement, pass on the information to the SM on duty of the other end of the block section concerned under exchange of Private Numbers. There after both SMs on duty shall be responsible for issuing the prescribed Caution Order to the Loco pilot(s) of all trains which will run on the line on which the trolly is working until the trolly has cleared the section.* *(c) The precautions laid down under sub-rule (1)(h) above shall also be followed.* *(d) On arrival at station, the incharge of trolly shall give in writing that his trolly has cleared the block section and no obstruction is left behind in the block section. Thereafter the SM(s) shall discontinue issue of Caution Order after exchange of Private Numbers.* *(5) Working of motor trolly-*	

			(a) A motor trolly is normally permitted to run on Line Clear only. It may, however, be permitted to follow a fully vacuum/Air braked train or another motor trolly in the same block section during day light hours only and in clear weather except when prohibited on sections specified in the WTT which are having sharp curves, cuttings, tunnels, bridges etc. For this purpose, the official incharge of the motor trolly shall obtain a 'Motor Trolly Permit' on from T 1425(3) from the SM on duty concerned before entering the block section. The 'Motor Trolly Permit' shall be prepared in duplicate. One copy must be retained by the SM on duty issuing the permit and other will remain in the custody of the official incharge of the motor trolly till the block station in advance is reached where this permit shall be handed over to the SM on duty. Regular message, supported by Private Number should be exchanged between the two SMs on duty concerned and suitable entries made in the TSR of the stations. The message regarding entering block section and clearing block section for the preceding train/motor trolly and the following motor trolly shall be sent separately and recorded in the TSR. The line must not be closed until the following motor trolly also has cleared the block section. *(b) SM who has signed a trolly permit is personally responsible to see that he neither asks nor gives Line Clear for a train over the section on which the trolly is running until it clears the block section. The SM who has signed for 'Motor Trolly Permit' shall not change over his duty until the trolly has cleared the block section.* *(c) Reception of a motor trolly at a station when following a train– When a motor trolly is following a train, or another motor trolly, the signals taken 'OFF'*	

			for the preceding train, or motor trolly shall not be restored to 'ON' position until the following motor trolly has been also passed such signals. In such cases, the motor trolly shall be admitted on the same line as the preceding train/motor trolly. If, in any case, motor trolly which is following a train/motor trolly fails to arrive at the next station within a reasonable time after the arrival of the preceding train/motor trolly, and is also not in sight, the SM on duty may put back the reception signals to 'ON' to perform any shunting, conduct other movement or to open a level crossing previously closed for the train/motor trolly movement but shall not, in any case, obstruct the block section in the face of the approaching motor trolly. In such cases the motor trolly will be received as mentioned in para (d) below- *(d) At stations where electric reversers are provided, or where the reception signals automatically go back to 'ON' position with the passage of the train, the person incharge of the motor trolly shall proceed cautiously upto the Home signal on the double line and upto the opposite SLB or the advanced starter signal in the opposite direction on a single line section. The SM on duty shall depute a competent railway servant with Hand signal at the Home signal to Hand signal the trolly. The trolly shall be guided by such Hand signals. In such cases all levers/switches/buttons including signal levers/ switches/ buttons, which were operated for the reception of the preceding train, must not normally be reversed till the motor trolly has arrived. If, however, for any reason, they have to be reversed to perform any shunting, conduct any other movement or open a level crossing previously closed for the train/motor trolly movement, the SM on duty will not allow obstruction of the block section in the face of the approaching motor*	

			trolly. *(e)It will be the personal responsibility of the person incharge of the motor trolly to ensure that, before he goes across any level crossing, the L C Gates are closed against the road traffic.* *(f)Motor trolly breakdown- In the event of the complete breakdown of a motor trolly (i.e. it cannot be propelled even manually) the official incharge shall have it removed from the line at once. If the breakdown occurs between stations and the motor trolly is running on an "Authority to proceed" or 'Motor Trolly Permit', the official-in-charge shall at once use the quickest means at his disposal to advise the nearest station including approved means of communications supported by his name and designation or in writing that the trolly has been removed from the line. On single line worked with token/tablet Block Instruments, the authority to proceed and the 'Motor Trolly Permit' (in case of motor trolly following) shall be return to the SM on duty of nearest station along with a written advice. SM on duty receiving this advice/ shall immediately inform to the SM on duty at the other end of the section, "Motor Trolly which left yours (or mine) at .... hrs. has failed in the block section, and has been removed from the track; Private Number.....A copy of this message shall be recorded in the TSR. Following this, the station towards which the trolly was proceeding or, in the case of Token/Tablet Black Instruments working, the SM on duty who received the token/tablet, shall give the "Train Out of Section" signal for the trolly in the usual manner. In case advice of removal is received through approved means of communications, the Loco pilot of first train entering in the section shall be issued a Caution Order to keep a sharp look out and proceed cautiously.*	

			When the motor trolly has been made fit to run, whether by manual propulsion or under its own power, the official-in-charge shall advise the nearer SM on duty through approved means of communications or in writing that the Motor Trolly is fit to run to the station to which he wishes to proceed, and shall give the estimated time will be taken for the journey and will ask for the "Authority to proceed" or Motor Trolly Permit. The SM on duty receiving the message will inform the SM on duty at the other end of the block section concerned accordingly and will then give or obtain the permission to proceed to the destination and send it to the official-in-charge. *(g) Motor trollys running together - When two motor trollys are running together in the same direction, sufficient distance of about 100 mtrs. must be kept between them so that the rear motor trolly can be stopped within a safe distance from the front motor trolly.* *(6) When a trolly is removed from track it should be ensured that it does not foul any running line.* *(7) Working of rail dolly for transporting rail(s)-* *(a) Rail dolly must not be placed on line during night, bad weather impairing visibility.* *(b) No rail dolly/dollies will be placed on line unless it is protected by Hand signals and manned by a qualified person not less than the rank of a P. way Mate. The exhibition of Hand signals should be at the same as prescribed under rule 14.27(2)(c). Further a movable whistle board should be displayed at an adequate distance, from the rear flagman so that the Loco pilot may whistle freely to warn the workmen so that the rail dolly/dollys can removed from the track in time.* *(c) When rail dolly/dollies are required to move on long*	

			bridges/cuttings in curves/tunnels and steep gradients additional flagmen must be deployed to warn the workmen of the approaching train(s). *(d) Additional whistle boards should be erected in the approach of tunnels/long bridges and along curves cuttings to enable the Loco pilots to start whistling before entering such stretches. The Loco pilots also should be on the look out of movable whistle boards and on seeing such whistle boards they should continuously whistle till the removal of rail dolly/dollies from the track.* *(e) All rail dollies must be insulated to ensure that there is no failure of track circuits while working on track-circuited sections/portions.*	
15.26	**Protection of trolly on the line -** The qualified person in charge of a trolly shall, before leaving a station, ascertain the whereabouts of all approaching trains, and shall, when a clear view is not obtainable for an adequate distance - (a) on a single line, in both directions, or (b) on a double line, in the direction from which trains may approach. take such precautions for the protection of his trolly as may be prescribed by Special Instructions.	***14.26***	**Protection of trolly on the line: -** *(1) 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 available for sufficient distance -* *(a)on a single line, in both directions, or* *(b)on a double line, in the direction from which trains may approach take such precautions for the protection of his trolly as prescribed under rule 14.27(2)(c).* *(2) When it is necessary to place a trolly on the line at night or during bad weather impairing visibility the trolly must be worked under block protection.* *(3) When after placing the trolly on line without block protection, the visibility becomes reduced to less than 800 mtrs., the trolly must be immediately removed from line.*	Modified
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	***14.27***	***Working of*** **lorry on the line:-** (1) Whenever it is proposed to place a lorry, whether loaded or empty on the line, *if it is possible to block the line* without interfering with the working of trains, it	Modified

	blocked under the rules for working of trains. (2) Except under approved Special Instructions, when the line has not been so blocked and a lorry whether loaded or empty is placed on the line, the lorry shall be protected - (a) on double line, by one or two men as required, at a distance of 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge, carrying a banner flag across the track and another man plainly showing a Stop hand signal at a distance of not less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the lorry in the direction from which trains may approach, or (b) on single line, by one or two men as required, following and preceding the lorry at a distance of 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge, carrying a banner flag across the track and another man plainly showing a Stop hand signal at a distance of not less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the lorry on either side. (3) Each man so following or preceding the lorry at a distance of 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge shall be provided with detonators and place three on the line, 10 metres apart, immediately the lorry comes to a stand for the purpose of either unloading or loading or should any train be seen approaching, and continue to display the Stop hand signal. (4) The man or men carrying the banner flag shall immediately fix the banner flag across the track immediately the lorry comes to a stand or a train is seen approaching, and continue to display the Stop hand signal. (5) In all cases where the flagmen in advance or in rear		should be blocked under the rules for working of trains. *(2) On sections (except those exempted under special instructions), a lorry (loaded or empty) accompanied by an engineering officials not below the rank of PWS may be worked during day time only with following stipulations –* *(a) the SM on duty of the obstructed block section is advised and his written permission obtained, who shall give such permission only after taking approval of Controller and advising the SM at the other end of the block section. (b) a Caution Order shall be issued to Loco pilot of train(s) entering the block section till it is cleared by the lorry.* *(c) the lorry shall be protected as under –* *(i)On single line in both directions and on double line in the direction of train movement, by two persons at a distance of 400 mtrs., carrying a banner flag across the track and another person plainly showing a stop Hand signal at a distance of not less than 800 mtrs. from the lorry.* *(ii)* Each *person* so following or preceding the lorry at a distance of 800 *mtrs.* shall be provided with detonators and place three on the line, 10 *mtrs.* apart, as soon as 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. *(iii)* The *person(s)* carrying the banner flag shall fix the banner flag across the track as soon as the lorry comes to a stand or a train is seen approaching, and continue to display the stop Hand signal. *(iv)* In all cases where the *person carrying* flag in advance or in rear cannot be kept in view from the lorry, additional intermediate *person carrying* flag shall be	

	cannot be kept in view from the lorry, additional intermediate flagmen shall be posted to relay the signals. (6) The Stop signals and detonators shall not be removed until the flagmen have received the orders to withdraw them from the official-in-charge of the lorry.		posted to relay the signals. *(v)*The stop signals and detonators shall not be removed until the *person(s) carrying* flag has received the orders to withdraw them from the official-in-charge of the lorry. *(3) If the section is not cleared by lorry before sun set or the visibility worsens the line will be treated as blocked for trains and no train shall be allowed to enter the block section until it is cleared by the lorry.* *(4)A lorry (loaded or empty) shall not be worked during night and bad weather impairing visibility. In case of an emergency if a lorry (loaded or empty) is required to work during night or bad weather impairing visibility, it shall work under block protection.* *(5) Working of lorries on partial block (during day hours only)-* *(a) When the line cannot be blocked for the whole period for which the lorry is required to work, the official-incharge must give Material Lorry Notice No. 2 on Form T 1427(5) to the SM on duty. The official-incharge while issuing the Form T 1427(5), shall make an endorsement of the 'Gradient 1 in 200 and steeper in the Up/Down direction' if any and also record the kms. between which it is located.* *(b)(i) The SM on duty receiving such notice will obtain partial block and despatch the lorry and train(s) during partial block in the manner as prescribed for the station in SWR.* *(ii) If the SM, receiving the Form T 1427(5) notices thereon on the top, an endorsement 'Gradient 1 in 200 and steeper in Up/Down direction', additional speed restriction shall be recorded on the Caution Orders to be issued to the Loco pilot of goods/ material trains to proceed with a restricted speed of 40 kmph on Broad*	

			Gauge, 30 kmph on Metre Gauge/Narrow Gauge. *(c) On the double line, lorries must invariably go out on the signalled line and if it is necessary to return, they must be pushed back on the same line.* *(d) When working in partial block, the official-incharge of the lorry will be responsible for protecting it as laid down in rule (2) (c) above and must not, on any account, transfer a lorry from one line to another. Loco pilots must keep a sharp lookout and sound their whistles freely and reduce speed if specifically mentioned on the Caution Order.* *(e) When approaching a station, the leading flagman must promptly report the arrival of lorry to the SM on duty, who will make immediate arrangements for the safe reception either by taking 'OFF' the approach signals or by piloting of the lorry from the first stop signal.* *(f) When a material lorry has to work on running line(s) within the station section, the official-incharge of the lorry must obtain the SM on duty'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 period does not interfere with the movement of trains, the SM on duty will issue a memo to the official-incharge authorising him to work after consulting Controller for the period specified and record the fact by a suitable entry in the TSR. The official-incharge will be responsible to remove lorry at the specified time.*	
15.24	**Time of running -** A lorry shall ordinarily be run only by day and when the weather is sufficiently clear for a signal to be distinctly seen from an adequate distance, which shall never be less than 800 metres.	***14.28***	**Protection of trolly on the line: -** *(1) 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 available for sufficient distance -*	Modified

			(a)on a single line, in both directions, or *(b)on a double line, in the direction from which trains may approach take such precautions for the protection of his trolly as prescribed under rule 14.27(2)(c).* *(2) When it is necessary to place a trolly on the line at night or during bad weather impairing visibility the trolly must be worked under block protection.* *(3) When after placing the trolly on line without block protection, the visibility becomes reduced to less than 800 mtrs., the trolly must be immediately removed from line.*	
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.	***14.29***	**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.	No Change
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.	***14.30***	***Rules for movement and working of track maintenance machines:-*** *(1)Track maintenance machine(s) here in referred as machine(s) means self propelled machine(s) used for maintenance/ laying/ replacing sleepers/rails/ballast and other structure(s) related with permanent way, points and crossings, works and bridges etc.. They shall be treated and work as a train as defined under sub-rule 1.05 (86) while moving from one block station to another.* *(2) JE/SE (TM) means the operator/driver of the track maintenance machine. He shall be at par with Loco pilot as defined under sub-rule 1.05 (48) for training, competency, medical and learning road.* *(a) in case the JE/SE (TM) is not having road learning and machine is required to move from one block station to another block station, an Assistant Loco pilot shall accompany the JE/SE (TM).* *(b) while working between stations JE/SE (P. way) shall*	Modified

			be responsible for safe working, movement of machine(s) and for observance of rules prescribed under these rules. *(3) Following information shall be available with each machine(s)-* *(a) Designation of controlling officer.* *(b) Allotted to division with name of zonal railway.* *(c) Machine(s) No. with model.* *(d) Maximum permissible speed when self propelled and when attached with a train.* *(e) Maximum dimension of machine(s) in closed condition.* *(f) Maximum dimension of Machine(s) in working condition.* *(g) Classification of O.D.C. if applicable.* *(4) Equipments of machine(s)(s) :-* *(a) Two red and one green hand signal flag.* *(b) Two tri-colour Hand Signal lamps.* *(c) Two banner flags.* *(d) Two chains with pad locks.* *(e) Two clamps with pad locks.* *(f) 10 Detonators.* *(g) Flasher light.* *(h) One petromax lamp.* *(i) Two sets of approved means of communication.* *(j) One first aid box.* *(k)Two skids.* *(l) Fire extinguisher - 01No.* *In addition to above, any equipments as prescribed by railway administration may be kept on a machine(s).* *(5)While moving for working in convoy/group, machine(s)s can be coupled with each other(if possible) (coupling/uncoupling to be done by the staff attached to the machine(s)), if not, then the lowest speed among all*	

			machine(s)s shall be observed by all machine(s)s. Machine shall maintain minimum distance of about 100 mtrs. from each other. *(6)While working the machines shall be accompanied by an engineering official not below the rank of SE/JE(P. Pay). He shall be available on machine, and shall be responsible for obtaining and clearing the traffic block and will issue track safe certificate etc..* *(7) Rules for working of machine(s) in block section: -* *(a) A maximum of five machines can be coupled together permitted to work in the block section.* *(b) While moving in convoy the tail board/ flashing tail lamp should be fixed only in rear of the last machine in the direction of movement.* *(c) Machine(s) when allowed to work in block section under traffic block may be allowed to follow a train in a block section having gradients not steeper than 1 in 400 during day time only. The speed of the machine(s) should not exceeding 40 kmph while following a train, and should be restricted 25 kmph where visibility is effected due to curve/cutting/tunnel or any other cause, Whenever a machine follows a train it should be accompanied by JE/SE (P. Way) and another competent engineering supervisor should remain at the station from which the machine(s) enters the block section, till it clears the block section at either end. Such working shall be prohibited during bad weather impairing visibility.* *(d)The machine(s) shall work under traffic block. The JE/SE (P. Way) shall give requisition for obtaining the block to SM on duty, indicating the number of machine(s) which will work, the specific location where the machines will work, the duration of block required and whether the machines will proceed to the next*	

			station or return to the starting station after completion of work. The SM on duty shall obtain the permission the Controller before granting traffic block. JE/SE (P. Way) will accompany the machines to its work site. *(8) Single line section -work and proceed-* *(a) SM on duty will obtain Line Clear from the block station in advance, take 'OFF' the last stop signal, issue Caution Order indicating, duration, location, clearing station and the number of machine(s)s permitted to work within the block section. Signature of all JE/SE (TM) shall be obtained on the record foil of Caution Order and the Caution Order shall be handed over to the JE/SE (P. Way) along with token/table/PLCT (if applicable). The JE/SE (P. Way) shall travel on the last machine(s).* *(b)(i) On competition of work, machine(s) shall be received by taking 'OFF' reception signals, station staff should be deputed to display proceed Hand signal at the foot of first stop signal till the last machine enters the stations.* *(ii) On reaching the station in advance, JE/SE (P. Way) shall hand over the token/tablet, if any, on arrival of the last machine at the station. He will also certify that the block section is clear and is free from obstruction as well as certified fitness of track with speed restriction if any for train movement. Thereafter the SM on duty shall close the block section.* *(9)Single line section- work and return-* *(a) Worked with token/tabled instrument- SM on duty will obtain line clear from station in advance, take 'OFF' last stop signal, issue Caution Order indicating direction, location, clearing station and the number of machine(s)s permitted to work the block section and that the machine(s)s shall return to his station after working.*	

			Signature of all JE/SE (TM) shall be obtained on the record foil of Caution Order and the Caution Order shall be handed over to the JE/SE (P. way) along with token/table/PLCT. The JE/SE (P. Way) shall travel on the first machine(s). *On completion of work sub-rule 8(b) above shall be applicable.* *(b)Single line worked with token less block instrument/BPAC-* *SM on duty shall exchange Private Number with the SM on duty at the station at the other end of block the section on approved means of communication in token of obtaining traffic block, take out the shunting key. For working in the block section sub-rules 8(a) and (b) above shall be applicable except that in place of token/tablet, SH Key shall be handed over to JE/SE (P. Way).* *(10)Double line section - work and proceed to next station on the right line-* *(a) SM on duty will obtain line clear from station in advance, take 'OFF' departure signals, issue a Caution Order indicating the duration, location, name of the station where block will be cleared, to keep a sharp look at the trains passing on adjacent line, ensure their safety and number of machines permitted to work. Signature of all JE/SE (TM) shall be obtained on the record foil of Caution Order and the Caution Order shall be handed over to the JE/SE (P. Way). Authority to pass Advanced starter at 'ON' (T1307) along with Private Number received from station in advance shall also be given, Starter/Intermediate Starter may be taken 'OFF'. The JE/SE (P. Way) shall travel on the last machine(s).* *(b) Sub-rule 8(b) shall be applicable. In addition, JE/SE*	

			(P. Way) will also certified that adjacent line is clear and free from obstruction. *(11) Double line section - work and proceed to next station on the wrong line-* *SM on duty will take the line clear from station in rear on means of granting/obtaining Line Clear as prescribed under rule 6.24 (b) to (h) indicating the duration, location, station at which section will be cleared. Issue PLCT, a written memo to proceed in wrong direction and a Caution Order indicating the duration, location, name of the station where block will be cleared, to keep a sharp look at the trains passing on adjacent line, ensure their safety and number of machines that will work to the JE/SE (P. Way). Signature of all JE/SE (TM) shall be obtained on the record foil of Caution Order.* *On approaching the next station after of the work, the operators shall bring, their machines to stop opposite the first stop signals pertaining to the right line or at the last stop signal pertaining to the wrong line (on which they were working) which ever they come across first. The SM on duty at the other end of the block section shall depute at railway servant at the foot of the signal (whichever the machines would encounter first) who shall stop the machines on danger Hand signal and thereafter pilot them into the station on a written authority issued by the SM on duty. If the operator(s) find that no railway servant has been deputed at the first stop signal to pilot the train into the station, rule 11.44 shall be observed.* *JE/SE(P. Way) shall take action as prescribed under sub-rule 11(b) above.* *(12) Double line section – work and return on right direction-* *SM on duty will block forwarded the line as prescribed*	

			under rule 6.32. Issue Shunting Order (T 633) and a Caution Order indicating the duration, location. With a remark that after completion of the work, machine to return back, to keep a sharp look at the trains passing on adjacent line, ensure their safety and number of machines permitted to work to the JE/SE (P.Way). Signature of all JE/SE (TM) shall be obtained on the record foil of Caution Order. *On return after completion of the work, the operators shall bring, their machines to stop apposite the first stop signals pertaining to the right line or at the last stop signal pertaining to the wrong line (on which they were working) which ever they come across first. The SM on duty shall depute at railway servant at the foot of the signal (whichever the machines would encounter first) who shall stop the machines on danger Hand signal and thereafter pilot them into the station on a written memo issued by the SM on duty. If the operator(s) find that no railway servant has been deputed at the first stop signal to pilot the train into the station, rule 11.44 shall be observed.* *JE/SE(P. Way) shall take action as prescribed under sub-rule 11(b) above.* *(13) Double line section – work and return on wrong direction-* *SM on duty will block back as prescribed under rule 6.32 the section. Issue Shunting Order (T 633) and a Caution Order indicating the duration, location, name of the station where block will be cleared, to keep a sharp look at the trains passing on adjacent line, ensure their safety and number of machines permitted to work to the JE/SE (P. Way). Signature of all JE/SE (TM) shall be obtained on the record foil of Caution Order.* *On return after completion of the work, the operators*	

			shall bring, their machines to stop at the first stop signal. The SM on duty shall arrange to receive the machine(s) either by taking 'OFF' reception signal(s) or by deputing a railway servant at the foot of the first stop signal who will stop the machines on danger Hand signal and thereafter pilot them into the station on a written memo issued by the SM on duty. If the operator(s) find that no railway servant has been deputed at the first stop signal to pilot the train into the station, rule 11.44 shall be observed. *JE/SE(P. Way) shall take action as specified under sub-rule 11(b) above.* *(14) Precautions-* *(a) The JE/SE (P. Way) incharge of the machines shall be responsible for the protection of the work site and also for protecting of adjoining line in case of infringement on the adjacent line, if any. He shall also be responsible for safety of line after the working of the machines.* *(b)Machine(s) working is likely to produce a dust and heavy noise. Temporary whistle board should be fixed near the adjoining line, which can be moved along with machine(s) worksite.* *(c) All trains passing over the adjacent line(s) should be issued a Caution Order stating that machine(s) is working on the other line, the Loco pilot should keep a sharp look out, whistle intermittently, be prepared to stop observing Hand signal(s) at the site of work.* *(d) The SM on duty as either side shall inform all the Gate man of L C gates equipped with telephone(s) connected with his station about the total number of machine(s)s permitted to work in the block section under exchange of private number. The JE/SE (TM) shall bring his machine(s) to stop before the L C Gate and pass the*	

			same only after ensuring that the L C Gate has been closed against the road traffic. *(e)While the machine(s) are moving in the block section in convoy, it will be responsibility of the operators of their machines to remain at a minimum distance of 100 mts of each other. However. while the machine(s) are working the minimum distance between two machine(s) shall not be less than 50 mtrs.* *(f)The JE/SE (P. Way) incharge shall be responsible to protect the site as prescribed under rule 12.05 (2).* *(15) Stabling of machine(s)- Rule 11.63 shall be applicable.* *(16) Procedure for working of machine(s) in Automatic Block Signalling section-* *Machine(s) shall work under the traffic block only. Rules pertaining to Absolute Block System shall be applicable on line and section on which machine is working as prescribed under sub-rule (7) to (14) above.* *(17) Procedure for working of machine(s) in Ghat section-* *(a) JE/SE(TM) must be in possession of competency certificate for Ghat section working or a Loco pilot having competency of Ghat section where machine(s) has to work, shall be deputed on machine(s).* *(b)Brake power, Hand brake and emergency brake(s) shall be tested before starting.* *(c) JE/SE(TM) shall not leave driving/working cabin of machine(s) in Ghat section.* *(d) Skids/wedges shall be kept ready for use at all times.* *(e) While going down the gradient, a locomotive shall be attached/ coupled in front of the machine(s) and it shall control all movements.* *(f) While going up the gradient, a locomotive shall be attached/ coupled in rear of machine(s) direction and it*	

			shall control all movements as provided under rule 11.11. *(g) For working purpose, machine(s) shall be uncoupled and locomotive shall move along 25 metres away from the machine(s). After completion of work, machine(s) shall be coupled with the Locomotive. When the locomotive is uncoupled at least two trackman with skids/ wedges shall be available on each machine to apply the same so as to prevent its rolling.*	
		14.31	***Rules for movement of Rail-cum-Road Vehicle (RRV)-*** *(1)Description- Rail-cum-Road Vehicle herein after referred as RRV is a self-propelled vehicle, which can run on railway track as well as on road. It shall be treated as a "train" as defined under rule 1.05(86) for the purpose of working.* *(a)RRV vehicle is meant for maintenance only and will not be used for normal inspection.* *(b)RRV will normally run on road, and would run on track only on the section where some maintenance work is required to be done. Its running on track shall be under traffic block only.* *(c)Incharge of RRV- The RRV shall run under the charge of the JE/SE(P.Way) who shall be personally responsible for all safety aspects regarding the movement of the RRV. He shall be responsible for taking block, removing the block, protection of line while the RRV is working as a train and also when it is "On tracked' or "Off tracked".* *(d) The driver of the RRV, hereafter to be called the RRV Operator, and other staff on RRV shall work under direct supervision of the JE/SE (P.Way).* *(e)While moving between stations, working in the block section and for stabling RRV shall be treated as machine(s) and rule 14.30 shall applicable.*	New Rule

			(2) Rules for off/on tracking of RRV in block section- *(a) JE/SE (P.Way) incharge of RRV shall give in writing to the SM on duty mentioning the L C Gate number at which RRV shall be off tracked/on tracked. SM on duty shall advise SM on duty at the other end of the block section under exchange of Private Number and the Controller before permitting JE/SE (P.Way) in writing for off tracking/on tracking of RRV. Before the off tracking/on tracking of RRV, JE/SE (P.Way) shall ask permission supported by Private Number, from the SM on duty from the nominated (as per the requisition given at the station) level crossing gate telephone.* *(i) Where the gate is connected with a cabin, such exchange of information would be between the SE/JE (P.Way) and the Cabinman/Switchman/Cabin SM, who in turn shall exchange information with the SM on duty and shall act on the instructions of the SM on duty under exchange of Private Number.* *(ii)On double line section SM on duty shall block the adjacent line also before permitting the RRV to be on/off Tracked. After ensuring that there is no train is in movement on other direction on double line section SM on duty shall give his Private Number to the JE/SE (P.Way) confirming his permission to on/off Track the RRV.* *(iii) During the off tracking/on tracking procedure the flasher lights shall be switched on.* *(iv) As soon as the RRV becomes off track and comes out of level crossing gate, JE/SE (P.Way) incharge of RRV shall give the Private Number to the SM on duty for clearance of track as well as for removal of block. SM on duty will inform the Controller and SM on duty at the adjoining station of the block section under exchange of Private Numbers regarding the clearance*	

			of the block. *(v) If the L C Gate telephone of the nominated L C Gate where the RRV is to be off tracked/on tracked has become defective the RRV shall be off tracked at the next manned level crossing gate with telephone, or in the next block section.* *(vi) During the on tracking/ off tracking the position of the Gates would be treated as open and precautions/procedure for opening of gates as prescribed under these rules will be followed by the gateman.* *(vii) When RRV is to be off tracked/on tracked at a level crossing gate within station section, the same shall be done only at manned gate provided with telephone/interlocked gate.* *(viii) Such off tracking/on tracking shall be done with prior written permission of the SM on duty.* *(ix) Off tracking/on tracking shall be done only at the nominated line, which shall be treated as blocked once the off tracking/on tracking operation has started.* *(x) The LC Gate shall be closed only after the JE/SE (P.Way) has confirmed in writing that the RRV has been off tracked/on tracked from the/at the nominated line (line number to be mentioned) and that all other lines are free of obstruction.* *(xi) SM on duty shall resume normal operation after this has been confirmed by the cabinman/ gateman/ switchman/ cabin SM under exchange of Private Number.*	
4.66	**I. Private Engines and Vehicles** **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.	***14.34***	**I - Private Engines and Vehicles** ***Private locomotives and vehicles -*** *No locomotive 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.*	Modified

Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
16.01	**CHAPTER 16** **LEVEL CROSSING** **Knowledge of signals -** No person shall be appointed to be a Gatemen unless he has a knowledge of signals.	***15.01***	**CHAPTER XV** **LEVEL CROSSING** ***Traffic and Engineering Gates: -*** *(1) Traffic Gates –* *(a) The manning and operation of the gates at level crossings located between the outermost stop signals shall be under the control of SM. The level crossing and structures pertaining thereto shall be maintained by the Engineering Department.* *(b) The operation of which LC Gates whether protected by signal or not shall be as per SWR.* *(2)Engineering Gates –* *(a) Level crossings beyond the outermost stop signals shall be under the control of the JE/SE (P. way) both as regards to their operation and maintenance.* *(b) Where the level crossing is protected by signals, fixed signals shall be provided in each direction in accordance with rule 4.13.* *(3)The maintenance of signals, interlocking and communication equipments will rest with the S&T department in the case of all LC gates, whether located within or outside the outermost stop signals.* *(4)At all level crossings the maintenance of road surface shall be done by engineering departments.* *(5) (a) The working instructions including the signalling diagram of level crossings equipped with gate signals and situated beyond the outermost stop signals in either direction of a block station and/or provided with telephone connections with the adjacent station shall be kept at the gate-lodge. A copy of the working instructions shall also be kept at the station*	Modified

			concerned. *(b)The working instructions of all level crossings provided with telephone connections with adjacent station and whose operation is governed by that station under special instructions, should be incorporated as an appendix to the SWR of that station. Copy of these working instructions should be kept at the gate lodge.*	
		15.02	***Appointment of Gateman: -*** *(1) A railway person appointed as a Gateman must be in possession of a valid certificate of competency which will be valid for a period for a period of three years and issued by authority so nominated either by Sr.DOM or Sr. DEN for traffic and engineering gates respectively.* *(2) Other railway servant(s) if required to work as Gateman should be tested by the SE (P. way) or TI as the case may be, to ensure that he is competent to work as Gateman. A certificate to the effect shall be issued by them, the validity of which shall be for a period of one year.*	*New Rule*
		15.03	***Classification of level crossings: -*** *(1) Each level crossing shall be classified into different classes depending on the quantum of road and rail traffic across the level crossing. The norms of classification of LC Gates as well as their normal position i.e. whether open or closed to road traffic shall be laid down by Railway Board.* *(2) Change in class of level crossing gate, manning, de-manning or closure of LC Gates and change in normal position of LC Gates from 'Closed to Road Traffic' to 'Open to Road Traffic' or vice versa shall be done only after necessary approval of COM or any other officer entrusted with this responsibility on this behalf has been obtained.*	*New Rule*

			(3) Working instructions for manned LC Gates and instructions for working emergency key chain interlocking at L C Gates shall be included as appendix 'A' of SWR of that station.	
		15.04	***Whistle Boards: –*** *(1)Whistle Boards shall be provided at a distance of not less than 600 mtrs. away from the unmanned level crossing(s). Whistle Board shall also be provided at such manned level crossing(s), outside the Station Limit where a clear view of the line from level crossing is not available for at least 500 mtrs.* *However, the distance of whistle board for unmanned level crossing on single line section where visibility is clear may be reduced upto 350 mtrs.* *(2)Sounding of locomotive whistle while approaching level crossing: –* *On seeing a Whistle Board, the Loco Pilot shall whistle freely upto the level crossing to attract the attention of the road users and to warn them as well as the Gateman, if any, about the approaching train.*	*New Rule*
16.02	**Supply and care of equipment -** Every Gatemen shall- (a) be supplied with day and night hand signals, detonators, and other prescribed equipment ,and (b) keep such signals, detonators and other equipment in proper order and ready for use.	***15.05***	***Supply and care of equipment: -*** *(1)Every gate shall be equipped with equipments as prescribed under special instructions.* *(2)The JE/SE (P. way) or SMs shall ensure that all the prescribed equipments are available and maintained as per norms prescribed by special instructions at the gates under their charge.*	Modified
		15.06	***Gate lamps: -*** *(1) Gate lamps and indicators shall be provided at each LC Gate to warn the road users whether the LC Gate is open or not.* *(2)The aspects and indications of gate lamps and indicators shall be as under-* *(a)Gate lamp should be mounted preferably in*	*New Rule*

			rectangular sockets over gates so as to give correct indication to road users. *(b) For road users, lights on gates lamps at night shall be red when either of the gate leaf/barrier is closed to the road and white when both gate leaves/barriers are open to the road.*	
		15.07	***Locking arrangements at LC Gates: –*** *Barrier against road traffic at a LC Gate may be in the form of lifting barriers, movable gates of approved design, chains, wire rope etc. or any other arrangement approved by Railway Board. When closed against road traffic, they shall be securely locked.*	*New Rule*
16.03	**Road Traffic-** (1) Subject to such Special Instructions in that behalf as are permitted by these rules, all gates at level crossing shall be kept constantly closed and securely fastened across the thorough fare on both side 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 Railways Administration may from time to time issue Special Instructions for any particular level crossing or class of level crossing and may by such Special Instructions permit the gates at any level crossing or class of level crossing to be normally kept open to road traffic and may there in prescribe the conditions under which gates are to be kept closed against road traffic for the passage of a train or trains or for the purposes of any other railway operation; and all such Special Instructions so long as they be not cancelled or superseded shall for the purposes only of the Railways Administration issuing the same be deemed to be General Rules within the meaning and subject to the provision of section 60 of the Act. (2) If for any reasons the gates at level crossings can not be 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	***15.08***	**Road Traffic *and position of LC Gates: –*** *(1)The normal position of LC Gates interlocked with signals will be kept open to road traffic and may only be closed against the road traffic for the passage of trains or for any other railway operation. Train movement at such LC Gate shall be done by taking 'OFF' gate signal(s).* (2) *Except otherwise permitted by special instructions,* all non-interlocked gates at level crossings shall be kept constantly closed and securely *locked* 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 railway administration may permit LC Gate not protected by signals to be normally kept open to road traffic, keeping in mind local conditions such as curve, gradient, visibility etc., the nature and volume of rail and road traffic, prescribing suitable conditions under which they shall be closed against road traffic for passage of trains or any other railway operation.* Such *permission,* so long as they are not cancelled or superseded shall for the purpose of provision of S*ection*	Modified

	accordance stipulations laid down under General Rules 16.06. (3) Gateman, where provided shall, at all level crossing be prepared, whenever such level crossing be open to road traffic to show a stop hand signal to any approaching train. (4) Where no Gateman is specially provided for night duty at a level crossing, the gates there at shall, subject to Special Instructions, be locked at night and opened only to pass road traffic in such manner as may be prescribed by Special Instructions.		*60 of the Act* be deemed to be General Rules. (3) If for any reasons the gates at level crossings cannot be so closed/*locked* 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 stipulation laid down under r*ule 12.05 &15.11.* *(4)* Gateman, where provided shall, at all *LC Gate* be prepared, whenever such *LC Gate* be open to road traffic, to show a stop Hand signal to any approaching train. *(5)* Where no *Gateman is provided* for night duty at a level crossing, the *gates shall,* be locked at night and opened only to pass road traffic in *such a manner* as may be prescribed in SWR. *However, in sections where there is no train movement at night, the LC Gates in such sections may be kept open for 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.	***15.09***	**Gateman to observe passing trains *and position of Gateman*:-** (1) 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. (*2) At each manned level crossing, the Gateman should stand attentively facing the track a place nominated in SWR/Gate working instructions in the manner indicated below: —* *(a) During daytime he should hold red and green hand signal flags, furled up on separate-sticks with the red flag in his active hand.* *(b) During night time he should hold a lighted hand signal lamp with white light.* *(3) The Gateman shall watch all passing trains and keep a sharp look out for any unusual condition like*	Modified

			hot axle, hanging part of any vehicle on fire, load shifted, etc. In case he notices the above or any other danger to safe running of the train, he should take prompt action to warn the Loco pilot and Guard by showing the danger signal and advise the Loco pilot and Guard through approved means of communication (if provided to him). *If train crew fail to take notice or act upon the Gateman's signal he shall immediately inform the SM/Gateman of the gate in advance through approved means of communication (if provided to him) to take appropriate action.* *(4) The Gateman should also be prepared to repeat any signal, which Guard may have occasion to give to the Loco pilot.* *(5) Loco pilot and Guard should be on the lookout for such danger signals from the Gateman.*	
16.05	**Channel for flange of wheels-** The Gateman shall see that the channel for the flange of the wheels is kept clear.	***15.10***	**Channel for flange of wheels: -** (1) The Gateman shall see that the channel for the flange of the wheels is kept clear. *(2)In the case of LC gates which are operated from nearby cabins or by Pointsman deputed from the stations, the cleaning of the channel for flange of wheels shall be done by Keyman/trackman.*	Modified
16.06	**Defects at level crossings-** If any gate or the fastenings there of, or any fixed signal pertaining to the gate becomes out of order, the Gateman shall (a) take action to close the gates, if possible, against the road traffic. (b) after closing the gates, hand signal the train movements past the Level Crossing,	***15.11***	**Defects at level crossings: -** (1) (a) If any gate or the fastenings thereof, or any fixed signal pertaining to the gate becomes out of order the *Gateman* shall-take action to close the gates, if possible, against road traffic. After closing the gates, Hand signal the train past the level crossing. (b) in case the gate cannot be closed due to defect in barrier/leaves/chains or for any other reason, the Gateman shall place on track a banner flag at a distance of 5 mtrs. from the gate during day and red light by	Modified

	(c) if the gates cannot be so closed put the banner flag or level crossing flag in such manner as to warn the approaching train to stop short of the gate and thereafter hand signal the train. (d) report the fact to his superior or the nearest Gangmate.		night. While doing so he should take care that on a double line/multiple line/twin single line, banner flag is placed on the line and direction from which the train is expected first and thereafter on the other side and on other lines on either side of the gate. Similarly on single line the gateman shall place banner flag in the side from which the train is expected first thereafter in the other direction. Thereafter he should Hand signal the trains. *(c)* The *Gateman* shall *report the fact to SM on duty of the station controlling the gate and his superior or the nearest P. way Mate.* (2) (a) In multiple aspect colour light signalling territory Gate stop signal controlling movement over an interlocked *LC Gate* shall display 'Caution' aspect when emergency key chain working is in use. (b) On account of emergency key chain working when such a stop signal or a Gate stop signal in block section controlling movement over an interlocked *LC Gate* displays 'Caution' aspect, the Loco pilot shall proceed cautiously, upto level crossing and when train locomotive clears the level crossing, he shall resume normal speed subject to other speed restrictions in force, if any.	
16.07	**Obstruction 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 rule3.62.	***15.12***	**Obstruction at level crossing: -** Every Gateman, on noticing any obstruction on the line, shall at once remove it or, if unable to do so, shall- (1) take action to ensure that the fixed signals, if any, protecting the gate are kept at 'ON'. (2) advise the SM on duty of the controlling station. On advise from the Gateman, the SM shall ensure that- (a) train movement from either direction in the obstructed section is immediately stopped. The train(s) are dispatched only after advising the Loco pilot and	Modified

			Guard through Caution Order. (b) arrange for assistance to remove the obstruction. (c) advise the concerned staff responsible for maintenance of the gate (in case the LC Gate is damaged). (3) show stop hand signal and do his best to stop approaching train(s) and protect the gate as prescribed under- *(a) On Single Line-* *(i) The Gateman shall advice the Loco pilot of approaching train through approved means of communication (if provided to him).* *(ii) Place banner flag fixed on the staff on the track 5 mtrs. from the obstruction in the direction from which the train is likely to approach first.* *(iii) Place another banner flag fixed on the staff as above in the opposite direction.* *(iv) Thereafter, he will proceed in the direction from which train is expected first, exhibiting stop Hand signal to any approaching train in that direction and protect the line by fixing detonators as laid down in rule 12.05(1).* *(v) After protecting the line from one side, protect the line in the other direction by fixing detonators as above.* *(vi) Then stand at the level crossing and clearly exhibit stop Hand signal to warn the Loco pilot of an approaching train.* *(b) On double line:-* *(i) The Gateman shall advice the Loco pilot of approaching train(s) through approved means of communication (if provided to him).* *(ii) If only one line is obstructed, it should be protected in the manner prescribed in sub-rule (a) (i),(iii) and (v)*	

			above. *(iii) If the obstruction has also fouled the adjacent line(s), action should be taken first to protect such line(s) by placing a banner flag on the track 5 mtrs. from the obstruction in the direction from which the train is likely to approach the level crossing first. The Gateman should then proceed further in the same direction exhibiting stop Hand signal to any approaching train and protect that line by means of detonators as laid down in rule 12.05(1). After protecting the adjacent line, the Gateman should protect the other line(s) as per procedure laid down in sub-rule (2)(a) above. The Gateman shall then stand at the level crossing and clearly exhibit Stop hand signal to warn the Loco pilot of an approaching train.* *(c) On Twin Single Line/Multiple line section:-* *Each line shall be protected, according to the procedure laid down under sub-rule (2)(a) above, care being taken to protect the adjacent line first, in case the same has been fouled by the obstruction.* *Note:- During night time or bad weather impairing visibility, the banner flag shall be replaced by the red lamp.* *(4) In case of an obstruction at level crossing protected by fixed signals if the Gateman is unable to remove the obstruction, he shall take immediate action to protect the line as follows -* *(a) If signals protecting the level crossing gate are operated from Cabins/ Stations: -* *Inform the Cabinman/ Switchman/ SM on duty to maintain the necessary signals at 'ON' and then take action to protect in a manner prescribed under sub-rule (1) above.* *(b) If signals protecting LC Gate are operated from*	

			gate panel/lever frame:— *Maintain the necessary signals at 'ON' and then take action to protect in a manner prescribed under sub-rule (1) and also inform the SM on duty.* *(c) In case of Gate signals light not lit due to any reason in colour light signalling territories LC Gate shall be protected by placing the banner flag as per sub-rule (3) above.* *Note: -Gateman of those engineering level crossings which are situated outside station limits and protected by fixed signals shall place detonators outside the signals at such distance and in manner as indicated in rule 12.05(3), if gate signal arm/back light cannot be clearly seen by Gateman in bad weather impairing visibility.*	
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 Driver, but shall endeavour to attract the attention of the Driver and the Guard by shouting, gesticulating or other means.	***15.13***	**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 endeavor to attract the attention of the Loco pilot and the Guard by shouting, gesticulating and by moving a green flag by day and a white light by night up and down vertically as high and low as possible or through approved means of communication, if provided. In addition, he will also inform the SM of the station controlling the gate through gate telephone or other means of communication if available.*	Modified
16.09	**Trespassing-** Every Gateman shall, as far as possible, prevent any trespassing by persons or cattle.	***15.14***	**Trespassing: -** Every Gateman shall, as far as possible, prevent any trespassing by persons or cattle.	No Change
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.	***15.15***	**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.	No Change

16.11	**Height gauges-** (1) Adequate arrangements shall be made to erect height gauges on either side of the overhead equipment or other equipment at every level crossing so as to ensure that all vehicles and moving structures passing under the height gauge also pass under overhead equipment or other equipment with adequate clearance. (2) The adequate clearance referred to in sub-rule (1) shall be sanctioned under approved Special Instructions. (3) Vehicles and moving structures, which cannot pass under the height gauge without striking or touching it, shall not be permitted to pass the overhead equipment or other equipment except in accordance with Special Instructions.	***15.16***	**Height gauges: -** (1) *On electrified sections*, adequate arrangements shall be made to erect height gauges on either side of the OHE or other equipment at every level crossing so as to ensure that all vehicles and moving structures passing under the height gauge also pass under OHE or other equipment with adequate clearance. (2)The adequate clearance referred to in sub-rule (1) shall be prescribed *by railway administration*. (3)Vehicles and moving structures, which cannot pass under the height gauge without striking or touching it, shall not be permitted to pass the OHE or other equipment except in accordance with special instructions.	Modified

Existing		Proposed		Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
17.01	**CHAPTER 17** **WORKING OF TRAINS ON ELECTRIFIED SECTIONS OF RAILWAYS** **Applicability of General Rules;-** All rules referring to the working of trains also apply to electrified sections except as otherwise provided in the rules contained in this chapter.	***16.01***	**CHAPTER XVI** **WORKING OF TRAINS ON ELECTRIFIED SECTIONS OF RAILWAYS** **Applicability of General Rules: -** (1)All rules referring to the working of trains also apply to electrified sections except as otherwise provided in the rules contained in this chapter. (2)All officials connected with OHE and 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.	No Change
17.02	**Special definitions applicable to this Chapter.-** In these rules, unless the context otherwise requires-	***16.02***	**Special definitions applicable to this Chapter :-** In these rules, unless the context otherwise requires- *(1)"apparatus" means electrical apparatus and includes all machines, fittings, accessories and appliances in which conductors are used;* *(2)"bare" means not covered with any insulating material;* *(3)"cable" means a length of insulated single conductor or two or more of such conductors, (solid or stranded) each provided with its own insulation, which are laid up together. Such insulated conductor or conductors may or may not be provided with an overall mechanical protective covering/armoring;* *(4)"caution notice" means a notice attached to or placed in the danger zone of live equipment calling attention to the danger of touching or interfering with such equipment and bearing the words 'Caution-Live Equipment';*	Modified

			(5)"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. 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'; *(6)"conductors" means a body or substance which offers a low resistance to the passage of an electric current;* *(7)"contact wire" means an overhead conductor from which electric power is supplied to electric rolling stock;* *(8)"cut-out (fuse)" means any appliance for automatically interrupting the transmission of energy through any conductor when the current rises above a predetermined value;* *(9)"danger" means danger to health or to life or any part of the 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;* *(10)"danger notice" means a notice attached to dead equipment to convey a warning against such equipment being made alive and bearing the words 'Danger-Men Working';* *(11)"danger zone" means the zone, lying within 2 metres of any live equipment in the 25KV AC traction system or 1 metre in case of 1500V D.C system in which no work is permitted, when the equipment is alive. Notwithstanding the above, the Loco Pilot of an electric locomotive 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;*	

			(12)"dead equipment" means any electric equipment which is not electrically live; *(13)"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;* *(14)"distribution system' means system of electrical equipment by means of which electrical energy in the form of alternating or direct current is distributed over a given area;* *(15)"dropper" means a fitting used in OHE for supporting the contact wire from the catenary;* *(16)"earth" for the purpose of the OHE only includes the track return circuit and the structures supporting the OHE, provided such structures are connected to earth or track return;* *(17)"earthed or connected to earth" means connections with the general means of earth in such a manner as to ensure at all times an immediate discharge of energy without danger;* *(18)"electrical equipment" means any apparatus which is used for generation, transmission or utilization of electrical energy;* *(19)"electrified track" means track provided with OHE;*	
	(1) "*electrical way and works*" means the traction installations including overhead equipment and other connected works provided on the electrified sections of the railway; (2) "*feeding post*" means a supply control post, where the incoming feeder lines from grid sub-station are		*(20)*"*electrical way and works*" means the traction installations including OHE and other connected works provided on the electrified sections of the railway; *(21) "emergency telephone" means a telephone circuit provided along track side for connecting to the traction power controller(TPC);* *(22)* "*feeding post*" means a supply control post, where the incoming feeder lines from grid sub-station are	

	terminated; (3) "*neutral section*" means a short section of insulated and dead overhead equipment which separates the areas		terminated; *(23)"grid sub-station or sub-stations" means an electrical installation equipped with transformers and switchgear from which power is supplied for electric traction;* *(24)"guarded" means covered, shielded, fenced or otherwise protected by means of suitable casing, barrier, rails or metal screens to remove the possibility of dangerous contact or approach by persons or objects to a point of danger;* *(25)"insulated (air-gap) overlap span" means an arrangement of OHE 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;* *(26)"lineman" means a person authorised to inspect and work on the overhead lines and switches in relation therewith;* *(27)"live equipment" means any electrical equipment which is electrically live;* *(28)"master controller" means a controller in the driving compartments of electric locomotives, motor coaches and driving trailers, which are not included in the main circuit of the controlled motor or motors but which operate other controller or contactors by means of control circuit thereby controlling the supply of electrical energy to the traction motors;* *(29)"motor coach" means a coach equipment with traction motors and with the necessary control and power apparatus for operating them;* *(30)*"*neutral section*" means a short section of insulated and dead OHE which separates the areas fed by	

	fed by adjacent sub-stations or feeding post; (4) " *power block*" means blocking of a section of line to electric traffic only; (5) "*supply control post*" means an assembly of interruptors, isolator switches, remote control equipment and other apparatus provided for controlling power supply to overhead equipment. It includes feeding posts, sectioning and paralleling posts. Sub-sectioning and paralleling posts and sub-sectioning posts. (6) "*tower wagon*" means a self-propelled vehicle which is used for the maintenance and repairs of overhead equipment; (7) "*Traction Power Controller*" means a competent		adjacent sub-stations or feeding post; *(31)"pantograph" means a collapsible device mounted on and insulated from the roof of an electric locomotive or motor coach and provided with means of collecting current form the OHE;* *(32)* " *power block*" means blocking of a section of line to electric traffic only; *(33)"rail bond" means an electrical connection across a joint in or between adjacent lengths of rail;* *(34)"reversing handle" means a handle which controls the forward and reverse running of the traction motors and is fitted in such a manner that it can only be removed when the master controller is locked 'OFF';* *(35)*"*supply control post*" means an assembly of interrupters, isolator switches, remote control equipment and other apparatus provided for controlling power supply to OHE. It includes feeding posts, sectioning and *sub-sectioning posts, paralleling* posts and *sub- paralleling* posts; *(36)"switching stations or supply control post" means an outdoor assembly of interrupters, isolator switches and other apparatus (including remote control equipment installed in a cubicle), provided for controlling power supply to OHE. It includes substation feeding posts, sectioning and paralleling posts, sub-sectioning and paralleling posts, yard supply posts and track sectioning cabins;* *(37)*"*tower car*" means a self-propelled vehicle which is used for the maintenance and repairs of OHE; *(38)"traction loco controller (TLC)" means an official who will be responsible for booking of electric locomotives and running staff to meet the requirements of the traffic;* *(39)*"t*raction power controller (TPC)*" means a	

	railways servant who may for the time being be responsible for the control of power supply on the traction distribution system.		competent railways servant who may for the time being be responsible for the control of power supply on the traction distribution system; *(40)"traction power distribution system" means distribution system provided for traction purposes;* *(41)"transmission line" means cables or bare overhead conductors by means of which electricity is transmitted between various parts of a distribution system.*	
17.03	**Inspection of electrical way and works-** The electrical way and works shall be inspected regularly in accordance with special instruction by officials nominated for the purpose and in accordance with the duties assigned to them.	***16.03***	**Inspection of electrical way and works -** *(1)(a)The duties of JE/SE (P. way) as defined in rules 14.01 to 14.10, wherever applicable to electrical way and works shall devolve on the JE/SE (OHE) so far as these duties relate to the respective items of electrical way and works in their charge.* *(b)The duties of the P. way Mate, wherever applicable to OHE, shall devolve on the OHE Linesman.* *(c) If due to any defect or damage to the OHE it is necessary to lower pantograph(s) over any particular section of the running line(s), the traction official concerned shall communicate with the TPC, who, in turn, shall advise the Controller for arranging the issue of necessary Caution Order by the concerned SMs on duty to the Loco pilots. The Caution Order shall specify the kms. and structure numbers between which the Loco pilot shall lower the pantograph(s) and coast through. In addition, the traction official, asking for the Caution Order to be issued, shall arrange with the JE/SE (OHE) for the exhibition of suitable indication boards marking the beginning and end of the affected section in which Loco pilots shall coast through with lowered pantograph(s).* *(2)(a) The inspection of OHE and electrical equipment at supply control posts shall be carried out periodically*	Modified

			in accordance with instructions issued by the concerned railway administration. *(b) Electrical equipment in rolling stock shall be inspected periodically in accordance with instructions issued by the concerned railway administration.* *(c) (i) Loco pilots of electric rolling stock shall, as far as possible and without interfering with their primary duties, keep a watch on the OHE while on run and/or otherwise.* *(ii) When a defect on the OHE, which is likely to interfere with the smooth movement of the pantograph or cause damage to it, is noticed ahead, the Loco pilot shall trip the circuit breaker and immediately lower the pantograph(s). The Loco pilot should make on emergency stop if considered necessary.* *(iii) If a Loco pilot notices slight damage to OHE (such as slight break away of the contact wire from the droppers or catenary), he may coast under the defective section, but the defect shall be reported to the TPC through the nearest emergency telephone circuit or through approved means of communication.* *(iv)In the case of breakdown of OHE requiring trains on adjacent line to be stopped, the Loco pilot noticing such a breakdown shall immediately switch 'on' flasher light of his locomotive/driving cab and bring his train to a stop and arrange protection in accordance with rule 12.05(1). In the case of a breakdown in automatic signalling territory protection will be done in accordance with rule 12.05 sub-rule (1). Thereafter, he will take immediate action to advise the TPC on the nearest emergency telephone giving details of the breakdown or through approved means of communication. The TPC, on receipt of such message, will pass on suitable instructions to the Controller and*	

			if necessary, advise him to stop running of trains in the affected section. *(d) (i) All breakdowns or defects, noted in the OHE or any other traction equipment, including continuity bonds, joint bonds, cross bonds, structural bonds and impedance bonds by any railway employee, shall be reported immediately to the TPC or the SM on duty at the nearest station. The SM on duty, to whom such breakdowns or defects are reported shall convey the information immediately to the TPC through the Controller. The TPC shall advise JE/SE (OHE) or the AEE (TRD). In case of impedance bonds, the JE/SE (Signal) shall also be advised.* *(ii)In case of breakage of an overhead line, the railway employee detecting it, shall ensure that no person comes into contact with the line until an authorised person arrives on the spot. The authorised person will take immediate action to make the affected line dead and earthed.* *(e) (i)All overhead line staff, when on patrol, shall watch the pantographs of passing electric rolling stock and if any defects are noticed, they should immediately try to attract the attention of the Loco pilot/Guard to stop the train by displaying Hand signals or by gesticulation or through approved means of communication. If, however, they are unable to attract the attention of Loco pilot/Guard, they must immediately report to the TPC through the emergency telephone circuit or approved means of communication, giving full particulars including number of the rolling stock, nature of defect and the time when the defect was noticed.* *(ii)TPC shall communicate reports of the defective pantograph to the TLC who shall arrange to have the*	

			electric rolling stock stopped as soon as possible for examination of the defective pantograph. *(f) JE/SE (OHE) shall be responsible for the proper and efficient maintenance of all breakdown equipment, wiring train(s), tower car(s), breakdown road vehicle(s), so that they are always in a state of good working order and fully equipped so as to be ready for service at all times.*	
		16.04	***Custody of keys and operation:-*** *(1)(a) The key(s) for all outdoor switch(s) shall be kept in locked glass fronted box(s) in the custody of SM on duty, or other such person(s) stationed conveniently near the switch(s). The key(s) shall be issued on demand only to authorised person, whose signature for receipt shall be obtained in a book maintained for this purpose.* *(b) Chamber(s) or enclosure(s) containing live equipment shall be kept closed and locked, with the key(s) in the custody of the authorised person. A duplicate key(s) shall be kept in a box with a fixed glass fronted cover at a place to be notified by the Sr.DEE/DEE (TRD). The key(s) may be removed by breaking open the glass cover of the box, in case of emergency, by an authorised person. A record shall be maintained of every such use of the key(s). In the event of breaking of the glass of the key box, the key(s), will be kept in safe custody of the SM on duty, until the glass is replaced. The TPC will keep a record where such key(s) are kept so that, in an emergency, he will be able to direct the parties accordingly. When the glass cover is broken to obtain the duplicate key(s), the concerned SE (OHE) shall be immediately advised to replace the glass. The person replacing the glass shall obtain the signature of the authorised person who shall*	New Rule

			record the date of replacement. *(c) Any person, while working in a chamber(s) or enclosure(s) containing electrical equipment which under normal conditions is alive, shall retain the key(s) of the chamber(s) or enclosure. The key(s) shall be returned to the person in whose custody it is normally kept, immediately after the chamber(s) or enclosure(s) has been locked.* *(d) Permit-to-work cards shall not be cancelled until the key(s) has been returned to the box or to the person in whose custody it is normally kept.* *(e) Keys mentioned in rule16.04(1) (a) to (d), shall be kept in glass front boxes duly painted/ marked/ tagged with their identity* *(2)(a) In emergency, SM on duty or an authorised person shall operate switch(s) according to specific direction of the TPC.* *(b) In the event of a fault in the OHE necessitating isolation of a section of OHE in addition to the faulty one, the JE/SE (OHE) or an authorised person shall arrange with TPC to isolate the healthy section.* *(c) Should the TPC wish to have any isolator switch opened or closed he shall ask the JE/SE (OHE) or SM on duty or any authorised person to carry out the required switching operations. The person concerned shall after carrying out the orders lock the switch either in 'open' or 'closed' position, as the case may be and inform the TPC of the action taken. He shall not part with the key until receipt of further orders from the TPC. A record of every such operation shall be maintained by the person concerned. Each instruction for closing or opening the isolators shall be confirmed by exchange of Private Numbers.* *(d) Every SM on duty, or the authorised person shall be*	

			fully aware of the location of isolator switches provided for the control of power supply to OHE at his station or near his work place and shall be conversant with the correct method of opening and closing the same in an emergency. *(e) Such SM on duty authorised person shall hold a certificate of competency valid for three years for operating the overhead switches; issued by Principal ZRTI or in case the railway servant has not worked in the electrified section for one year or more such a certificate shall be issued by Sr.DEE/DEE(TRD) valid for one year or for an earlier date when he is due for refresher course.* *(3) No person other than authorized maintenance staff, their assistants when accompanying them and persons provided with special permits issued by Sr.DEE/DEE (TRD) shall be admitted to supply control posts except the following:-* *(a) A person escorted by the concerned Sr.DEE/DEE/AEE (TRD).* *(b) A doctor summoned to attend an accident case.* *(c) Electrical Inspector to Government for the railway area concerned.* *(d) A person required by an officer to speak from a telephone installed in the premises.* *(4) No person below the rank of an Operator or Linesman shall be allowed to enter an unattended supply control post alone.*	
		16.05	***Protection of worksite and staff:-*** *(1)Presence of a responsible person:- When repair or adjustment to OHE makes it necessary for a train to proceed cautiously, an authorized person shall be present at the site of work and shall be responsible for showing the signals prescribed in rule14.09.*	*New Rule*

			(2)Issue of Caution Orders:- Before commencing work on OHE or in cases of breakdown of OHE, when it is necessary for a train to proceed cautiously, the JE/SE (OHE) concerned, shall arrange for issue of Caution Order(s) to Loco pilot of all trains as provided in the rules. *(3)No alteration or addition (whether permanent or temporary) shall be made to any equipment so as to infringe standard dimensions. If an infringement is unavoidable, sanction shall first be obtained from the concerned Sr.DEE/DEE (TRD).* *(4)It must be ensured that coach/wagon /locomotive /crane fitting(s) or mast(s) do not foul the OHE.* *(5)(a)No crane shall be worked adjacent to traction OHE unless such OHE is made dead and earthed by the OHE staff. All movements of the crane jib shall be carefully controlled so as not to foul the traction OHE.* *(b) Except in an emergency, 24 hours' notice of intention to work a crane adjacent to OHE shall be given to the concerned Sr.DEE/DEE(TRD) in order to make arrangement for OHE staff to standby. When possible, the working of cranes shall be included in the weekly programme.* *(6) No conductor shall be erected over or alongside an electrified track unless it is adequately guarded in accordance with the rules laid down by the railway administration. This guard shall be effectively connected to earth.* *(7)(a)No work on live or an unearthed indoor or outdoor equipment above 400 volts is permitted. The only occasion when maintenance staff may work on unearthed equipment, after it has been isolated, is for the purpose of taking 'insulation tests'. On completion of tests the equipment shall be earthed before any other*	

			work is started. *(b)Earthing of feeder lines:- After the feeder is made dead, it shall first be discharged by throwing an earthed chain over the conductor. The feeder line shall be then connected to earth by means of a stranded copper cable of adequate size securely connected to earth and the conductor.* *(c) Interrupters or Isolator:- Switch(s), which have been opened for the purpose of isolating electrical equipment for maintenance, shall have a danger notice displayed in a prominent position on the interrupter operating handle of the switch(s) or on the enclosure containing isolator switch(s) and control apparatus as well as on the corresponding, switch(s) in remote control centre.* *(d) Work in the danger zone of OHE:- Before any work is undertaken on a section of OHE, which is normally alive, or on any part of the structure within danger zone, the OHE shall be made dead and earthed. A minimum of two earths shall be provided, one on either side of the working party. In case the work is spread over several sub-sectors, additional earths shall be provided close to the feeding points of supply control posts involved.* *(e)Work at insulated overlap spans (air-gap sections):- No work shall be attempted on insulated overlap spans or on section insulators unless the adjoining section(s) of OHE on either side are made dead and earthed. In the case of a sectioning point, the isolator switch(s), the bridging or sectioning interrupter bridging the overlap span shall be closed.* *(7) Precautions to be taken by staff- Where OHE for two or more tracks is supported on one structure and work has to be done on the OHE of one track while the*	

			OHE of adjacent track(s) is alive, access to the OHE to be worked on shall be direct by ladders, trestles or similar means but not by supporting structure. Staff shall not, in any circumstances, walk or climb across live OHE by means of the supporting bridge to gain access to the OHE to be worked on. *(8) Working on service buildings and structures in the vicinity of live equipment:-* *(a)(i) Railway servant, when required to carry out work on service buildings and structures in proximity of OHE, shall exercise special care to ensure that tools, measuring tapes, materials, etc, are not placed in a position where they are likely to fall on or make contact with electrical equipment.* *(ii) Wherever such work has to be carried out under conditions which involve risk to the workmen or other person(s), arrangement shall be made for authorised OHE staff to be present who shall take such precautions as may be necessary for the safety of the person(s) concerned.* *(b) Protection of the maintenance parties:-* *(i) A working party shall not commence or carry out any work on or adjacent to OHE involving danger to trains or traffic without the consent of the Sr. DEE/DEE/AEE (TRD) and permission of the Controller.* *(ii) No person shall disturb the OHE or carry out bonding or other work in such a way so as to obstruct the line and necessitate the showing of danger signals—* • *Until such signals have been shown and* • *If within the station limits, he has obtained the written permission of the SM and all the necessary signals have been placed in the 'On' position.*	

			When such work is to be undertaken, the traction official responsible for the work shall advise the SMs on duty concerned and arrange for showing the necessary danger signals. *(iii) When defects are noticed on OHE which are likely to cause damage to pantographs or when emergency repairs are being effected to the OHE and it is not possible to convey the information to the SMs on duty concerned to enable him to issue Caution Order(s), the line(s) shall be protected in accordance with rule 12.05(1) and 14.09.* *(c)Protection of staff-Every member of the staff shall provide for his own protection, independent of every other member except when one is assisting another in which case, the person in charge of the work is responsible for the proper protection of himself and his assistants.* *(d) Working on structures supporting live OHE -* *(i)No person other than OHE staff shall climb or work on any structure which supports the OHE without having received a permit-to work card. No work shall be carried out on any structure nor any thing affixed to a structure without the written permission of the Sr.DEE/DEE(TRD).* *(ii)Before work is commenced on a structure supporting over-head equipment, the limits of danger zone(s) shall be protected by a red disc during day and a red light at night, which shall be placed at a suitable position so as to be clearly visible.* *(iii)When work is to be carried out in the danger zone of a structure after the OHE is made dead, no staff other than the person authorised to test and earth the OHE shall attempt to climb a structure, until he personally has received definite instruction(s) to climb*	

			the structure from the person in-charge of the working party and no message or signal other than the instruction(s) is permissible. *(iv)The instruction(s) may be conveyed from the person in charge of the party to workmen by another person(s). Such a person(s) be individually deputed as a messenger by the person in charge of the party and shall be not below the rank of linesman.* *(v) Person(s) deputed as laid down under rule 16.05(8)(d)(iv) to convey instruction(s) to workman, shall be made known to the workmen previously and the workman shall be advised that orders regarding the climbing of structure shall on no account be accepted from any other person(s).* *(vi) The person in charge or the person(s) deputed under rule 16.05 (8)(d)(iv), shall, before instructing his men to climb a structure, explain as to which section of OHE is dead and which section is alive and which part(s) of the structure are safe to work upon. The person in charge or the person(s) deputed under rule16.05(8)(d)(iv) shall satisfy himself that his explanation is clearly understood by all the workmen whom he has instructed to climb the structure.* *(vii) It shall be the responsibility of every person conveying instruction(s) to climb structure(s) to see the danger discs(s) or lamp(s) are correctly fixed before the work is commenced.* *(viii) On structures spanning multiple tracks where work is being carried out adjacent to one or more sections of OHE, the person in charge shall ensure, before any of the line(s) are made alive on completion of work, that all men and materials adjacent to the line(s) have been withdrawn from the danger zone and if work is to continue on other part(s) of the structures,*	

			that the danger discs or lamps have been moved to indicate the changed danger zone. *(e) Painting of structure: - Only after permit-to-work has been received and OHE has been correctly earthed, portion(s) of track structure(s) within danger zone may be scraped, cleaned or painted. Other portion(s) of structure(s) of OHE may be cleaned and painted while the overhead line(s) are alive unless special condition(s) at site render it unsafe, in which case the work shall only be done after making the equipment dead and earthed.*	
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 railways 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 railways servant authorized for the purpose by special instructions. He, in turn, shall issue the same only with the knowledge of the Traction Power Controller.	***16.06***	**Permit-to-work on electrical equipment: -** (1) *Permit to work shall be issued by Sr. DEE/DEE (TRD), who can delegate this to TPC who shall issue the 'Permit to work' on their behalf.* (2)If work is to be carried out adjacent to the electrical equipment or any other part thereof by other than the competent railway servant, such work shall be done only when and for such time as the person-in-charge of the work has obtained a written permit-to-work, duly signed and given by the railway servant authorized for the purpose. He, in turn, shall issue the same only with the knowledge of the TPC. *(3)Work in the danger zone of traction equipment or OHE-* *Before commencing work and for the whole time that work is being performed on any part of the electrical equipment, that part of the electrical equipment, or adjacent thereto, shall be made dead and earthed save and except as provided in these rules. A permit-to-work shall be obtained in accordance with sub-rule 16.06 (b).* *(4)Procedure for arranging power blocks in electrified sections-*	Modified

			(a) When a power block has been sanctioned, TPC shall issue to the Controller a power block message in either through messenger or by approved means of communication with exchange of Private Numbers. The Controller shall get confirmation from the SMs on duty that the section will be blocked for electric traction. He shall then, either return one copy of the written message duly acknowledged indicating thereon the time from which the block will be given or send a phone message to the TPC giving the same information supported by a Private Number. The TPC will thereafter arrange to isolate and make dead the portion(s) of electrical equipment concerned at the time indicated by the Controller and issue a permit-to-work thereon. *(b)However, in case of an emergency the TPC shall switch 'off' the power first and then advise the Controller of the power block imposed and reasons for doing so.* *(c) When permit-to-work on the portion of electrical equipment has been cancelled and the TPC has restored normal conditions, he shall cancel the power block message issued to the Controller, either by message sent in duplicate or on approved means of communication with exchange of Private Numbers.* *(5)Method of obtaining permit-to-work in the danger zone of traction electrical or OHE:-* *(a) For work by authorised person(s):-* *(i)Excepting as detailed sub-rule (8) below permit-to-work shall be obtained by authorised person(s) from the TPC who shall carry out through remote control or order the switching operation(s) necessary to isolate the portion of the equipment concerned. When the TPC receives confirmation that the switching operation(s)*	

			has been correctly carried out, he shall inform (through approved means of communication with exchange of Private Numbers) the authorised person stating clearly that the electrical equipment has been made dead. This information shall constitute a permit-to-work. 'Permit-to-Work' will be issued in this manner only to authorised person(s) not lower in grade than a Linesman. *(ii)On receipt of a permit-to-work and before work is commenced, the electrical equipment specified shall be earthed as per rules in force. Each working party shall be protected by independent earths.* *(iii)On completion of the work the person who had received the permit-to-work shall ensure that all men and materials have been withdrawn from the electrical equipment and its vicinity. He shall then remove the earths and inform the TPC either by written memo or through approved means of communication supported by a Private Number that the work for which the permit-to-work was issued has been completed, men and materials have been withdrawn from the specified electrical equipment and it may be made alive. Such memo/ message shall constitute cancellation of the permit-to-work.* *(b)For work by other than authorised persons:-* *(i) If work is to be carried out on or adjacent to any part of the electrical equipment by other than authorised person(s), such work shall not commence until the person in-charge of the work is in possession of a permit-to-work card issued to him by the TPC.* *(ii)The permit-to-work shall be taken from the TPC by an authorised person who shall earth the electrical equipment specified and hand over a permit-to-work card to the person in-charge of the work holding an*	

			acknowledgement on the other copy. A duplicate of every permit-to-work card shall be retained in the personal possession of the authorised person who issued it. *(iii) On completion of the work and when all men and materials have been withdrawn from the electrical equipment and its vicinity, the person in-charge of the working party shall cancel his permit-to-work card and return it to the authorised person who issued it. The authorised person shall in turn cancel the permit-to-work as detailed in sub-rule (4)(a)(iii) above.* *(6)Local cancellation of permit-to-work when telephonic communication is interrupted:—* *If telephone communication with the TPC is interrupted when a permit-to-work is to be cancelled, the authorised person to whom the permit-to-work was issued shall arrange locally for restoring to normal (live) condition(s) the portion of traction electrical or OHE, specified in the permit-to-work and for cancelling the power block, if possible or else, proceed to the nearest station and inform the SM on duty, who in turn will inform the TPC through the Controller.* *(7)Working of more than one party independently on the same portion of electrical traction or OHE:-* *Whenever work has to be carried out by more than one working party, the permit-to-work shall be issued by the TPC 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 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 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 material and removed the earths from the electrical equipment. In the event of telephone communication being interrupted, the responsible person shall act as provided in sub-rule (5) above. *(8)Entries in the Log Book:- The number of each permit-to-work issued must be entered in the log book of the TPC, 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 from the authorised person concerned.* *(9)Work inside Electric Loco Shed or EMU Car Shed:- In case of work to be done inside electric loco sheds or EMU car shed, the application for permit-to-work must be made to the JE/SE (Rolling Stock) who shall arrange for the issue of the permit-to-work after getting the switch(s) of the inspection bay or the feeder(s) opened. No intimation to the TPC is necessary and the permit-to-work must be returned for cancellation by the person 'Incharge of the Work' to the JE/SE (Rolling Stock) before the switch(s) is closed.* *(10)Local Blocks:-* *(a) Local arrangement(s) may be made with the SM for power block(s) in such siding(s) which do not affect the movement of trains on running lines, and reception or departure lines in yard. The TPC shall, however, be kept informed as to when the power block is taken and cancelled. The SM shall also advise the Controller of such power block(s).* *(b)Local block(s) shall be arranged on the form(s) prescribed for the purpose.* *(11) Procedure for preventing admission of electric*	

			rolling stock into or over sections of track with dead or earthed overhead line(s):- *(a)In order to prevent electric rolling stock from being admitted on a cross over or track over which, OHE has been made dead or for which a permit-to-work has been issued, the lever(s)/switch(s) of signal(s) and points leading to line(s)/crossover(s) shall be protected by means of stop collar(s)/switch(s) in accordance with rule 4.18(3). If the points and signals are locally operated, the same should be locked and the key(s) kept with the SM.* *(b)The Controller, on receipt of a power block message from the TPC, shall repeat to the SMs on duty concerned the said message indicating the time from which the block is to commence. Each SM on duty shall record and acknowledge the message with a Private Number and the time of receipt and then block the electric traffic on the line(s) described from the time indicated and place stop collar(s)/switch(s) on the appropriate lever(s)/switch(s). When signal(s) is controlled electrically from SM's office, the SM on duty shall place the stop collars on the slides of electric slide instruments. He shall keep the keys of electric transmitters or interlocked key boxes in his personal possession.* *(c) The stop collars/switches shall not be removed until the SM on duty receives message cancelling the power block, supported by Private Number; from the Controller and acknowledgment given by him. The Controller shall not issue such message unless he has received a written message or phone message supported by a Private Number from the TPC cancelling the power block.* *Note: -In all cases referred to under sub-rule (2), (3),*	

			(9) & (10), the SM on duty must record the information in the diary/TSR.	
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 persons 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.	***16.07***	**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(s) shall climb on the top of *locomotive(s) or on* the roof of carriage(s) or wagon(s) when those vehicle are standing beneath the OHE except when the OHE has been made dead and *properly* earthed in accordance with special instructions. *(3) Work on pantograph(s) and roof of rolling stock shall normally be carried on special sidings where switch(s) are provided for making such siding(s) dead and earthed.* *(4)Traction locomotive examiner or other authorised person in-charge shall be responsible for making dead the OHE over the track(s) of inspection line(s) in loco shed(s) and stabling siding(s) before permitting work to be done on the roof of electric rolling stock. The OHE over the track(s) 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 are clear of danger zone before energising the equipment.* *(5) (a)At station(s) and yard(s) an authorised person shall arrange to make dead and earth the OHE and a permit-to-work card shall be obtained by the staff concerned before work on the roof of rolling stock or*	Modified

			locomotive(s) is commenced. On completion of work, the card shall be returned to authorised person for cancellation. The authorised person shall then satisfy himself that everything is in order and that all staff are clear before re-energising the OHE. *(b)Prescribed working rules for isolating and making the concerned section of OHE dead for the purpose of overhead watering of carriages shall be followed at watering stations. The supplement to the SWR issued to each station, loco shed, etc., shall specify the switch(s), the operation of which, will make a section(s) dead or alive.* *(6) Register of Messages:- All messages relating to operation of switch(s), issue of permits-to-work and other important communication(s) shall be recorded in a register by both the sender and the receiver together with the time when sent and the time when received.* *(a)Message(s) relating to operation of switches and issue of permits-to-work shall be confirmed by Private Numbers.* *(b)All messages together with the Private Numbers shall be issued from and received into books specially maintained for the purpose.*	
17.06	**Alterations to track :-** Before any alteration to alignment or level of electrified tracks is commenced, due notice shall be given to those responsible for the overhead equipment so that the overhead equipment may be adjusted to conform to the new conditions.	***16.08***	**Alterations to track:-** (1) Before any alteration to alignment or level of electrified track(s) is commenced, due notice shall be given *from concerned JE/SE (P. way) to concerned JE/SE (OHE)* so that the OHE may be adjusted to conform to the new condition(s) *and also to ensure that no infringement is caused by alternation in track.* *(2) Before any slewing, alteration to super elevation or level of track(s) is done, notice shall be given to the Sr. DEE/DEE (TRD) to enable him to arrange for adjustment of OHE to conform to the new condition(s),*	Modified

			if necessary. *(3)(a) All minor alteration(s) to OHE whether permanent or otherwise shall be reported to the TPC immediately through approved means of communication and to the Sr. DEE/DEE (TRD) in writing.* *(b)Major alteration(s) affecting the existing disposition of any section of OHE shall not be made unless sanctioned by the Sr. DEE/DEE (TRD).* *(4)(a) When working on OHE, all staff shall ensure that the wires are not deflected so as to cause pantograph(s) of electric rolling stock passing on other line(s) to be fouled by steady arm tube(s) or any other part(s) of the OHE.* *(b) When the OHE is slewed either temporarily or permanently, the person in-charge shall ensure that section insulator(s), jumper(s), distance and other fitting(s) are at such a position so that they do not foul the pantograph(s) of electric rolling stock passing on other line(s).* *(5)(a) Whenever any work on track, which is likely to affect rail bonds, is undertaken by P. way staff, adequate notice shall be given to the JE/SE (OHE) to enable him to arrange for bonding staff for removal and replacement of bonds.* *(b) Bonding staff when working with a JE/SE (P. way) shall work under his instructions who shall then be responsible for the safety of the track and of the staff.*	
17.07	**Tripping of circuit breakers of locomotives and electrical multiple units at neutral sections-** Unless otherwise allowed by special instructions, the Driver 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	***16.09***	**Tripping of circuit breakers of locomotives and *EMU* at neutral sections -** (1) Unless otherwise *authorised* by special instructions, the *Loco pilot* of the locomotive or *EMU* shall coast through the neutral section, duly switching off power. Necessary indication boards to this effect shall be	Modified

	provided to guide the Driver to switch off and switch on power.		provided to guide the *Loco pilot* to switch off and switch on power. *(2)Warning boards for neutral sections:- Warning boards shall be fixed at a distance of 500 mtrs and 250 mtrs respectively ahead of the neutral section. Similarly, the points at which power shall be switched 'off' and 'on' shall be indicated by boards. No Loco pilot shall pass the neutral section between warning boards with power 'on'. In order to negotiate the neutral section without stalling, the Loco pilot shall approach the neutral section at speed of not less than 30 Kmph. Assistant Loco pilots of locomotives shall call out all permanent display boards in the section and this shall be repeated by Loco pilots in the manner described under rule 11.40.* *(3) Warning boards for temporary neutral sections:- Due to speed restriction(s) of less than 30 Kmph being imposed within one kilometre on either side of the neutral section, emergency feeding arrangement(s) in case of sub-station failure(s), etc., may be necessary. To provide a temporary neutral section to negotiate where the Loco pilots would have to lower and raise pantograph(s) while passing the temporary neutral section, Warning boards shall be fixed at a distance of 500 mtrs and 250 mtrs respectively ahead of the temporary neutral section. Similarly, the points at which the pantograph(s) would have to be lowered and raised shall be indicated by boards. Warning boards shall be provided only if temporary neutral section working is to be continued for a duration in excess of 24 hours. All Loco pilots shall be given Caution Orders at Notice station/stations concerned indicating the location at which he would have to lower and raise pantograph(s) In order to enable the train to negotiate*	

			the temporary neutral sections, without stalling, the Loco pilot shall approach the temporary neutral section at a speed of not less than 30 Kmph. *(4)Programmed speed restrictions at neutral sections:- Whenever speed restrictions of less than 30 Kmph. are required to be imposed within one kilometre on either side of the neutral section for programmed works, such speed restrictions shall not be imposed until the Sr. DEN/DEN has arranged with Sr. DEE (TRD) for temporary energisation of the neutral section. After the neutral section has been temporarily energized by the traction distribution staff and temporary neutral section provided with necessary warning boards, the traction distribution staff shall authorize the SM/Controller to permit movement of electric locomotives/EMU stock into the section after due exchange of Private Numbers and also inform the TPC that the neutral section has been jumpered and temporary neutral section provided specifying the location. No electric locomotive(s)/EMU stock shall be permitted to enter into the section with speed restriction of less than 30 Kmph unless the SM/Controller has received this authorization from the traction distribution staff. Under such condition(s), Loco pilots of all electric locomotives/EMU stock shall be issued with Caution Order at notice station/stations concerned permitting them to pass the neutral section "on power" and also indicating to the location of the temporary neutral section where they would have to lower and raise pantographs.* *(5)Emergency speed restrictions at neutral sections:- whenever emergency speed restrictions of less than 30 Kmph. are required to be enforced within one kilometre on either side of the neutral section, the engineering*	

			staff shall immediately arrange to protect the site and take all steps to bring to a stop the train, if any, before the neutral section. The SE/JE (P. way) shall also inform the nearest SM on duty regarding imposition of speed restriction The SM on duty shall inform the SM on duty at the other end of the neutral section, Controller and the TPC. The Controller and the SMs on duty at either end of the neutral section shall not permit the entry of any electric locomotive/EMU stock into the section until advice has been received from the TPC. The TPC shall make immediate arrangements for energizing the neutral section and for the provision of a temporary neutral section. After this has been completed, movement of electric locomotives/EMU stock shall be permitted in accordance with sub-rule 16.09(4) above. The traction distribution official who has jumpered the neutral section shall issue a written memo to the Loco pilot of the train which may have been stopped short of the neutral section, advising him that he can pass the neutral section "on power" and also informing him, if necessary, of the locations at which he would have to lower and raise pantographs at the temporary neutral section.	
17.08	**Tower wagon -** The rules for the movement and working of tower wagons shall be laid down by special instructions.	***16.10***	**Tower *car and ladder trolly:-*** *(1)(a) Certificate of Competency for working of tower cars:- Tower cars shall not be worked on running lines unless a Loco pilot of tower car(s) or an official holding a competency certificate issued by Sr.DEE/DEE (TRS) as prescribed by the railway administration for this purpose is on the tower car and is in charge of its movement.* *(b)The validity of the above competency certificate for tower car Loco pilot shall be three years as in the case of train Loco Pilot. The tower car Loco pilot shall*	Modified

			undergo initial and refresher course and safety camp training as prescribed for train Loco Pilot. The refresher course for tower car Loco pilot shall include operation and maintenance of tower car. *(c) Tower car Loco pilot must possess certificate of medical fitness as prescribed for train Loco pilot.* *(2)Movement of tower car:-* *(a)Whenever it is necessary to work a tower car either for the maintenance of OHE or attending to the site of break down or for any other reason, the person incharge of the tower car shall advise the SM on duty about the movement of tower car.* *(b)A tower car is to be treated as a train and shall be worked without a guard. The duties and responsibilities for protecting the train/track and other duties of the Guard shall devolve on the JE/SE (OHE) accompanying the tower car.* *(c)While moving between station, working in block section and for stabling rule 14.30 shall be applicable except that JE/SE (OHE) shall be incharge of tower car and/or ladder trolly.* *(d) When working in section, preference shall be given to the movement of tower car(s) in case of emergency /failure/ breakdown if the official-in-charge gives it so in writing.*	
17.09	**Additional rules for electrified sections -** Special instructions for working of trains on electrified sections shall be notified by the authorized officer.	***16.11***	***Rules regarding shutdown of OHE* :–** *(1)Rules for Maintenance and Repairs to OHE:-* *(a)JE/SE in-charge of maintenance of OHE will carefully plan their work in such a way that under normal circumstances train movement is not hampered in any way. Where the nature of the maintenance to be done is such that train movement is likely to be affected the JE/SE (OHE) will give prior intimation to the Sr. DEE/DEE (TRD) of the section who will arrange for a*	Modified

			TWO to be issued to facilitate the execution of the work. *(b)Whenever any section of the OHE is to be made dead for the purpose of maintenance work, the JE/SE will give intimation to the TPC at the earliest possible time, specifying the section to be shutdown. After consulting the Controller, TPC will intimate to the JE/SE (OHE) the time and permissible duration of shutdown. The JE/SE(OHE) is responsible for regulation of the work so that the permissible duration is not exceeded. If for any reason the period of shutdown is required to be extended, TPC should be advised in good time.* *(c) Where written messages are not exchanged, shutdown will be effected by exchanging messages through approved means of communication, supported by Private Numbers. The official in actual charge of the maintenance work will in person exchange messages with TPC. No one below the rank of a Linesman is authorised to exchange such messages.* *(d)Shutdown on any section of OHE (except at location where Electric Locos/EMUs, are stabled for examination), shall be effected only after the Controller has been informed by TPC and he has agreed to shutdown, except in case of emergency.* *When train movement has to be blocked over any crossover or section of line for the purpose of effecting shutdown, the TPC will advise the Controller as regards the train movements required to be blocked during the period of shutdown. On receipt of massage from the Controller the SMs on duty shall block train movements as required and advise Controller by message. The Controller will advise TPC by message that the movements have been blocked.*	

			(e)After train movements have been blocked as required and after 'switching off' power from the section, TPC shall inform the JE/SE or other official incharge of the work by message that power has been switched off and the work may be commenced. On completion of the work the official-in-charge of the work will advise TPC by a message that the work has been completed. TPC will then restore power on the section and inform Controller by a message that normal traffic may be resumed. *(f) Operation of the overhead switch(s)/isolator(s) at station(s) for the purpose of effecting shutdown will be done on instructions from TPC by the authorised person available for the purpose.* *(g)Before commencing work on the OHE, precautions as mentioned under rule 16.05 shall be taken.* *(2)(a) Shutdown required for repair work in case of breakdown.—* *In case of breakdown of OHE, the official in charge of the repair work will inform TPC as to what sections of line are to be made dead to facilitate the work. Care shall be taken when effecting shutdown to ensure that power is not cut off over those section(s) in which train service(s) may be maintained without hindrance to the repair work. The procedure for cutting off power and for blocking train movement(s) and for restoration of power will be the same as in the case of shutdown for maintenance work.* *(b)On completion of the repair work, the official in charge of the repair(s) will state whether normal traffic may be resumed or whether any speed restriction is to be imposed. If a speed restriction is to be imposed, the official concerned will give a memo to the SM on duty and also inform the TPC. The TPC will clearly state so*	

			in his message to the Controller who in turn will ensure that these instructions are conveyed to the SM on duty concerned. When the speed restriction is to be removed or relaxed, supervisory official will issue a memo to the SM on duty and also inform the TPC who will then convey the message to the Controller. *(3)Shutdown required for the passage of oversized consignment.—* *(a) When loads which exceed the maximum height specified in rule 11.25(1) are to be passed through the electrified section, the Controller shall give at least 48 hours prior notice to the JE/SE (OHE) and TPC.* *(b) When shutdown is to be effected on any section(s) of the line for the passage of oversized consignments, the same procedure as laid down in rule 16.11(1) will be followed. The authorised person receiving the shutdown message from TPC will issue 'Permit-to-work', to the Guard of the train with the oversized consignment for each section of the line on which power has been shutdown.* *The Guard will not allow the train to enter this section until the 'Permit-to-work' is received by him. Before issuing the 'Permit-to-work' the authorised person will test the line for supply, but is not necessary to earth the line. When the train has to be passed through two or more feeding sections, each section shall be tested for supply before the train enters the section.* *(c) An additional authorised person should be deputed to travel on the locomotive, to test the line for supply at each feeding section. The SM on duty at the starting point should issue a Caution Order to the Loco pilot to follow the instructions of the authorised person to stop the train as and when required for the purpose of*	

			testing the line for power supply. *(d)The 'Permit-to-work' will be retained by the Guard of the train and will be returned, duly signed, to the authorised person, when the train has passed out of the section concerned. The authorised person will then issue a message to TPC that the line is clear.* *(4) Shutdown required for work in the vicinity of the OHE.* *(a)No work may be carried out in the vicinity, i.e., within danger zone of live OHE, till a 'Permit-to-work' has been obtained as laid down in rule 16.04. At least 48 hours prior notice shall be given to the JE/SE (OHE), who will depute an authorised person to arrange for the shutdown.* *(b)The authorised person will effect shutdown by following the procedure laid down in rule 16.11 (1), above and will issue a 'Permit-to-work' to supervisory official in charge of the work. Before issuing the 'Permit-to-work', the authorised person will test the line for supply and earth the lines. The 'Permit-to-work' will be retained by the supervisory official in charge of the work and on completion of the work he will return the 'Permit-to-work', duly certified, that the work has been completed and all men are clear of the live equipment. The authorised person will then remove the earthings and issue a message to TPC that power may be restored on the line.* *(5)Shutdown section on 2.2 KV distribution lines and 22 KV transmission lines for the purpose of maintenance of repair work.—* *(a)'Shutdown' on 2.2 KV distribution lines and 22 KV transmission lines when affected over the telephone, will be by exchange of message with Private Number between the TPC and the supervisory official in charge*	

			of the work. *(b)When a section of 2.2 KV distribution lines is to be isolated for the purpose of maintenance the operation of sectionalising switches, etc. in the station cubicles shall be done on instructions from the TPC by an authorised person deputed for the purpose. Before doing this, the authorised person will take adequate precautions to avoid interference to the running of trains.*	
		16.12	***Accidents and blocking of train movement in emergency:-*** *(1)(a)In the event of any accident occurring in which electric rolling stock is involved or where damage to overhead structures or equipment takes place, the Railway servant who notices it, shall take necessary precautions against danger of electric shock and shall inform the nearest SM on duty, Controller/TPC. The TPC will take immediate action to cut off power supply, to the affected tracks if necessary and restore the same after ascertaining that it is safe to do so. The line is not to be reopened for traffic until a responsible official of the electrical department inspects the site and certifies that the line is safe for the passage of trains.* *(b)In the event of a derailment on double line/twin single line/multiple gauge electrified sections, TPC on being informed will immediately switch off power supply to the other tracks also, so as to prevent movement of electric rolling stock/train on the other track. Power supply should be restored after ascertaining that the adjacent track is free from obstruction and is safe for train movement.* *(2) Blocking Train Movement in an Emergency.* *(a)Due to a break of OHE or for any other reason when train movement(s) is to be stopped urgently over*	*New Rule*

			a section of line or over a crossover road, the TPC shall inform the Controller. TPC and Controller will both make detailed entries in the log sheets showing the time when the instructions are issued and particulars of train movements stopped. *(b)Traffic over the section(s) in which the train movement(s) has been stopped as above, may be resumed only with the approval of TPC, who shall convey instructions for the resumption of traffic to the Controller in the form of message supported by a Private Number stating clearly whether any speed restrictions are to be imposed.*	
		16.13	***Special precautions by TPCs, Controllers, SMs and train crew on electrified sections when a section of the OHE is found faulty and / or abnormality is noticed / reported on running trains:-*** *(1) In the event of OHE failure on electrified sections the TPC shall immediately locate the faulty section and isolate the same. In case of double/twin and multiple line sections, he will also isolate the healthy section on adjacent tracks on the same route length as the faulty section. The TPC shall then advice the Controller of the section found faulty and the healthy section temporarily isolated by him.* *(2) On receipt of advice from the TPC, the Controller, shall take action as under: -* *(a) In case of faulty section: -The Controller shall, under exchange of Private Numbers, advise the SMs of all stations who are concerned with the working of trains in the affected section, to treat the faulty section as if the same is under emergency traffic block and take action accordingly.* *(b) Action to be taken when healthy section is temporary isolated- The Controller shall immediately*	*New Rule*

			inform the SMs on duty at all stations concerned OHE section as also the healthy section for which OHE to ensure that faulty as well as healthy section on adjacent line is temporarily isolated, under exchange of Private Numbers. *(c)(i)If a train has already entered the affected section and is held up for no tension in OHE for more than 3 minutes, the Loco pilot shall depute his Assistant Loco pilot to check the train in order to look for any abnormality and also advice the Guard by sounding prescribed code of whistle and/or on approved means of communication. The Assistant Loco Pilot and Guard shall check the entire train. If, in the mean time, power supply is restored, the Loco pilot shall call back his Assistant Loco pilot and resume journey at a speed not exceeding 40 Kmph by day and 25 Kmph by night subject to observance of other speed restrictions. The train crew shall keep a sharp look out on the adjacent line(s) to see if there are any OHE abnormalities and report at the station in advance whether the portion of section over which the train has moved after stoppage, is safe for passage of train or not.* *(ii) In case power supply is not restored, the Loco pilot/Guard shall inform the Controller/ TPC of the details of abnormality, if any and assistance required through the nearest emergency telephone circuit or on approved means of communication.* *(iii)After ascertaining from the crew of the affected train the nature of abnormality, the decision regarding recharging of OHE shall be taken by the Controller. Guard, Assistant Loco Pilot and the concerned SMs shall be advised accordingly the necessary steps shall be taken by Controller thereafter, for clearance of the abnormality.*	

			(iv)In case of OHE break down takes place on the graded section and there is a chance that the train may roll back, action has prescribed in rule 13.23(4) and (5) shall be taken by the train crew to prevent rolling back. Beside this locomotive crew shall also make use of wooden wedges. *(d)In case train has not entered the faulty/healthy section the Loco pilot and the Guard of the first train entering the concerned block section on healthy adjacent line shall be issued with a Caution Order to proceed at a speed not exceeding 40 Kmph by day and 25 Kmph by night or bad weather impairing visibility subject to the observance of other speed restrictions, exercising great caution and to 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 on reaching the next station in advance report whether or not the section over which they moved, is safe for movement of trains.* *(e) On arrival of first train at the station at which faulty section ends and on receipt of information from the Loco pilot that the line (healthy section) is clear and free from obstruction, the SM on duty shall advice the Controller who in turn shall advice the TPC to re energize the healthy section.* *(e)After receiving advice from Controller, the TPC shall restore feed to the healthy sections that had been temporarily isolated.* *(f) After despatching the first train with Caution Order in the affected section no subsequent train shall be allowed to enter in the section without permission from Controller. Action to remove the speed restriction shall*	

			be taken by the Controller in consultation with TPC. Till such time it is decided to remove the speed restriction, trains entering the affected section shall continue to be issued Caution Orders prescribing clearly the speed restrictions and other precautions referred under sub-rule (c) above.	

	Existing GR		Proposed GR	Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
1.	**A - Carriage of passengers** **Passengers' Tickets** – (1) Tickets issued to passengers shall be available only from the date and for the period specified by the Railway Administration by which they are issued. (2) If any guard or any other Railway servant who may be empowered by the authorized officer to take action under this clause has reason to suppose that any passenger is traveling without ticket, or not in the proper class of the carriage, he shall request the passenger to show his ticket and report to the Station Master any irregularity which he may detect.	***17.01***	**CHAPTER XVII** **A - Carriage of passengers** ***Passengers' Tickets*** *–* *(1)Tickets issued to passengers shall be available only from the date and for the period as specified by the railway administration by which they are issued.* *(2)If any Guard or any other railway servant who may be empowered by the authorized officer to take action under this clause has reason to suppose that any passenger is travelling without ticket or improper ticket or not in the proper class of the carriage, he shall request the passenger to show his ticket. On detecting any irregularity, he shall recover railway dues including penalty, failing which he shall hand over the passenger to GRP/RPF travelling on train or at the next stopping station.*	Modified
1A	**A Railway Administration may reserve a seat**, berth, compartment or carriage, as the case may be, in a passenger train, in accordance with condition published in the Time Table in force from time to time, and no person or persons other than for whom the accommodation is so reserved shall occupy such accommodation except with the permission of the railway servant as may be appointed in this behalf by the authorized officer.	***17.02***	***Reservation of accommodation****- A railway administration may reserve a seat, berth, compartment or carriage, as the case may be, in a passenger train, in accordance with condition published in the time table in force from time to time, and no person or persons other than for whom the accommodation is so reserved shall occupy such accommodation except with the permission of the railway servant as may be appointed in this behalf by the authorized officer.*	Modified
2.	**Charge entered incorrectly in receipt of ticket** – If any charge is entered incorrectly in a receipt or ticket given to the passenger, the Railway administration may correct the entry.	***17.03***	**Charge entered incorrectly in receipt of ticket** – If any charge is entered incorrectly in a receipt or ticket given to the passenger, the railway administration may correct the entry.	No Change
3.	**Passenger changing to a superior class of carriage –** If any passenger desires to change from an inferior	***17.04***	**Passenger changing to a superior class of carriage –** If any passenger desires to change from an inferior to	Modified

	to superior class of carriage on payment of the difference in fare, the guard in-charge of the train or such other railway servant as may be appointed in this behalf by the authorized officer, shall take the necessary step for effecting such charge.		superior class of carriage on payment of the difference in fare, the Guard in-charge of train or such other railway servant as may be appointed in this behalf by the authorized officer, shall take the necessary steps for effecting change*, provided accommodation in superior class is available.*	
3A	**Restriction of the use of certain trains by the passenger** – A Railway Administration may restrict or prohibit the carriage by certain trains of certain or all classes of passengers for specified distances or between specified stations and no person shall travel in contravention of any such restrictions or prohibition.	***17.05***	**Restriction of the use of certain trains by the passenger** – A railway administration may restrict or prohibit the carriage by certain train(s) or certain or all classes for passengers for specified distance(s) or between specified stations and no person shall travel in contravention of any such restrictions or prohibition.	No Change
4.	**Lady Passengers** – When ladies are travelling alone, the Guards shall pay every attention to their comfort and in placing them in the train shall if so requested endeavour to select a carriage (according to the class of the ladies tickets) in which other ladies are travelling.	***17.06***	**Physically challenged and lady passengers** –When ladies and *physically challenged passengers* are travelling alone, the Guards and *on board ticket checking staff* shall pay every attention to their comfort and *in case of ladies,* placing them in a carriage (according to the class of *their* tickets) in which other ladies are travelling *if requested.*	Modified
5.	**Prisoners and insane passengers** – (1) Military prisoners in all cases, civil prisoners if insane, violent or dangerous, and insane passengers, shall not be allowed to mix with other passengers, but shall upon reserved accommodation being engaged, be placed with their escort or attendants in a prison van when or in a separate compartment, as the case may be. (2) Other parties of the prisoners, when inclusive of guards, the party exceeds five in number shall also be carried in the same manner. (3)The terms 'prisoner' includes accused persons and person under trial or travelling for the purpose or undergoing trial, as well as persons who have already been convicted.	***17.07***	***Prisoners and insane passengers*** – (1) Military prisoners in all cases, civil prisoners if insane, violent or dangerous, and insane passengers, shall not be allowed to mix with other passengers, but shall upon reserved accommodation being engaged, be placed with their escort or attendants *separately.* (2)Other parties of the prisoners, when inclusive of guards, the party exceeds five in number shall also be carried in the manner prescribed in sub-rule (1) above. (3)The terms 'prisoner' includes accused person(s) under trial or travelling for the purpose or undergoing trial, as well as person(s) who have already been convicted.	Modified

	Passengers suffering from Infectious or Contagious Disorders.		**Passengers suffering from Infectious or Contagious Disorders.**	
6.	**Disease deemed to be "infectious or contagious disorders**" – For the purpose of the Act, the following shall be deemed to the infections or contagious disorders, namely: Cerebrospinal Meningitis. Chicken Pox. Cholera. Diphtheria. Leprosy. Measles. Mumps. Plague. Scarlet Fever. Small Pox. Typhus Fever. Typhoid Fever, and Whooping Cough.	***17.08***	***Passengers suffering from Infectious or Contagious Disorders-*** *(1) Disease deemed to be "infectious or contagious disorders" – For the purpose of the Act, the following shall be deemed to the infections or contagious disorders, namely:* *(a) Cerebrospinal Meningitis.* *(b) Chicken Pox.* *(c) Cholera.* *(d) Diphtheria.* *(e) Leprosy.* *(f) Measles.* *(g) Mumps.* *(h) Plague.* *(i) Scarlet Fever.* *(j) Small Pox.* *(k) Typhus Fever.* *(l) Typhoid Fever, and* *(m) Whooping Cough.* *(2)Conditions on which passenger suffering from infectious or contagious disorders may be carried – No passenger suffering from an infectious or contagious disorders shall be carried in any train unless;* *(a)he has engaged a reserved either a compartment or a carriage for himself and his attendants, and* *(b)all necessary arrangements have been made in pursuance of section 56 of the Act, for the separation of the passenger(s) and his attendant(s), during the whole time that they remain upon the railway, from other persons being or travelling upon the railway, and* *(c) any other special precautions which the railway servant giving the permission mentioned in the said*	Modified

			section may consider necessary to be taken to prevent infection or contagion being communicated to other person(s) being or travelling upon the railway.	
	Disinfection of Carriages.		***Disinfection of Carriages.***	
7.	**Conditions on which passenger suffering from infectious or contagious disorders may be carried** – No passenger suffering from an infectious or contagious disorders shall be carried in any train unless; (a) he has engaged a reserved compartment for himself and his attendants, and (b) all necessary arrangements have been made in pursuance of section 71* of the Act, for the separation of the passenger as his attendant, during the whole time that they remain upon the railway, from other persons being or travelling upon the railway, and (c) Any other special precautions which the railway servant giving the permission mentioned in the said section may consider necessary have been taken to prevent infection or contagion being communicated to other person being or travelling upon the railway.			*Combined with 17.08*
	Power to refuse to carry persons suffering from infectious or contagious disorder	*"71.(1) A Railway Administration may refuse to carry, except in accordance with the conditions prescribed under Section 47, sub-section 1), Clause (d), a person suffering from any infectious or contagious disorder		

	(2) A person suffering from such a disorder shall not enter or travel upon the Railway without the special permission of the Station Master or other railway servant in-charge of the place where he enters upon the railways. (3) A railway servant giving such permission as is mentioned in sub-section (2) must arrange for the separation of the person suffering from the disorder from other persons being or travelling upon the railway."			
8.	**Disinfection of Carriages**- When any carriage has been entered by a person suffering from an infectious or contagious disorder the carriage shall be disinfected, in accordance with special instructions, immediately after it has arrived at its destination; and no passenger shall be allowed to enter it until the disinfection has been completed.	***17.09***	***Disinfection of Carriages****- When any compartment or carriage has been entered by a person suffering from an infectious or contagious disorder the carriage shall be disinfected, in accordance with special instructions, immediately after it has arrived at its destination; and no passenger shall be allowed to enter it until the disinfection has been completed.*	Modified
	Luggage		***Luggage***	
9.	**Luggage to be booked** – Each passenger's luggage be booked. Provided that any Railway Administration may dispense with the booking of any luggage which is taken into a carriage by the passengers in pursuance of Rule 11.	***17.10***	***Luggage to be booked*** *– Each passenger's luggage be booked. Provided that any railway administration may dispense with the booking of any luggage which is taken into a carriage by the passengers in pursuance of rule 17.12.*	Modified
10.	**Free allowance of passenger's luggage** - A certain quantity of each passenger's luggage within a limit of weight to be fixed from time to time by the Railway Administration, shall be allowed free of charge, provided the passenger presents his luggage for weighment before the commencement of his journey.	***17.11***	***Free allowance of passenger's luggage*** *- A certain quantity of each passenger's luggage within a limit of weight to be fixed from time to time by the railway administration, shall be allowed free of charge, provided the passenger presents his luggage well in time for weighment before the commencement of his journey.*	Modified
11.	**Luggage in carriage with passengers** – A passenger may take into a carriage only such small articles of personal luggage as are required for his own use on the journey and can be placed in a carriage without	***17.12***	***Luggage in carriage with passengers*** *– A passenger may take into a carriage only such articles of personal luggage as are required for his own use on the journey and can be placed in the carriage without*	Modified

	inconveniencing other passengers or reducing the available accommodation the carriage.		*inconveniencing other passengers or reducing the available accommodation the carriage.* *Luggage includes items for use of the passenger in connection with the journey, i.e. items which would be habitually taken by the passenger when he is traveling for use, not merely during the actual journey, but during the time he is away from home.*	
12.	**Luggage insufficiently secure** – Passenger's luggage unless it is taken into a carriage by the passengers in pursuance of rule 11, shall be properly packed, locked, or otherwise sufficiently secured.	***17.13***	***Luggage insufficiently secure*** *– Passenger's luggage unless it is taken into a carriage by the passengers in pursuance of rule 17.12, shall be properly packed, locked, or otherwise sufficiently secured.*	Modified

	Existing GR		Proposed GR	Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
	Offences by Passengers and Other Passengers		**CHAPTER XVIII** **Offences by Passengers and Other Passengers**	
13.	**Duties of Station Master in case of drunkenness or nuisance** – The Station Manager shall use all responsible means to stop any annoyance that may be caused by any act referred to in section 120* of the Act, and if any person is removed from the railway under that section shall, if necessary, direct steps to be taken for his prosecution thereunder.	***18.01***	***Duties of SM in case of drunkenness or nuisance*** – *The SM on duty shall use all reasonable means to stop any annoyance that may be caused by any act referred to in section 145 of the Act, and if any person is removed from the railway under that section shall, if necessary, direct steps to be taken for his prosecution there under. This duty will devolve upon on board ticket checking/RPF/GRP staff on running trains.*	Modified
14.	**Smoking or having open light or fire on railway premises, or keeping open light or lighted lamp in carriage- Any person who-** (a) is found smoking or having an open light or fire, in a goods shed or a store yard, or (b) persist in keeping an open light or a lighted mineral oil lamp in a carriage after being warned by a railway servant or a police officer to desist, or (c) persist in smoking on any other portion of the railway premises after being warned by a railway servant or a police officer to desist, Shall if the act is deemed by the authorized officer to be dangerous, immediately be removed from the railway premises. * "120 If a person in a railway carriage or upon any part of a railway:- (a) is in a state of intoxication, or (b) commits any nuisance or act of indecency, or uses obscene or abusive language, or (c) Wilfully and without lawful excuse interferes with the comfort or any passenger or extinguishes	***18.02***	***Smoking or carrying of open fire, light lamp, inflammable goods, explosive etc -*** *(1) No person shall carry with him in any carriage open fire, lighted oil lamp, inflammable or dangerous goods, explosives, etc.* *(2) No person shall smoke on any portion of railway premises.* *Any person detected in doing so shall be removed from railway premises/fined/prosecuted as provided in the Act.*	Modified

	any lamp, he shall be punished with fine which may extend to fifty rupees in addition to the forfeiture of any fare which he may have paid and of any pass or ticket which he may have obtained or purchased, and may be removed from the railway by any railway servant.			
15.	**Exclusion of persons from Railway premises** (1)A Railway Administration may exclude, and if necessary, remove from the station platform or any part of the Railway premises. (a) Any person not being bonafide passenger nor having any business connected with the Railway; (b) Any person who having arrived at the station by train and having no business connected with the railway refuses to leave the railway premises when required to do so; (c) Any motor vehicle or class of motor vehicles, not being bona-fide carried or to be carried by the Railways. (2) No political Meetings shall be held on any part of the railway premises and a railway administration may exclude from the station platform or any part of the railway premises any person attending such meeting whether such person is or is not in possession of a ticket authorising him to be on the said premises.	***18.03***	***Exclusion of persons from Railway premises*** *(1) A railway administration may exclude, and if necessary, remove from the station platform or any part of the railway premises* *(a) Any person not being bonafide passenger nor having any business connected with the railway;* *(b) Any person who having arrived at the station by train and having no business connected with the railway refuses to leave the railway premises when required to do so;* *(c) Any motor vehicle or class of motor vehicles including two-wheelers and cycles not being bonafide carried or to be carried by the railways.* *(2) No political meetings shall be held on any part of the railway premises and a railway administration may exclude from the station platform or any part of the railway premises any person attending such meeting whether such person is or is not in possession of a ticket authorising him to be on the said premises.*	Modified
16.	**Unauthorised persons on engine or tender** – No person, unless he is authorized by the authorized officer, shall ride on the engine or tender, or in, under, or upon, any vehicle or portion of a vehicle not intended for the carriage of passengers.	***18.04***	***Unauthorised persons on engine***– *No person, unless he is authorized by the authorized officer, shall ride on the locomotive, or in, under, or upon, any vehicle or portion of a vehicle not intended for the carriage of passengers.*	Modified
16A	**Getting down from and leaving a train –** No persons, (other than a railway servant on duty) whether in possession of a valid ticket or not, shall get down from, and leave a train at any place other	***18.05***	***Getting down from and leaving a train –*** *No persons, (other than a railway servant on duty) whether in possession of a valid ticket or not, shall get down from, and leave a train at any place other than a scheduled*	Modified

	than a scheduled stop except with the permission or at the instance of any railway servant authorized in this behalf by the railway administration.		*stop except with the permission or at the instance of any railway servant authorized in this behalf by the railway administration.*	
17.	**Begging** – No person whether in possession of a ticket or not, shall beg or solicit alms subscription or any charity in any part of the Railway premises or trains.	***18.06***	***Begging*** *– No person whether in possession of a ticket or not, shall beg or solicit alms, subscription or any charity in any part of the Railway premises or trains as prescribed in section 144 of the Act.*	Modified
18.	**Investigation by Station Master in case of Offence by passenger –** If any passenger commits any offence, under the Act not being of the nature referred to in rule 13 or rule 14 the Station Master shall immediately investigate the case, and exercise his discretion as to the proceedings to be taken, after referring (by telegraph, if necessary) to his immediate superior for instructions.	***18.07***	**Investigation by *SM* in case of offence by passenger –** If any passenger commits any offence, under the Act not being of the nature referred to in *rules 18.01 and 18.02* the *SM on* duty shall immediately investigate the case, *or ask RPF/GRP in investigate the case and exercise his discretion on action to be take after consulting his immediate superior if considered necessary on approved means of communication.*	Modified
19.	**Guards to prevent breaches of rules –** Guards shall exert themselves to prevent any breach of rules by the passengers or any other persons.	***18.08***	***Preventing breach of rules*** *– All railway servants on duty shall exert themselves to prevent any breach of rules by the passenger(s) or any other person(s).*	Modified
20.	**Arrests** – The power of arrest conferred by the sections 131 and 132 of the Act shall be exercised with the greatest caution.	***18.09***	***Power to arrest****– The power to arrest conferred by the sections 179 and 180 of the Act shall be exercised with the greatest caution.*	Modified

	Existing GR		Proposed GR	Remarks
GR No.	**Rule**	**GR No.**	**Rule**	
	Penalties		**CHAPTER XIX** **Penalties**	
21.	**Penalties for breach of rules –** Any person other than a Railway servant committing a breach of any of the rules in this part shall, on conviction before a Magistrate, be punishable with fine not exceeding fifty rupees or such amount as may be prescribed in the Indian Railways Act, 1890 (9 of 1890)	***19.01***	***Penalties for breach of rules*** *– Any person(s) other than a railway servant committing a breach of any of the rules as provided in rules under chapter XVII and XVIII shall, on conviction before a Magistrate, be punishable with fine not exceeding Rupees five hundred or such amount as may be prescribed in the Act.*	Modified